ANCHORAGE BOWL LAND USE PLAN MAP

Anchorage Bowl Comprehensive Plan — Community Discussion Draft 2/29/16

Municipality of Anchorage – Planning Department

February 29, 2016

Dear Anchorage,

We are pleased to present to you the *Anchorage Bowl Land Use Plan Map Update* (*LUPM Update*), developed on a foundation of inclusiveness and commitment to improving our community as the best place in America to *Live, Work, and Play.*

Our community has grown and evolved since adopting *Anchorage 2020: Anchorage Bowl Comprehensive Plan* in 2001. New challenges demand that our community become more resilient and better prepared for mid-21st century realities, including new opportunities for economic development and sustainability.

The *LUPM Update* recognizes these community-wide changes and sets the stage for future growth and development. Additionally, many of the neighborhoods and communities within Anchorage have adopted plans. This includes East and West Anchorage, Government Hill, Fairview, the Hillside, the UMED area, Girdwood, Turnagain Arm, and Chugiak-Eagle River.

The *LUPM Update* incorporates significant analysis of Anchorage demographics and projected growth; current and future economic changes; current land uses; and future land capacity. This information informs the policies and strategies contained within the *LUPM Update*.

To ensure efficient and equitable growth within our limited geographic area, Anchorage will need to maximize land use efficiencies while protecting and enhancing our natural resources. The *LUPM Update* recommends strategies for balanced regional growth, infill and compatible uses, housing and neighborhoods, commercial centers and corridors, anchor institutions, open space and greenbelts, transportation, and coordinated and focused public investments. New policies provide structure for targeted areas of economic development and revitalization.

This is a community-based plan that has engaged many partners throughout its development. Thank you, to those who gave time and great thought to make this *LUPM Update* what it is. We look forward to hearing from everyone on this draft plan. We want to demonstrate to you that Anchorage is open for investment and new ideas!

Sincerely,

Hal H. Hart

Hal H. Hart, AICP
Director

Photo Courtesy: Alaska.org/Alaska Channel

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ANCHORAGE BOWL LAND USE PLAN MAP NARRATIVE—Section 1

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1. The Policy Overview

1.1. Guiding Anchorage's Growth

Where will new residents settle over the next two decades? Where will people work, shop and play? Will there be enough room to grow?

The Anchorage Bowl Land Use Plan Map provides a visual guide for future growth and development over the next 25 years. The Plan Map is aligned with the goals and policies of the *Anchorage 2020–Anchorage Bowl Comprehensive Plan (Anchorage 2020)*.

With one-third of Alaska's population and nearly half of its jobs in a 100-square-mile area, the Anchorage Bowl is the urban center of an emerging metropolitan region. At its heart, Anchorage plays host to many of the region's cultural attractions, businesses and services, and is its strategic focal point for air, road, port and rail transportation that help drive the regional and statewide economy.

By 2040, forecasts predict that the Anchorage Bowl will need to accommodate up to 27,000 additional households, 62,000 more residents, and 44,000 additional jobs. This Plan Map accommodates that growth in a way that enhances the quality of life for all residents. It provides for more housing and businesses, while also building on strong communities, and preserving resources for the next generation.

The Land Use Plan Map shows Anchorage's future development pattern and distribution of land uses across the Bowl. It displays where different uses, intensities of use, and urban form characteristics are planned to occur by 2040. It confirms that Anchorage can meet the growth projections.

These designations guide where growth will occur, and what needs to be built to accommodate that growth. It includes related strategies and actions to guide growth into a more compact and efficient pattern primarily in and around designated mixed-use centers, while preserving lower intensity uses, such as single-family homes, and open spaces outside these centers.

The use categories on this plan are more than fulfillment of a growth strategy. They graphically represent the future types of places that make Anchorage a great city in which to live, work, shop, recreate, study, visit, and invest. These places are its neighborhoods, centers, corridors, industry employment areas, institutional campuses, public facilities, and parks and open spaces. These land uses define the community's physical form and function.

This update includes the following objectives:

- Provide greater land use predictability and policy direction;
- Advance the overall direction of the *Anchorage 2020* Land Use Policy Map;
- Incorporate recommended land uses from adopted area-specific plans;
- Respond to recent policy issues and updated growth projections;
- Create a logical framework for future zoning and development; and
- Provide a strategic framework for infrastructure decisions such as transportation or economic development.

Once adopted, the Land Use Plan Map will provide guidance when developing other plans and making land use and development decisions, public infrastructure investments, and evaluating proposed zoning changes, in coordination with other elements of the Comprehensive Plan.

1.2 Updating the *Anchorage 2020 Comprehensive Plan*

The *Anchorage 2020*, adopted in 2001, set a new direction for growth and development. Its policies anticipated the ongoing shift in how Anchorage will grow, toward reinvesting in existing business districts and neighborhoods with new patterns of infill and redevelopment. Anchorage 2020 envisioned major new urban elements, such as mixed-use centers, and highlighted their approximate locations on its Land Use Policy Map (page 50, *Anchorage 2020*).

This Land Use Plan Map is a limited, targeted amendment to *Anchorage 2020* that supplements and clarifies its policies with more specific guidance for land use throughout the Bowl.

It is a part of the Comprehensive Plan and carries the same legal weight.

It also updates the growth forecasts and land use projections of *Anchorage 2020*, and responds to changes in the community since 2001, while advancing the community goals established in *Anchorage 2020*.

1.3 Community Goals Driving this Plan

To develop the *Anchorage 2020 Comprehensive Plan*, the Municipality involved a cross section of business, neighborhood and community groups. While some of the particulars have changed, and new challenges have emerged, the core principles and goals that emerged from those meetings are as relevant today as when first incorporated into the Plan. Subsequent area-specific and other plans have reconfirmed and elaborated on these goals. The Land Use Plan Map follows these land use goals of *Anchorage 2020* and other elements of the Comprehensive Plan. These include:

Future Growth. Take a forward-looking approach to community growth and redevelopment, which seeks innovative ways to accommodate and encourage growth in population, housing, and employment.

Building Community. Build on existing business districts and neighborhood strengths through reinvestment.

Diverse, Healthy Economy. Capitalize on Anchorage's unique strengths and its regional, statewide, and global position, as well as its key economic sectors and well-paying jobs.

E**conomic Viability with Placemaking.** Strive to create a built environment comprised of great places, streets, and spaces that together generate a positive city image, support long-term economic viability, attract new residents and workforce talent, and promote affordable development.

Compact Development. Use infill and redevelopment with a more compact land use pattern, which supports the efficient provision of public services, provides more room for businesses, improves performance of transportation networks, and preserves open space.

Natural Open Spaces and Wildlife. Preserve and enhance the network of natural open spaces through the community that preserves and enhances Anchorage's scenery, ecological functions, its diversity of fish and wildlife habitats, and recreational opportunities.

Strong, Resilient Community. Minimize exposure to life safety, property, and economic risks from natural hazards.

Balance of Commercial and Industrial Land. Preserve a balanced supply of commercial and industrial land which is compatible with surrounding uses and has access to transportation networks**.**

Housing. Provide a diverse supply of affordable, quality housing that meets the needs and preferences of the city's residents, at all income levels, in safe and livable neighborhoods.

Neighborhood Identity and Vitality. Encourage a variety of safe, pleasant, and distinctive neighborhoods responsive to the diverse needs of residents, in urban, suburban and rural settings, and with amenities and infrastructure to absorb future growth, with good access to schools, recreation, natural areas, and services.

Compatible Development. Development that respects the scale and character of existing neighborhoods, contributes to neighborhoods of lasting value and vitality, and is supported by investment in local amenities and services.

Harmony with Natural Setting. Develop in harmony with the natural setting, and capitalize on retaining Anchorage's advantage as an attractive place to live and work, which is mindful of critical environmental lands, its northern climate, and natural hazards.

Community Facilities. Provide a well-planned mix of public, utility, and institutional facilities that coordinate with private development to meet the health, educational, civic, cultural, recreational, utility, governmental, and public safety needs of all citizens, businesses and neighborhoods.

Mobility and Access. Develop a transportation system, based on land use, that moves people and goods safety, with low impact on surrounding uses, and that maximizes choices and alternative travel modes like walking, bicycling, or public transit.

Walkable Community. Develop a community that allows for living, working, shopping and recreation within convenient travel distances, in a pedestrian oriented development pattern that supports healthy, active lifestyles.

1.4 Coordinating with Other Plans

Since the Land Use Plan Map guides how land is to be used throughout the Anchorage Bowl, it relates to policies contained in the other elements of the Comprehensive Plan.

This included the Metropolitan Transportation Plan, the Wetlands Plan, the Parks Plan, and plans for other community facilities. The Comprehensive Plan serves as an "umbrella plan" which guides these plans.

The goals and objectives of these plans are drafted in compliance with the Comprehensive Plan, but are not entirely folded into the Plan and are still "stand-alone" documents.

Neighborhood and District Plans

The Land Use Plan Map provides a citywide land use policy framework that reflects area-specific plans.

Anchorage 2020 called for Neighborhood or District Plans to help achieve Comprehensive Plan policies, and respond to specific issues that arise in particular parts of the community. Since the adoption of *Anchorage 2020*, 11 areas have been the subject of new neighborhood, district, and other area-specific plans.

These plans provide more tailored Land Use Designations and guidance for growth not specifically addressed in detail at the Bowl-wide level. While each area plan addresses specific community needs, its policies and recommendations are intended to remain in harmony with other plans and the overall Comprehensive Plan.

In contrast, the Anchorage Bowl Land Use Plan Map lays out an overall plan for the future distribution of uses throughout the Bowl.

Together, the Anchorage Bowl Land Use Plan Map and area-specific plans guide future growth and development to achieve citywide and neighborhood goals, and maintain or improve the essential character of Anchorage's communities.

The *Area-specific Plans Diagram* on the next page depicts the current adopted plans for the Bowl. As the community adopts new plans, the *Area-specific Plans Diagram* should be updated to keep it current as a guide to adopted land use plans around the Bowl.

Concurrent Planning Efforts

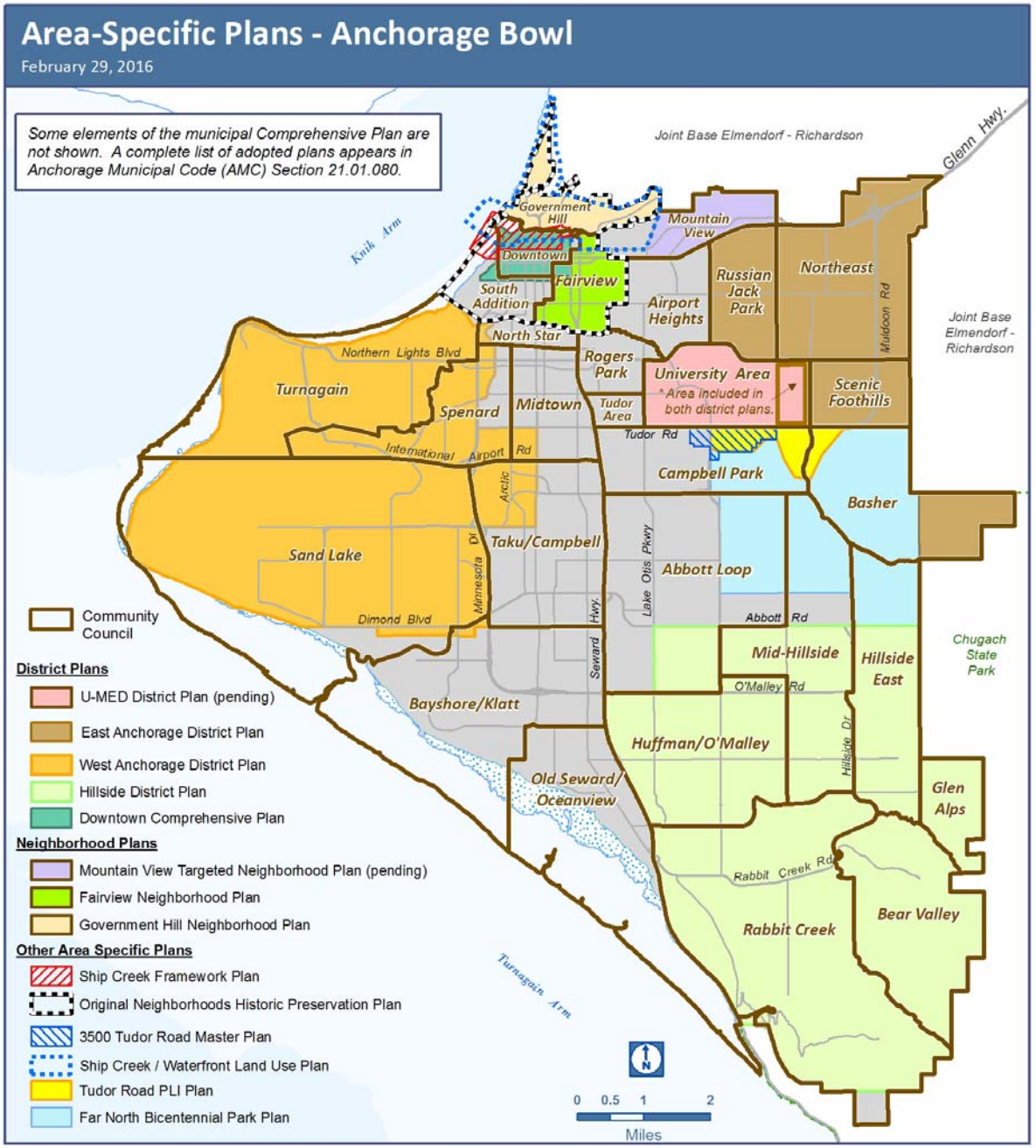
Development and implementation of this plan will coordinate with several ongoing and related 2016 planning initiatives, such as:

- 2040 Metropolitan Transportation Plan
- Spenard Strategic Corridor Plan
- Anchorage Trails Plan Update
- Anchorage Talks Transit – People Mover visioning process

This plan will be consulted by participants and lead agencies in these planning efforts. In turn, the community input, data analyses, and recommendations of these efforts will also influence adjustments to this plan.

1.5. Directing Implementation

This plan is a policy framework for the next 25 years, but it does not set specific regulations, capital projects, or programmatic solutions. The Municipality expects this plan to be implemented through separate changes in zoning, development regulations, functional plans, public services and investments, and partnerships with the community.



Zoning

Along with other elements of the Comprehensive Plan, the Land Use Plan Map provides policy direction for future zoning changes and other land use decisions such as public facility site selections. Like other elements of the Comprehensive Plan, it is implemented through the municipal Zoning Map and land use regulations (Title 21 of the municipal code).

The Land Use Plan Map influences future zoning, but does not alter current zoning, or change the land use regulations that apply to a given parcel of land. This Map does not affect the right of property owners to use the land for its purpose as zoned at the time of the Map's adoption.

The Plan Map shows the community's recommended land use categories and a range of potential uses and intensities in each category. Zoning sets rules for the use of property, including requirements for setbacks, heights, permitted and conditional uses, parking and other attributes. These regulations apply as zoning districts on the municipal Zoning Map. The Zoning Map delineates zoning district boundaries for the Municipality.

Amendments to Title 21 regulations, the Zoning Map, and other discretionary municipal land use decisions should be consistent with the Land Use Plan Map and Comprehensive Plan policies.

1.6. Growing within a Regional Context

Surrounded by military lands and Chugach State Park, the Anchorage Bowl is part of a larger community, with residents on the military base, in settlements along Turnagain Arm, and in the northern communities of Chugiak-Eagle River.

This plan map accommodates Anchorage's share of growth forecast for the region, in coordination with the growth planned in Matanuska-Susitna Borough and the comprehensive plans for Chugiak-Eagle River, Girdwood, and Turnagain Arm.

Chugiak-Eagle River is the Municipality's second largest community, with an area two-thirds that of the Anchorage Bowl and most of the vacant land reserves left in the Municipality.

Community Expansion – Other Options

The amount of available land for residential, commercial, and industrial development in the Bowl is finite. Land exchanges or surplusing of military land, construction of a causeway to Fire Island, development in Chugiak-Eagle River, or a Knik Arm Crossing to Point MacKenzie in the Mat-Su Borough could increase the available supply of land. However, all of these options remain highly speculative and largely external to municipal control.

The Land Use Plan Map update considered each option and planning staff made a determination based on an extensive number of consultations with stakeholders, and review of studies and reports. Military land at Joint Base Elmendorf-Richardson, Fire Island, the Chugiak-Eagle River area, and Point MacKenzie were investigated and analyzed to determine whether these and other options could become available by 2040.

JBER actively uses most of its lands for operations and training and this is not expected to change in the foreseeable future. Construction of a causeway to Fire Island is unlikely because of cost and distance factors. The Chugiak-Eagle River area, including the Mirror Lake reserve lands of Eklutna, Inc., could potentially be developed during the plan horizon but only with changes to prioritization of road and utility infrastructure investments. The Knik Arm Crossing to Point MacKenzie could potentially be constructed during the latter half of the planning time horizon.

If any of these options for expansion do arise, Anchorage's growth options should be reassessed, and the Land Use Plan Map and corresponding Comprehensive Plan revised to reflect those changes.

1.7. Updating and Amending this Plan

Planning is a process that continues beyond the production of a document. It includes monitoring city conditions, collecting data on changes over time, and making adjustments to the plan as the need arises.

Over time, new people and businesses will move into the city. The Land Use Plan Map should be amended, just like other policies in the Comprehensive Plan, as the city grows, evolves and responds to new circumstances.

The Map may also be amended based on new land use decisions, studies, data analyses, and plans. Land Use Plan Map amendments may be considered concurrently with other development proposals.

For instance, if a proposed rezoning that is not consistent with the adopted Land Use Plan Map is demonstrated to have community-wide benefits and responds to new issues, needs or opportunities not addressed in the Comprehensive Plan, an amendment to the Land Use Plan Map may be appropriate.

Conflicts between a development proposal and the Land Use Plan Map should be resolved using the guidance of Comprehensive Plan policies. Proposed amendments to the Land Use Plan Map should be considered with a community-wide perspective.

For the Comprehensive Plan to remain current to provide a community framework for decision makers, land use decisions such as rezonings, facility site selections, and area-specific plans that conflict with the Land Use Plan Map should be accompanied by a concurrent amendment to the Land Use Plan Map. This is necessary for rezonings and other decisions to remain consistent with the Comprehensive Plan.

Where conflicts between Comprehensive Plan elements do exist, the most recently adopted element governs. An amendment to one part of an older plan—such as to a use designation for a particular site in the older plan—does not make the other parts of the older plan supersede more recent plans. The older plan governs only in the area affected by its newly updated, changed use designation.

Area-specific Plan Updates

Additional neighborhood, district and other area-specific plans may be expected in the future. As each new plan is adopted, it amends the Comprehensive Plan and the Anchorage Bowl Land Use Plan Map.

While each neighborhood plan addresses a community's specific needs, its recommendations should be consistent with other area-specific plans and the overall Comprehensive Plan.

Individual plans may refine the overall Land Use Plan Map, but together they will maintain or increase housing and employment capacity to achieve the community's needs, goals, and citywide strategy for growth.

Proposed substantial departures from citywide Land Use Designations should be evaluated against Comprehensive Plan policies for land use, transportation, public facilities, and the allocation of future growth, for impacts in other parts of the community.

Future Revision of Anchorage 2020

The Anchorage Bowl Land Use Plan Map Update is the first step toward a full revision of the *Anchorage 2020.* The future revision of the Comprehensive Plan may include changes to the Land Use Plan Map. In the meantime, this Land Use Plan Map provides a baseline from land use planning can evolve.

1.8. Forecasting Growth to 2040

The planning department has just received refinements to the population and growth forecasts for the Anchorage Bowl and is still assimilating and reconciling discrepancies. This section is forthcoming March 2016.

1.9 Anchorage's Growth Strategy

A strategy is a long-term engagement, implemented through actions, which involve partnerships among multiple organizations and people in the community—relationships that continue and evolve over time to meet the community's goals and needs.

Key elements of Anchorage 2020 are its goals, policies, and strategies.

What do we mean by goals, policies, and strategies?

- ✓ **Goals** are general achievements that the community desires to reach in the future.
- ✓ **Policies** are specific actions needed to help the Municipality attain its goals.
- ✓ **Strategies** are mechanisms selected to carry out the policies.

The following planning strategies guide the growth allocation on the Land Use Plan Map and the placement, intensity, and urban form of the Land Use Designations. These growth strategy categories provide the framework for the actions in Section 3.

1. Balanced Regional Growth
2. Infill and Redevelopment
3. Centers and Corridors
4. Housing and Neighborhoods
5. Coordinated and Focused Public Investment
6. Land Use - Transportation Coordination
7. Industrial Land Prioritization
8. Compatible Land Use
9. Open Space and Greenbelts
10. Anchor Institutions and Facilities

1. Balanced Regional Growth

A series of large events throughout the past century shaped the development of Anchorage's economy, from the building of the Alaska Railroad to the discovery of oil on the North Slope to the Good Friday earthquake in 1964. Supplementing these major events, however, were various economic forces that continue to propel the city's economy forward. This includes expansions in retail and other service industries such as health care and bars and restaurants; large increases in federal spending in Anchorage; near constant growth in tourism; expansion of international air cargo; and the success of Native corporations.

Anchorage will continue to grow as the region's center of commerce, employment, culture, and other urban amenities. While the Anchorage economy is far more diverse now than it has ever been, Anchorage remains on the edge of wilderness and will continue to face different challenges than most other U.S. cities of a similar size.

This plan map accommodates Anchorage's share of growth forecast for the region, in coordination with the growth planned in Matanuska-Susitna Borough and the comprehensive plans for Chugiak-Eagle River, Girdwood, and Turnagain Arm.

In Chugiak-Eagle River, population and housing stock are encouraged to grow by at least 15% by 2040 to balance regional growth. Bringing urban water and wastewater services to lands such as Powder Reserve will provide critical support for this housing and commercial growth. Future development of local-serving retail, commercial services, and other forms of employment will further strengthen the economic resiliency of Chugiak-Eagle River. Protections for existing and future neighborhoods will enhance the quality of life. These changes should be considered through updates of the Chugiak-Eagle River Comprehensive Plan.

2. Infill Development and Redevelopment

The Anchorage Bowl faces significant housing , commercial, and industrial land demand challenges. Meeting projected population growth will require better use of existing lands and public infrastructure. This includes facilitated redevelopment strategies that encourage infill housing development; more compact residential and commercial development; more efficient use of industrial lands; and focus on areas of town that will support compact, well-served urban living.

Infill development and redevelopment can put residents closer to employment and commercial centers, thereby reducing impacts on transportation systems, boosting public transit, supporting local businesses, and creating more vibrant destinations.

Building on the recommendations of the *2012 Anchorage Housing Market Analysis*, more compact infill development and redevelopment will require that the Municipality:

A. Identify the most appropriate locations for higher density and compact housing that will be the most desirable for residents;
B. Ensure that appropriate infrastructure serves identified sites and public amenities (parks or open spaces, transit access, etc.) are available nearby;
C. Support specific redevelopment projects that can catalyze nearby redevelopment and create appealing districts with a sense of place.
D. Identify incentives.

In addition, supporting creative placemaking and other efforts that enhance, transform, or create appealing public space can provide lasting value to a neighborhood or district, which in turn supports infill development or redevelopment. Strategies such as these are explored in greater detail in Section 3.

In communities where infill development and redevelopment strategies have been successful, public sector investments in infrastructure and public-private partnerships on catalytic sites provided critical support to the market for higher density and more compact forms of development. In turn, this support ultimately generated unsubsidized, private-sector investment in higher density and compact development over time.

3. Centers and Corridors

This strategy concentrates most of the expected future growth in and around places designated as Centers. These have been the commercial areas and business districts serving their local neighborhoods and the broader city for decades.

Centers are focal points for locating community and civic activity, government. Commercial, entertainment, culture, and living; and include the surrounding areas. Centers are critical to accommodate future growth and will allow Anchorage to grow while protecting open spaces, industrial areas, and lower density neighborhoods outside of Centers.

This strategy encourages business, community, and housing growth in urban Centers, making it possible for more people to live near job opportunities, social activities, and services for everyday needs. Centers vary in their characteristics, size, location, mix of uses, scale, and intensity. Each center serves its surrounding community with shopping, services and employment, and its mix of uses and scale should fit the surrounding neighborhood.

Corridors are the connectors between – and within – Centers, employment hubs, and other Neighborhoods. Corridors should contain a mix of uses such as shopping, retail, medical and professional services, and low intensity employment.

Many of Anchorage's existing Corridors are automobile dependent – characterized by individual low-rise, single-use retail buildings or multi-tenant strip malls – this strategy will encourage the evolution of auto-oriented commercial corridors into mixed-use, pedestrian-oriented and transit-friendly environments that can accommodate more of Anchorage's growth.

4. Housing and Neighborhoods

Housing of all types and sizes are needed in order to provide a range of housing opportunities for all. The 2012 Anchorage Housing Market Analysis identified that the remaining supply of vacant buildable lands in the Bowl must be more efficiently developed. Housing will need to be more "compact" in form if there is to be enough housing to meet future need. This compact form includes small-lot "cottage" homes, accessory dwellings where appropriate, attached dwellings (duplex and triplex), townhouses, multifamily, and residential units built as part of commercial developments (mixed-use).

The 2012 Anchorage Housing Market Analysis further showed that senior and Millennial generations, the fastest growing population groups, desire compact housing that is located near services, jobs, entertainments, parks and trails, with minimal to no yard maintenance required. Anchorage's inadequate housing supply makes this an urgent priority for the city to redirect near term resources, actions, and solutions to address this housing need head on.

This Land Use Plan Map provides for a variety of housing by preserving established residential neighborhoods, while providing for housing development opportunities along key transit corridors, within neighborhood and town centers, and in the employment centers. The Plan Map also recognizes the housing designations made through the adopted neighborhood and district plans and integrates those land use decisions in this Plan Map.

Municipal decisions and actions on land use and infrastructure improvements will play a vital role in spurring housing development within key areas identified for growth. Future targeted area rezoning and or lot consolidation will help ready areas for new housing development. Future amendments to development codes and review procedures will also encourage compact forms of housing. Consistent decisions on rezones and conditional use applications with a focus on protection and preserving scarce residential lands for housing development will be a priority. Coordinated capital improvement decisions will further enhance the identity and character of existing urban neighborhoods that have a traditional urban street grid and sidewalks, a small lot pattern, and served by urban water and sewers or are identified to be served such as the lower Hillside.

As future neighborhood and district plans are developed and updated, they too will have a vital role in helping meet future housing needs.

These plans will not only identify those areas that should continue with their present development patterns, but also locations where new housing, commercial, and other necessary uses will take place to meet its share of population growth and contribute to a robust, vibrant and economically sound community at large.

5. Coordinated and Focused Public Reinvestment

Coordinated and Focused Public Reinvestment directs the Municipality of Anchorage's limited resources to projects and areas within the community that will return the greatest benefit for the investment. The resources, projects and areas of investment will be determined by several factors; potential for public/private partnership(s), available land, available funding mechanisms, an acceptable return on investment and, the ability to direct Municipal capital improvement plan funding to the desired area or project within an acceptable timeline.

Section 3 identifies focused or targeted areas that have potential for public investment. Many of these areas are identified in adopted neighborhood and district plans.

Opportunity Areas for Public Reinvestment include neighborhoods and subareas in and around Downtown, Fairview, Muldoon, Spenard, Midtown, the UMED District, south "C" Street, Dimond Boulevard, the Powder Reserve and downtown Eagle River as identified in *Anchorage 2020*.

In neighborhoods that surround these targeted areas, density transition to a walkable pedestrian scale giving opportunities for a wide array of compatible housing types to help retain neighborhood scale, character, and traffic levels will be desired and supported.

Items of consideration when implementing this strategy include; areas with vacant land capacity or potential for redevelopment, areas not occupied primarily by new or recent construction, areas in which significant new development or redevelopment is anticipated, reinvestment in established infrastructure is already needed or anticipated, and those areas in and around established urban centers and business districts.

6. Land Use – Transportation Coordination

As the Bowl evolves to a more urban form and function, Anchorage needs to tie land use and density changes with transportation planning and alternative travel modes. Maximizing all modes of travel while enhancing transit connections between neighborhoods, employment, and commercial centers, is critical to supporting successful growth. The plan assumes that future strategic road upgrades, new pedestrian trails and connections, and improved transit service are essential to and directly tied to the land uses, density increases and commercial growth outlined in this plan. Transportation improvements will be balanced among transit, pedestrian, and road improvements.

Pedestrian accessible developments and multimodal roadways are promoted across the Bowl. Street design that safely and efficiently accommodates traffic, freight movements, bicycles, and pedestrians becomes essential to the planning process and implementation of this plan.

Certain growth supportive features, notably Transit Supportive, Greenway Supported, or Commercial and Main Street Corridors rely on upgrades to transit and maximizing travel alternatives. Public and private investments combine to make these travel modes and travel support possible in strategic sections of the Bowl. The success of the growth features depicted on the Land Use Plan Map is directly tied to reliable and supportive transit and multi modal choices for all forms of travel.

7. Industrial Land Prioritization

Anchorage's industrial land inventory is critical to maintaining, growing, and diversifying the regional economy. Anchorage is the economic hub of the state and its industrial users are an essential component of the economy, but the industrial land supply in the Bowl faces market pressures to convert industrial land to other uses due to land scarcity among commercial and residential land uses.

According to the *2015 Industrial Land Assessment Update* the Anchorage Bowl does not have sufficient industrially zoned land to accommodate twenty years of growth even with the addition of the Chugiak-Eagle River industrial land supply. To better anticipate future supply and demand for industrial zoned lands Anchorage will need to adopt industrial land use policies that target land supply, identify land demand conflicts and encroachment / transition, or both.

8. Compatible Use

The Land Use Plan Map takes into consideration compatibility of uses. This refers to types of uses as well as the physical characteristics of buildings and density of dwelling units, noise, appearance, and traffic. The size, or bulk of buildings, building design, the shadowing and wind effects of tall buildings can impact neighboring structures and lots. Compatibility issues are generally addressed through more specific area, neighborhood or district plans, transportation plans, and through zoning.

In addition to regulations, building design, street design, and buffers of open space, landscaping, forest, trails, sound barriers, separation distances and well-designed public places can be important for reconciling potentially incompatible uses and creating attractive, vibrant neighborhoods or Centers.

There are significant concerns about neighborhood character being harmed through the construction of multiple-dwelling or multi-use projects on infill lots and through redevelopment. It is crucial to have standards and incentives in place that promote sensitive, compatible development when infill and redevelopments projects use higher density forms than the surrounding area. Density by design, elegant density is the desired outcome. Well-designed and maintained streets with separated sidewalks, lighting, street furniture, landscaping, open space, and parks mitigate the impacts of higher densities and contribute to neighborhood value. They are requisite for creating non-motorized connections to Centers, for creating places that incentivize walking, and improve opportunities for neighbors to meet and socialize, and grow healthy, safe environments.

This strategy also addresses transitions and buffers between different land use designations, such as between major airport facilities or industrial use and residential neighborhoods.

9. Open Space and Greenbelts

Greenbelt and trail corridors are valued assets of the community. They will be maintained, improved, and strategically extended to connect and enhance land values and the livability of neighborhoods and mixed-use centers as these areas grow through infill and redevelopment.

Anchorage capitalizes on one of its major advantages for attracting talent and investment in the global economy: its extensive greenbelts, trail corridors, and natural open space. These amenities are preserved and enhanced to support growth and livability of neighborhoods and economic centers. The *Anchorage 2020 Conceptual Natural Open Space Map* continues to guide strategic decisions about and identify new additions to this land use. New parks and greenbelts are added to offset deficiencies and support higher density development, or to function as buffers between incompatible developments.

Critical fish and wildlife habitats and other natural areas important to water quality, public access and recreation are retained. Restored greenways and creek corridors encourage and support higher density and redevelopment by providing open space amenities.

10. Anchor Institutions and Facilities

Anchor institutions tend not to move location. Emerging trends related to globalization—such as the decline of manufacturing, the rise of the service sector, and a mounting government fiscal crisis—suggest the growing importance of anchor institutions to local economies. Their importance is born out by the institutions and facilities found in the Anchorage Bowl including; the University and Medical Center (UMED) District, Alaska Regional Hospital, Ted Stevens Anchorage International Airport, Merrill Field, the Alaska Railroad, and to some degree Joint Base Elmendorf Richardson.

These economic engines provide the greatest concentration of employment in the Anchorage Bowl, and the State of Alaska. Support of these institutions is important as Anchorage seeks to diversify its economy, retain existing jobs and, create new opportunities for investment. Neighborhood and District plans completed for the areas containing the Anchor Institutions will identify compatibility issues, desired transportation improvements, new mixed-use development, ideas for resolving land use and compatibility conflicts, and the mitigation of operational impacts to the greatest extent possible.

The future growth of airport, railroad, and port facilities is encouraged and managed primarily within the present facility property boundaries.

However, there is the need to prioritize infrastructure investments including water, sewer, and roadways in order for these areas to evolve and grow. Public/private partnerships, and/or intergovernmental partnerships may be pursued to support and sustain future economic growth.

Strategies are desired that enhance the Anchor Institutions, minimize impacts to natural areas and nearby communities, foster compatible use and economic development. This includes implementation of neighborhood and district plans, area-specific land use decisions, and revisions to land use regulations.

1.10 Supplementary Policy Guidance

Together the land use goals and policies of *Anchorage 2020* and the area-specific and functional plan elements of the *Comprehensive Plan* provide the policy guidance for this Land Use Plan Map.

Anchorage 2020 policies no longer adequately address current issues, needs, and community priorities.

The following land use policies are new policy recommendations. They are intended to fill policy gaps, clarify existing policies, and provide complete policy guidance for this land use plan update until the next update of the Anchorage Bowl Comprehensive Plan. They also clarify the policy intent of adopting and using the Anchorage Bowl Land Use Plan Map.

LU-1 Anchorage Bowl Land Use Plan Map

Update the Land-Use Map to increase land use efficiency to achieve *Anchorage 2020*, neighborhood and district plans, and to better resolve conflicts with existing land use patterns, land use regulations and zoning map. Coordinate planning of future land uses with plans for transportation or infrastructure investments or to address outstanding environmental concerns. (Supplements Policies 1 and 2 of Anchorage 2020)

LU-2 Land Use Planning Framework

The Anchorage Bowl Land Use Plan Map shall provide a framework to identify where different types of development are planned and guide land use decisions. (Supplements Policy 2 of *Anchorage 2020*)

LU-3 Future Growth

The Anchorage Bowl shall employ strategies in order to accommodate approximately 62,000 new residents, 27,000 new dwelling units, and 44,000 new jobs by the year 2040. (Amends information in Policy 3 of *Anchorage 2020*)

LU-4 Zoning Consistency

The Land Use Plan Map shall be used in conjunction with the Comprehensive Plan policies and other adopted elements of the Comprehensive Plan including area-specific plans to evaluate zoning consistency including proposed zoning map and code amendments. The Zoning Map shall be ultimately be amended to be consistent with the adopted Land Use Plan Map and neighborhood and district plans. (Supersedes Policy 4 of Anchorage 2020)

LU-5 Consistency of Area-specific, Functional, and Facility Plans

The Comprehensive Plan shall be the Municipality's lead and overall policy guide for growth and development in the Anchorage Bowl. Revisions and updates to other municipal plans related to the growth and development and related infrastructure plans shall be in conformance with the Comprehensive Plan. (Clarifies relationship among plans)

LU-6 Consistency of CIP

Consult with Comprehensive Plan including the Land Use Plan Map and area specific and functional plans when establishing priorities within the Municipal Capital Improvement Program.

LU-7 Targeted Infrastructure Investment

Target infrastructure investment to promote and accommodate the population and employment growth in mixed-use centers and other areas defined in the *Anchorage 2020*. Invest in public infrastructure (i.e., parks, trails, schools, sidewalks, streetscapes, utilities) to catalyze reinvestment in priority focus areas.

LU-8 Planning Data Updates

The Municipality shall continue to fund, develop, maintain, and make available, data for monitoring of such issues as land use and development activity, buildable land and development capacity, and other land use factors.

LU-9 Placemaking

Public and private development shall create places, streets, and spaces that in aggregate are visually attractive, safe, accessible, functional, meet the needs of people at all stages of life.

LU–10 Conserving, Enhancing, Revitalizing Neighborhoods

Balance the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect and enhance neighborhood character, preserve historic resources, and restore the environment.

LU-11 Reducing Barriers to Core Sector Growth

Assist Anchorage's core sector and growth industry employers, to resolve land use constraints so they can continue to grow, expand job opportunities, and provide a diverse, stable economic base.

LU- 12 Coordinating Institutional Growth

Expand and encourage partnerships among Anchorage's large educational, research, and medical institutions to coordinate future growth and development of these institutions with surrounding land uses and neighborhoods.

LU-13 Protecting Industrial Land

Protect opportunities to locate industrial production, distribution, flex, and repair uses in designated industrial areas and near major transportation hubs such as the airports and port. (Supplements Policy 26) *Source: Anchorage Industrial Land Assessment Update 2015.*

LU-14 Limiting Commercial Uses in Industrial Areas

Limit non-industrial uses in industrially zoned areas in order to preserve these areas for industrial development. Identify industrial areas that deserve long term industrial use protection and preservation to ensure predictability of existing and future operators in those districts and compatibility of adjacent uses, traffic patterns, and other uses that can be obstacles to industrial uses. (Supplements Policy 26) *Source: Anchorage Industrial Land Assessment Update 2015.*

ANCHORAGE BOWL LAND USE PLAN MAP NARRATIVE—Section 2

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2. The Land Use Plan Map

This section presents the Land Use Plan Map and defines the Land Use Designations and other features on the Map.

2.1. Creating Great Places

To achieve Anchorage's growth strategy, the Land Use Plan Map identifies 20 color-coded Land Use Designations that provide direction for the use, intensity, and form of development across the Anchorage Bowl. These designations fit into an overall "structure" of six types of places that define Anchorage's built and natural environment. Table 1 shows the types of places and their Land Use Designations. The Land Use Designations are broken out into these six major categories.

Land Use Descriptions

Each Land Use Designation begins with an overview on role and function. It identifies a range of potentially appropriate land uses and intensities of use in the area, and describes the area's recommended physical character. It concludes with location criteria for where that Land Use Designation is best suited. When taken together, these aspects will shape and define the urban form and growth that will take place over the next 25 years.

Table 1. Types of Places

Types of Places	Land Use Designations
Neighborhoods	Large Lot; Single Family and Two Family; Compact Mixed Housing; Multifamily; High Intensity Urban Neighborhoods
Centers	Neighborhood; Town; Regional Commercial; and City Centers
Corridors	Commercial; Main Street; and Office - Low Intensity Corridors
Open Spaces	Park or Natural Area; Other Open Spaces; Public Facility / Natural Area
Community Facilities	Facility or Institution; University or Medical Center; Airport, Railroad, or Port
Industrial Areas	Industrial; Light Industrial / Commercial

Density Ranges

As a part of describing the intensity of use, most Land Use Designations include a measurement of development density.

The measurement is expressed as a range of densities of dwellings or building floor area. The residential density is intended to be the overall intensity for the planning area, rather than individual parcels. The sidebar on the next page explains the measurement of intensity in this plan.

The measurement of density helps plan for the forecast population, housing, and employment needs. However, different versions of the same density can result in places with very different character and feel, different building heights, and street layouts ranging from urban to suburban; therefore, each Designation includes its key physical characteristics that define a place.

Implementation Zoning

Each Land Use Designation also has a corresponding set of zoning districts that are potentially appropriate to implement it. In addition to the districts listed, the Parks and Recreation (PR), Public Lands and Institutions (PLI), and Planned Community Development (PCD) districts may be compatible with each designation.

A range of corresponding zoning districts for each Land Use Designation allows a more fine-grained interpretation of the Land Use Plan Map to reflect local conditions.

The categorization of an area with a particular Designation does not mean that the most intense zoning district corresponding to that Designation is automatically recommended.

A range of densities applies within each Designation, and the use of different zoning districts within each should reinforce this range based on the site and surrounding area. Proposed rezones should be consistent with Title 21 and the Comprehensive Plan policies.

Some listed implementation zones are not yet in code, and refer to action items in Section 3.

Location Criteria

Most Land Use Designations have a set of location criteria that derive from the goals and strategies in Section 1. These provide the rationale for recommending the locations, intensity of uses. The location criteria for each designation apply in combination rather than individually. However, it is not necessary that all criteria be met in every location.

Relationship to Use Designation Categories in Area-specific Plans

As of 2016, the 14 neighborhood, district and other plans adopted for the Bowl collectively used 70 different Land Use Designations to represent the future intensity and distribution of land uses. Many of these designations share similar names and definitions. The Land Use Plan Map retains the diversity of each plan's land uses, while illustrating a general picture of future land use for the Bowl.

This is accomplished by distilling all 70 land use designations into 20. This provides a Bowl-wide land use policy structure which represents, coordinates, and supports the various plans with a common terminology.

Table 2, Crosswalk between Bowl-wide and Area-specific Land Use Designations (next page) cross-references the 20 Land Use Plan Map designations with the designations applied in the area-specific plans. This retains the neighborhood and district plans' land use designation categories, which refine citywide land use policies in order to address area-specific needs. Future area-specific plans may assign narrower categories but should align within the Anchorage Bowl Land Use Plan Map designations.

The Area-specific Plans Diagram (Section 1, page 3) indicates where neighborhood, district, or other area-specific plans apply in the Bowl. Users should refer to the applicable area-specific plan for greater details regarding planned land uses and development.

However, the Land Use Plan Map reflects changes in the community, emerging issues, and recent analyses of land supply, which have occurred since the adoption of neighborhood and district plans. It also must address issues that are more evident at the citywide scale than in the scope of an area-specific plan. Therefore, the Land Use Plan Map recommends changes in Land Use Designations for certain areas from what was designated in the area-specific plans.

Density Ranges

The Comprehensive Plan guides the distribution of future population and housing for broadly defined areas of the community through measures of density. Each Land Use Designation (except the Open Space and Community "Facility" designations) includes a measurement of development density, either in dwellings per acre or floor-to-area ratio (FAR).

For residential Land Use Designations, density is expressed as the number of housing units per gross acre of land in the Designation. This includes streets, open spaces, non-residential uses such as churches, and leftover or unusable lands.

For non-residential and higher density use categories, density is generally expressed as FAR. FAR is the ratio between lot area and building floor area. An example of FAR is a 20,000 square foot parcel with a 10,000 square foot building has a FAR of 0.5.

This determination of FAR can indicate the amount of employment by economic sector across the Bowl, which integrates the Plan Map with commercial and industrial land needs, the intensity of employment, traffic, and building scale or "bulk" considered appropriate.

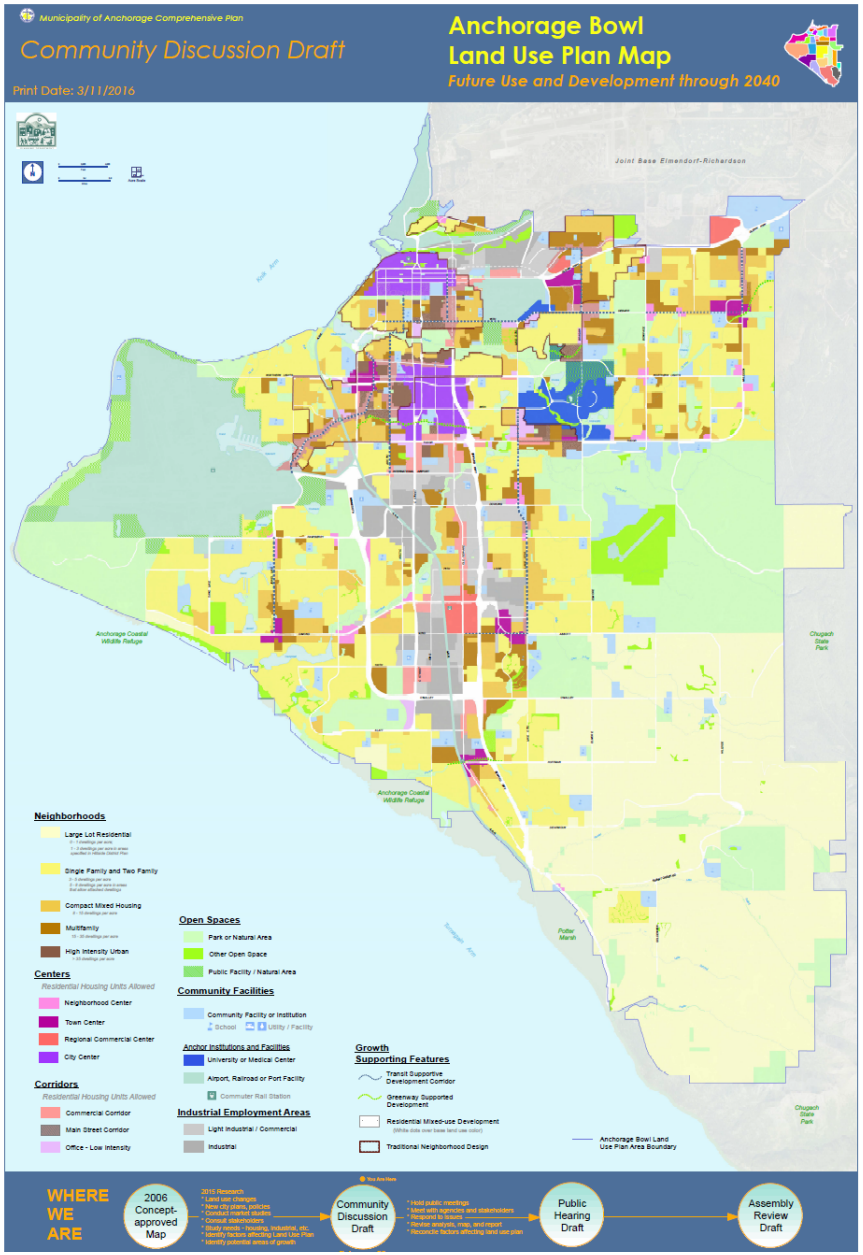
The density ranges in this plan do not apply as the measure of how much housing or building floor space is allowed on individual sites. Title 21 and the Zoning Map provide the direction for allowable density. Location, topography, site development standards, and other factors also influence the buildable density on a lot.

Table 2. Crosswalk between Bowl-wide and Area-specific Land Use Designations

Anchorage Bowl Land Use Plan Designation	Area-Specific Plan Designation	Area-Specific Plan
Large Lot Neighborhood	Limited Intensity Residential, 0-1 dua	E, H, W
	Low Intensity Residential, 1-3 dua	H
	Residential / Access Reserve	H
Single Family and Two Family Neighborhood	Low Intensity Detached, >1-5 dua	E, U, W
	Low Intensity Detached, up to 4 dua	F
	Low Intensity Residential, >3-5 dua	H
	Low Intensity Attached and Detached, >5-8 dua	E, GH, U, W
Compact Mixed Housing Neighborhood	Low/Medium Intensity Residential, >8-15 dua	E, GH, MV
	Low/Medium Intensity, >8-15 dua	F, U, W
Multifamily Neighborhood	Medium Intensity Residential >15-35 dua	H, GH, MV
	Medium Intensity, >15-35 dua	E, U
	Medium Intensity, >15-40 dua	F, W
High Intensity Urban Neighborhood	City Center Intensity, >35 dua	F
	Residential (City Center High Intensity), 40+ dua	W
	Suitable for Redevelopment (Redevelopment)	Tu
	High Intensity Residential/Mixed Use, 40+ dua	U
Neighborhood Center	Neighborhood Center	E, GH, W
	Neighborhood Commercial Center	U
	Limited Commercial	H
Town Center	Town Center	E,W
Regional Commercial Center	Regional Commercial Center	E, MV
City Center	Major City Center	F
	Downtown Core; Downtown Mixed-Use	D
	Downtown Residential Mixed Use	D
	Ship Creek Redevelopment Area	SC
Commercial Corridor	Commercial Corridor	F, H, U, W
Main Street Corridor	Spenard Commercial Corridor	W
	Fairview Mixed Use Corridor	F
	Muldoon Corridor District	E
	Mountain View Mixed-use Corridor	MV
	UMED Community Commercial Center	U
Office - Low Intensity	Office - Low Intensity	E, F, U, W

Anchorage Bowl Land Use Plan Designation	Area-Specific Plan Designation	Area-Specific Plan
Park or Natural Area	Park or Natural Areas	F
	Park(s) and Natural Resource(s)	E, GH, H, W
	Park	MV, U
	Existing Recreation; Open Space, Wetlands, and Recreation	Tu35
	Recreation and Recreation-Related Public Purposes	Tu35
	Watershed; Greenbelt; Active Recreation	FNB
	Open Space or Park/Open Space	D, TuPLI
Other Open Space	Other Areas that Function as Park and Natural Resource	E, GH, H, W
	Other Park or natural area	F
	Greenbelt	FNB, SC
	Natural Area	U
	Recreation and Recreation-Related Public Purposes	Tu35
	Public and Institutional Lands; Active Recreation	FNB
Public Facility / Natural Area	Major Transportation Facility - Buffer (Natural Resource)	W
	Major Transportation Facility - Parks and Natural Resource	W
	Potential Park	GH
	Major Institutional	U
	Development Area	Tu35
	School and Community Institutional	E
Community Facility or Institution	School(s) and/or Community Institution(s)	E, F, GH, H, MV, U, W
	Suitable for Redevelopment or Development;	Tu35
	Existing Development	Tu35
	Development Area; Reserve	TuPLI
	Public Utility / Facility	E, GH, H, MV, U, W
	Existing Development	Tu35
University or Medical Center	Major Institutional	U
Airport, Railroad, or Port Facility	Major Transportation Facility	F, GH, W
	Marine Industrial	SC
Light Industrial / Commercial	Light Industrial / Commercial	MV
	Industrial / Commercial	E, D, GH
	Industrial / Commercial (Limited)	F
	Industrial / Commercial Reserve	W
Industrial	Industrial	F, MV
	Industrial / Industrial Reserve	GH, W
	General Industrial	SC

D - Anchorage Downtown Comprehensive Plan
E - East Anchorage District Plan
F - Fairview Neighborhood Plan
FNB - Far North Bicentennial Park Master Plan
G - Government Hill Neighborhood Plan
H - Hillside District Plan
MV - Mountain View Targeted Neighborhood Plan
SC - Ship Creek/Waterfront Land Use Plan
Tu35 - 3500 Tudor Road Master Plan
TuPLI - Tudor Road Public Lands and Institutions Plan
U - UMED District Plan
W - West Anchorage District Plan



The Land Use Plan Map can be viewed on the Planning Department's website: (http://www.muni.org/planning. A larger 11" x 17" size is available separately.

2.2 Land Use Designations

Neighborhoods

The five Neighborhood Land Use Designations reflect the diversity of housing and neighborhood characteristics found in the community. These include Large-lot, Single-family and Two-family, Compact Mixed Housing, Multi-family, and High-intensity Urban designations. Neighborhoods range from very low intensity in semi-rural areas to suburban patterns, to traditional urban grid street pattern, and high intensity urban neighborhoods.

Compatible institutional uses such as places of worship, parks, and child care facilities are allowed in Neighborhoods. Neighborhood-designated areas can include small-scale commercial services located in existing neighborhood business zoning districts or in new locations designated by a neighborhood or district plan; the B-1A district is the implementing district.

Large-Lot Neighborhood

This designation provides for single-family residences on lots that are generally one acre or larger, in rural and semi-rural environments. Most areas are served by private wells and septic systems.

These neighborhoods are characterized by rural streets, large lots with low building coverage and broad setbacks, and a variety of custom home designs.

Natural vegetation, challenging topography, environmental constraints, and adjacent natural open spaces contribute to the overall character.

Accessory dwelling units and two-family structures may also occur on large lots. Clustering of homes in "conservation subdivisions" that preserve natural features and shared open space is encouraged.

Density range is one housing unit or less per gross acre. Implementation zoning includes the R-6, R-8, R-9 and R-10 districts.

Where delineated in the Hillside District Plan, this designation also includes subdivisions with half-acre or larger sized lots with flexibility for slightly smaller size lot when in a clustered type development, at densities up to three units per gross acre. The Legacy Pointe Tracts may also be developed to these densities if developed as a conservation subdivision. Zoning in these areas includes the R-1A, R-6, R-7, and R-3 SL districts. Elsewhere, new subdivisions are limited to densities of less than one dwelling per gross acre, unless designated in the Hillside District Plan.

Location Criteria:

- Areas with established large-lot rural development pattern;
- Areas outside of water / wastewater service boundaries;
- Areas furthest away from jobs and urban services;
- Areas with limited road access; and
- Areas with topography and other natural constraints to more intensive use.

Photo 1: Large-lot Residential

Single-Family and Two-Family Neighborhood

This designation provides for a variety of low-density urban/suburban residential neighborhoods. Most are subdivisions comprising single-family homes on lots 6,000 square feet or larger.

Residential building scale, lot coverage, landscaped setbacks, and low traffic volumes contribute to a low-intensity living environment.

Most areas have well-developed infrastructure, public water and sewer, and municipal urban services.

Some neighborhoods may be more isolated and residents must drive to nearby shopping and employment destinations; a more integrated pattern is encouraged for new or redeveloping areas. Fewer changes are anticipated for existing single-family neighborhoods than for other land use designations such as the Corridors and Centers. Changes that may occur will focus on improving connectivity, pedestrian safety, neighborhood character, housing choice, and buffering transitions to more intensive land uses.

Accessory dwelling units with compatible character and intensity of use are encouraged. Compatible forms of two- to three-unit townhome structures may be allowed on transition lots next to higher intensity uses such as commercial districts.

This designation includes neighborhood areas that include more compact forms of single-family homes, such as attached single-family structures, patio homes, "small-lot" housing, and two-unit structures. Lot size for a single dwelling may be reduced in a small-lot housing subdivision. Compact housing forms and the efficient use of land will support affordable housing opportunities in these areas. Some neighborhood and district plans delineate attached and two-family areas separate from single-family detached neighborhoods.

Density range: 3 to 5 housing units per gross acre in single-family areas; 5 to 8 units in two-family areas.

Zoning Districts: R-1, R-1A, and PCD districts; also R-2A and R-2D in two-family areas.

Location Criteria:

- Areas with established single-family development patterns;
- Areas not severely impacted by incompatible land uses or development intensities;
- Areas with low through traffic;
- Areas outside of redevelopment / mixed-use areas, town centers and transit-supportive development corridors;
- Areas away from employment and services, where low-density development helps avoid traffic congestion; and
- Areas of attached single-family and two-family development.

Photo 2: Single-family Home

Photo 3: Two-family Residential

Photo 4: Residential Accessory Dwelling Unit (ADU)

Compact Mixed Housing Neighborhood

The Compact Mixed Housing designation provides for a compatible diversity of single-family, attached, and multi-family housing choices in the same neighborhood. Compact Mixed Housing neighborhoods feature lots generally 6,000 square feet or larger, and an interconnected network of sidewalks and streets.

Lot size for a single dwelling may be reduced in small-lot housing or attached single-family housing.

Appropriate residential uses include single-family houses, attached single-family, two-family, and small-lot housing. Townhomes and multi-family dwellings are also consistent as long as the scale and overall density in these areas is maintained.

While a mix of housing types is present, these areas retain characteristics of single-family neighborhoods such as front and rear yards, front entries, driveways, and building height. New single-family development is intended to be compact, through maximum lot sizes or mixing with other housing types to enable the efficient use of land. Development at this level supports public transit, nearby Centers, and other public services.

Infill on vacant or underutilized lots is encouraged. The appearance and street orientation of new multi-family/attached housing development is intended to be compatible with a neighborhood environment that includes single-family homes and invites walking.

To provide greater housing opportunities, areas up to half a mile of designated City Centers may allow a bonus in density, such as an additional unit on a lot. This is subject to compatibility standards for scale, design, lot coverage, setbacks, and alley driveway access.

Density Range: 8 to 15 units per gross acre.

Zoning Districts: R-2M; R-2D in certain areas.

Location Criteria:

- Areas with a mix of single- and low-intensity multi-family housing;
- Areas that provide a transition from more intense uses or traffic volumes to lower intensity residential areas;
- Areas in a quarter mile walking distance of schools, parks, transit and local services;
- Areas accessible to major streets without travel through less intensive uses; and
- Areas distant from high-intensity uses, such as City Centers, and that have developed with smaller lot sizes and lower than medium-housing densities.

Photo 5: Compact Housing

Photo 6: Townhomes

Multi-family Neighborhood

This Neighborhood provides for multi-family and attached housing and efficient use of residential land near services, shopping, jobs, and commercial mixed-use Centers. Predominant land uses consist of townhouses, condominiums, garden apartments, and other forms of low-rise multi-family apartments. Building heights range from two to three stories above grade. While single-family and two-family residences are also allowed, new single-family development is compact, on small lots or mixed with other housing types to enable the efficient use of multi-family residential land and public infrastructure. These areas retain residential characteristics such as landscaped yards, off-street parking, and common open space within developments.

Infrastructure investments focus on streetscape and sidewalk improvements, and connections to nearby amenities.

Medium-housing density supports a variety of housing types, efficient provision of public services, and more frequent transit service.

Areas within a quarter mile walking distance of Town Centers and City Centers allow an additional (fourth) story and a density bonus where new development invites walking, connects to the public realm and surrounding neighborhood amenities, and provides height transitions to adjacent lower density areas.

Density range: 15 to 35 housing units per gross acre; up to 40 units per gross acre in Center-influenced areas, subject to limitations.

Zoning Districts: R-3; R-2M in certain areas.

Location Criteria:

- Areas with established multi-family housing;
- Areas of transition between higher intensity uses and low density neighborhoods;
- Areas accessible to arterials without traveling through less intensive uses;
- Areas in walking distance of schools and other community facilities, transit routes, shopping and employment;
- Areas that are underutilized and well positioned to provide more housing within a quarter mile of transit-supportive development corridors or near Town Centers and City Centers; and
- Areas well positioned for redevelopment and designated by an adopted plan for medium intensity use.

Photo 7: Multi-family Housing

High-Intensity Urban Neighborhood

The High-Intensity Urban Neighborhood designation provides for greater urban living opportunities close to major employment centers—Downtown, Midtown, and UMED—and contributes to the vitality of the City Centers by concentrating new housing nearby.

The predominant land use consists of multi-family apartment buildings, condominiums, and townhouse structures. New single-family and two-family development is intended to be limited to compact forms, such as small-lot housing or mixed-density projects with multiple housing types to enable the efficient use of multi-family land and public infrastructure near City Centers. Maintenance of existing single-family homes is allowed.

Although this is a residential designation, a limited amount of ground-floor commercial space (with upper floor housing) is allowed within high-density residential projects.

New projects can maximize the locational advantages using structured parking and a multi-story design.

Developments typically provide common open space and other shared amenities. Buildings orient to the street sidewalk and public realm with windows and entrances to active uses such as stores, offices, or residences instead of entirely blank walls. The development pattern contributes to a complete street environment, and invites walking with strong pedestrian and bicycle connections to nearby employment centers and other destinations, to allow efficient use of land with less traffic impact or space taken up by parking.

Development scale is generally three to five stories in height, and taller structures are allowed within larger development sites.

Photo 8: High Intensity Housing

Step-down transitions in building height and bulk are provided to protect adjacent lower density neighborhoods, schools, and active use parks.

Density range: Greater than 35 housing units per gross acre; 0.5 to 2.0 FAR.

Zoning Districts: R-4; R-3 in certain areas.

Location Criteria:

- Existing high density multi-family districts or use areas;
- Underutilized residential lands well positioned for compatible infill of high-density residential development near Downtown or Midtown shopping, transit, parks, schools, or employment;
- Areas designated by an adopted plan as redevelopment/mixed-use areas around Downtown and Midtown; and
- Higher capacity urban water and sewer services.

Centers

The Land Use Plan Map encourages most new jobs and housing to locate in specific areas best able to absorb and capitalize on that growth, especially in existing commercial Centers. Centers anchor the city's strategy for future growth.

By encouraging business and housing growth in urban centers, this plan makes it possible for more people to live near job opportunities, activities, and services for everyday needs. Focusing on centers:

- Accommodates growth in a strategic and predictable way;
- Makes more efficient use of Anchorage's land supply;
- Strengthens existing businesses and business districts;
- Promotes greater return on investment for public infrastructure;
- Provides walking, biking, and transit access to jobs, services and activities; and
- Allows growth while leaving room for open spaces, industrial areas, and lower density neighborhoods outside of Centers.

Four types of Centers appear on the Land Use Plan Map: Neighborhood Centers, Town Centers, Regional Centers, and City Centers (Downtown and Midtown). These Centers vary in size, location, mix of uses, scale, and intensity. Each center serves its surrounding community with shopping, services, and employment and should fit the surrounding neighborhood.

Development adjacent to established neighborhoods will transition from higher intensity uses to lower intensities to limit impacts to residential areas.

Centers exhibit the highest degree of interaction between different land uses. Centers will promote a more compact, pedestrian- and transit-oriented pattern of development over time.

Centers allow mixed-use housing within commercial projects, or stand-alone residential projects at minimum densities to support economic opportunities.

More than just a fulfillment of growth targets, Centers are great places to be. To address common needs caused by growth in these locations, this plan recommends investment in public services.

Public services include libraries, public safety, public spaces, trail access, and transit.

Neighborhood Center

The Neighborhood Center designation provides small- to medium-size retail convenience centers that serve one or more surrounding neighborhoods. These fill gaps in areas between the larger Centers with services near residents.

Predominant land uses consist of small- to medium-scale convenience retail and personal services, such as food markets, bakeries, drug stores, restaurants, and professional services oriented to the needs of the surrounding population.

Larger Centers may be anchored by a grocery store. Mixed-use and compact, attached, or multi-family housing are allowed at site densities of 8 to 15 housing units per acre.

The compact scale, appearance, and function of new development is intended to be compatible with adjacent residential areas.

This scale is designed to allow walking and reduce vehicle trips and driving distances, which minimizes traffic and parking impacts and the need for infrastructure investments. Commercial building heights are one to three stories; residential buildings have up to four stories.

Photo 9: Neighborhood Center Scale

Density Range: 0.3 to 1.0 FAR.

Zoning Districts: B-1A and B-1B districts; commercial center overlay zone (CCO); and new overlay or form based districts. (See Action Section.)

Location Criteria:

- Existing neighborhood commercial locations typically between 2 to 25 acres;
- Areas designated by an adopted plan as neighborhood commercial centers;
- Areas generally 2 to 10 acres in size in new areas;
- Areas with direct walking and bicycle connections to neighboring areas; and
- Areas having frontage on two streets and a locally important street corner.

Town Center

The Town Center designation provides focal points of activity for a group of neighborhoods or major parts of the community.

Centers integrate community-serving retail, public services, and civic facilities. With additional housing and public investment, Town Centers can evolve into mixed-use core areas as envisioned in *Anchorage 2020*.

A range of retail shopping and local services, including grocery store anchors, other stores, eating and entertainment venues, personal services, and day care centers, meet the daily needs of residents of surrounding neighborhoods. Low- to medium-rise offices provide professional and financial services and employment.

Civic facilities such as post offices, recreational centers, branch libraries, and schools add to the life and vitality of the center. Buildings are typically two to five stories.

Town Centers encourage residential developments in livable environments that are compatible with commercial activities.

Mixed-use housing or residential projects of 15 to 40 housing units per site acre are allowed.

Infill, redevelopment, and reuse of existing buildings will create community cohesion and help catalyze further reinvestment in areas currently underutilized.

Town Centers are intended to become pedestrian-friendly with attractive, distinct identities. Public improvements and the orientation of new stores to the street will enhance the pedestrian experience and create a safe community environment.

Photo 10: Town Center

Town Centers are integrated with adjoining compact and medium density neighborhoods, with convenient, direct walking and bicycle connections to adjoining neighborhoods.

Density Range: 0.5 to 2.0 FAR.

Zoning Districts: B-3 and B-1B districts; commercial center overlay, or new town center district/overlay. (See Action Section.)

Location Criteria:

- Areas designated by an adopted plan as mixed-use centers or town centers;
- Areas at the intersection of arterial streets served by public transit;
- Areas generally 40 to 80 acres or more in size, 2-4 miles away from other town centers, each serving large subareas of the Anchorage Bowl;
- Areas with trails and walk-in trade from adjoining Neighborhoods; and
- Areas well positioned for infill and redevelopment and increased intensities.

Regional Commercial Center

The Regional Center designation provides for large-scale commercial retail destinations serving a citywide or regional market. Located on large sites at the intersection of freeways major arterials, these centers are tied to the regional transportation system, rather than to adjacent neighborhoods. The Plan encourages Regional Centers to evolve into mixed-use activity hubs with office, lodging, community, and residential uses on site.

Retail uses with large floor areas—such as major shopping malls and clusters of large retail establishments—anchor the Regional Centers. Entertainment, food, and other retail services round out the shopping destination. Automobile-dependent uses such as big furniture stores and car dealerships also fit in here more than in the other Centers.

Compatible uses such as hotels, professional services, civic uses, and public transit hubs will help the center evolve into a more physically integrated mix of uses. Medium-rise or mixed-use housing at 8 or more housing units per acre is encouraged. Building scale ranges from single-story big box stores to low-rise malls, hotels, and housing; and up to 4- to 8-story residential office and hotel towers.

Density Range: 0.3 to 2.0 FAR.

Zoning Districts: B-3 district.

Location Criteria:

- Retail centers anchored by large malls and multiple large-retail establishments;
- At least 80-100 acres of commercial use at the intersection of arterials and freeways;
- Areas with public transit centers; and
- Opportunity areas for redevelopment on vacant or underused land.

Photo 11: Regional Commercial Center

City Center

The City Center designation applies to Downtown and Midtown. It provides for the highest concentration and diversity of employment, civic and cultural institutions and regional commercial uses. Urban housing and residential mixed-use is encouraged.

Primary land uses include medium- to large-scale office developments with professional, financial, and administrative services at employment densities of 20 to 50 employees per gross acre.

A variety of large and small retailers serve citywide, regional, and tourism markets. Other primary uses include hotel, convention, cultural, theater, dining, and other venues.

Medium- to high-density housing projects are allowed at a minimum of 15 housing units per site acre. Mixed-use residential projects are encouraged. Supportive retail uses including grocery stores, day care, and banking services create mixed-use neighborhoods.

The Comprehensive Plan emphasizes Downtown as the preferred location for municipal, state, and federal government administration, and for regional arts and cultural institutions. Because a strong, vibrant downtown is at the heart of a successful city, revitalizing Downtown is a key strategy for Anchorage to grow as the economic and cultural center for the region, attracting and retaining talent and investment.

Downtown's strategy for revitalization emphasizes the ground-floor pedestrian environment, a shared network of great sidewalks and public spaces, and historic preservation and reuse of iconic buildings.

Downtown development intensities and character vary by subarea. Downtown includes the Ship Creek redevelopment district and the Alaska Railroad intermodal station area. Uses or intensities are limited in areas most susceptible to seismically induced ground failure, as described in the Downtown Plan.

Density Ranges: 0.3 to 5.0 FAR in Midtown, and 2 to 10 FAR in Downtown.

Zoning Districts: New DT-1, DT-2, and DT-3 districts in Downtown (see Action Section); PCD and I-2 District in Ship Creek; and B-3 district with CCO or other overlay available in Midtown; R-4 and R-4A possible for housing.

Location Criteria:

- The designated Downtown and Midtown major employment centers;
- Areas within Downtown and Midtown optimal for concentrations of regional commercial, or employment densities at 20 or 50+ employees per acre;
- Areas within unobstructed walking distance of high density residential;
- Contiguous core areas of commercial Downtown or Midtown rather than sites isolated from the primary City Center areas; and
- Not to expand at loss of residential areas.

Photo 12: City Center

Corridors

Corridors connect Centers, employment hubs and neighborhoods. Corridors include a growing mix of uses to support a range of shopping, retail, medical and professional services, and low-intensity employment. This designation also includes office-residential areas, which limit retail uses.

Some automobile-dependent corridors are characterized by individual low-rise, single-use retail buildings or multi-tenant strip malls.

Others may be designated to accommodate pedestrians and transit-oriented development. The latter often feature older, smaller-lot development patterns, more frequent transit service, and are well positioned for more infill and redevelopment.

This plan provides for the evolution of auto-oriented commercial corridors to mixed-use, pedestrian-oriented and transit-friendly environments.

Places that attract mixed-use development and residential uses are encouraged to transition to pedestrian-oriented streetscapes, and evolve into local gathering places (i.e., cafes, restaurants, plazas).

Development in corridors adjacent to established neighborhoods will transition from higher intensity uses to lower intensities to limit impacts to residential areas.

Office – Low Intensity

The Office – Low Intensity designation provides areas where smaller office complexes, lodging, or multi-family uses may be appropriate.

Predominant uses consist of small- to medium-sized office buildings or complexes with professional, medical, or business services. Development is generally 2 to 4 stories in scale with ample landscaped setbacks, and moderate building footprint on the lot.

Multi-family or a mix of office and multi-family residential is encouraged. Lodging, dining, and small retail uses may occur in a limited amount in an office development.

New development is compatible with nearby residential uses in terms of scale, bulk, landscaped setbacks, and traffic volume. Former residential areas may retain a strong residential character with small office uses.

Priority growth and redevelopment areas of town in which office uses should be integrated with retail, housing, entertainment or other complementary uses in an activity center should be re-designated to a more intensive Land Use Designation.

Density Range: 0.3 – 1.0 FAR for office

Zoning Districts: RO; R-3 where appropriate for housing opportunities.

Location Criteria:

- Existing office areas that remain optimal for medical or other office use;
- Areas that provide a transition between more intensive retail uses or traffic and surrounding residential areas; and
- Underutilized areas along major thoroughfares well-positioned for office or residential reuse.

Photo 13: Office-Low Intensity Use

Commercial Corridor

The Commercial Corridor designation applies to auto-oriented, low-intensity retail, office, and commercial services along arterial corridors, which support surrounding suburban neighborhoods.

Commercial Corridors developed in an auto-oriented "strip" pattern along travel routes. Individual low-rise single-use commercial buildings and multi-tenant strip malls characterize the built environment.

Most Commercial Corridors are envisioned to evolve through infill commercial and housing development, and investment in streetscape and pedestrian enhancements. Revitalization of established commercial properties is encouraged to promote economic vitality and supplement and enhance shopping and retail activities with a trend toward a mix of uses.

Typical retail uses include food and drug stores, restaurants, small retail stores, exercise studios, and personal services. Commercial services may include banks, real estate, medical offices, and professional services in small offices. Auto-dependent uses include drive-through retail, gas stations, hotels, car dealers, big box stores, and minor auto services. Smaller light-industrial uses with storefronts are also allowed, subject to compatibility.

New development is situated to minimize impacts to adjacent residential areas. High concentration of employment and traffic is avoided away from major intersections.

Residential or mixed-use projects are encouraged up to 8 to 40 housing units per site acre.

Density Range: 0.3 – 1.0 FAR.

Zoning districts: Primarily B-3, and secondarily B-1A, B-1B, RO.

Location Criteria:

- Commercial corridors with stand-alone stores or multi-tenant strip malls;
- Intersections of arterials or collectors, convenient for customers, employees; and
- Not intended to be physically expanded at the expense of Residential or Industrial designated areas.

Main Street Corridor

The Main Street Corridor designation provides for commercial uses within urban neighborhoods that can evolve as pedestrian-oriented, transit served "main street" development. It includes specific corridors recommended in neighborhood and district plans. Main streets will feature public transit access, wider sidewalks, pedestrian amenities, street tree landscaping, and treatment or relocation of utility poles and boxes and other impediments to a safe pedestrian environment.

Designated commercial "main streets" comprise all or segments of: Spenard Road, Arctic Boulevard, DeBarr Road, Muldoon Road, Mountain View Drive, Gambell Street in Fairview, West Northern Lights Boulevard, Lake Otis Parkway, and Fireweed Lane.

Compared with Commercial Corridors, many of these areas feature street grids, smaller lot development patterns, greater lot coverage, limited front and side yard setbacks, and a network of frequent street and sidewalk connections into adjacent neighborhoods along the corridor.

They are well positioned for more compact, pedestrian-friendly infill and redevelopment. Infill and redevelopment building heights typically range from two to four stories. Multi-story structures and more intense uses may occur at major intersections, while lower intensity buildings and uses may occur adjacent to neighborhoods. Residential development is encouraged at minimum densities of 15 or more housing units per site acre.

Uses include a mix of retail and services, offices and other employment, public facilities, and attached and multi-family housing. Commercial and mixed-use buildings are closer to the street with pedestrian-oriented façades and sidewalk access to entrances.

Density Range: 0.5 to 2.0 FAR.

Zoning Districts: B-3 or B1-B, with CCO overlay or new overlay or redevelopment zone. (See Action Section.)

Location Criteria:

- Existing commercial corridors designated by an adopted plan for transit-oriented (re)development and mixed-use;
- Early post-World War II era commercial corridors with smaller lot development patterns near Midtown; and
- Not intended for significant geographic expansion at a loss of residential or industrial areas, except through area-specific plans.

Photo 14: Main Street Corridor

Open Spaces

Anchorage's beauty and charm is due in large part to its parks, trails, and natural open space system. These features collectively help to make Anchorage a great place in which to live, play, and raise families and contribute to its health and well being. Natural open spaces sustain Anchorage's urban developments and support its economic growth. Natural open space includes lakes, streams, and greenbelts and serves to provide fish and wildlife habitat and respite for citizens in an increasingly urban city. This plan affirms the public's strong interest in retention of open space.

Three Open Space designations appear on the Land Use Plan Map. The first, "Park or Natural Area," depicts existing and planned parks. The second, "Other Open Space," includes areas that are expected to retain open space functions, such as wetlands, habitat, visual buffering, or recreation.

The third designation, "Public Facility/Natural Area," addresses high-value natural areas located in development reserve lands of public institutions and facilities.

The Map acknowledges new parks and open spaces will be part of the city's growth strategy, and will be updated after new open spaces are established. (For map legibility purposes, some smaller open spaces may not appear on the Land Use Plan Map but are included under other Designations.)

Park or Natural Area

The Park or Natural Area designation provides for active and passive outdoor recreation needs, conservation of natural areas and greenbelts, and trail connections. These open spaces are municipally owned lands; however, they may include privately operated facilities which also serve recreation needs, such as a golf course or ski facilities.

This designation includes neighborhood, community, natural resource use parks[1], special use parks, golf courses, greenbelts, and other municipal open spaces dedicated or designated by an adopted plan.

Other municipal lands of high natural value or those unsuitable for development are also included. Some are conservation easements or wetlands.

[1] As defined in Anchorage Bowl Parks Plan.

Parks include active and passive park areas, outdoor recreation facilities, community and interpretive gardens, trails, and natural habitats. Special-purpose facilities such as sports complexes, recreational centers, or interpretive centers may be allowed through special review. Ancillary uses such as caretaker housing and park maintenance facilities are allowed.

Zoning: Primarily PR and PLI districts. Other zones can include non-dedicated spaces.

Location Criteria: See Parks and Open Space map (Map CI-6) in Appendix A.

Photo 15: Midtown Cuddy Park

Other Open Space

The Other Open Space designation applies to non-municipal public and private open spaces that function as part of the Anchorage Bowl's system of parks, outdoor recreational facilities, or natural preservation areas.

It includes state and federal lands currently used or designated by an adopted plan as park or natural resource use or which are environmentally unsuitable for development.

It also includes private lands that—by easement, subdivision, permit conditions, agreement, commercial activity, or environmental constraints—function as open space. Many are private lands set aside as common open space tracts in residential development.

Some open spaces in this designation are not intended to provide public recreation access.

Other Open Space uses include natural areas, passive use areas, indoor and outdoor recreation facilities, community playgrounds, community or interpretive gardens, outdoor commercial recreation, or horticultural uses.

Zoning Districts: PLI or other districts depending on location.

Public Facility/Natural Area

The Public Facility/Natural Area designation addresses undeveloped lands on public facility and institutional campuses, where there is community interest to preserve natural habitat, buffers, greenbelt and trail connections, scenic values, or recreational use. These lands are development reserves subject to owner institution jurisdiction and imperative to grow in order to carry out its mission serving the community.

Future site-specific planning decisions will clarify the extent of facility development in these areas.

Public Facility Natural Areas are depicted with a hatched bright green line pattern representing the natural open space use, over a base color reflecting the Land Use Designation of the owner facility/institution.

The Comprehensive Plan's conceptual natural open space map[2] designated these areas for future open space planning actions. It is the intent of this plan to promote strategies that balance conservation with the owner institution's requisite objectives to grow.

Much of the Public Facility Natural Area comprises certain tracts in and around Ted Stevens Anchorage International Airport. It also consists of tracts in Merrill Field Airport, Port of Anchorage, and greenbelts in the Alaska Railroad Ship Creek Terminal Reserve. Federal regulations apply to these transportation lands.

This designation also applies to several municipal parcels identified as part of a conceptual, long-term resolution of International Airport area land use conflicts.

Public Facility/Natural Area also includes the interconnected undeveloped land in the northern UMED District.

[2] Anchorage 2020, page 63. See Map CI-7, Community Natural Assets, in Appendix A.

These development reserves currently contribute to ecological, scenic, wildlife, and recreational values for the Chester Creek watershed and for residents, employees, and students who use these lands. These development reserves are addressed for long-term growth in the UMED District Plan and individual master plans of the institutions.

Many Public Facility/Natural Area parcels have allowed public recreational use by formal agreement, land patents, subdivision, easement or permit. In many areas these formal mechanisms have expired although recreational use continues. Public access is subject to the owner facility's discretion. Open space uses must be compatible with the owner facility operations or federal regulatory conditions. Some natural areas are not intended to provide public recreation access.

Specific tracts in and around the Ted Stevens Anchorage International Airport are opportunity parcels for a possible land exchange or other mechanism to resolve land use and ownership conflicts. These include Airport tracts, municipal park and Heritage Land Bank lots, and portions of AWWU land.

This designation also includes Tract J, a Port of Anchorage property located on a slope between existing Port facilities and Government Hill Neighborhood. Tract J may include future parkland depending on the outcome of facility planning for the area.

The extent of Public Facility/Natural Area boundaries is conceptual.

The boundaries between open space and public facility expansion will be established through area planning. Alternative means of preserving lands may include land exchanges, wetland banking, or purchase.

Future growth within Public Facility/Natural Areas will include careful assessment of the value of open space components relative to further developments. Open spaces may be reduced or re-shaped to accommodate program needs and facilities; however, losses will be minimized. Design elements for recreation, trail connections, and ecological benefits will be consistent with adopted plans, such as the UMED District Plan and West Anchorage District Plan.

Photo 16: Natural Area

Community Facilities

The three Community Facility Designations depict existing and planned community, institutional, and public facilities.

Community Facilities comprise a wide range of uses, including schools, civic institutions, public works yards, and utility facilities.

This category of designations also includes anchor institutions and facilities. Anchor institutions are large organizations that have an established presence by their permanence and stabilizing physical and social ties to the surrounding community. They help diversify the city's economy by employing large workforces, purchasing goods and services, and attracting significant investment.

Anchor facilities are the airports, railroad, and port transportation hubs.

Photo 17: Public Facility/Natural Area

Community Facility or Institution

The Community Facility or Institution designation provides for public or institutional facilities on public or institutional lands. These institutions and facilities are integrated with the neighborhoods and provide a community service or focus for the area or wider community. Public institutions and facilities help define their community because of their permanence, civic design, and public service function.

Examples include government offices, community centers, schools, fire stations, libraries, museums, and cemeteries. Religious institutions with large campuses are also shown, while places of worship on smaller sites are generally included in the residential Neighborhood designations. Institutions serve the immediate area or are intended to be compatible with the physical scale and character of the surrounding neighborhoods. Administrative offices of institutional and not-for-profit uses may also occur.

This designation also includes essential public facilities and utilities such as electrical power stations, sewer and water treatment facilities, government maintenance yards, and water tank reservoirs. These facilities are typically more industrial in character and less oriented to on-site customer service.

For map legibility, some facilities smaller than one acre may be shown with the adjacent use designation. For example, utility substations are not shown on the Plan Map but are included in the surrounding predominant Land Use Designations.

Public Facility lands excess to public need may be used for residential or mixed-use development by a joint public-private agreement where consistent with the policies of the Comprehensive Plan. Locational criteria shall be developed for these circumstances.

Due to a wide variety of civic uses and public facilities in this designation, the Land Use Plan Map marks some community facilities with the following symbols:

- K-12 School

- Utility/Public Works Facility

- Power Generation Facility

Zoning districts: PLI and other districts. Utility facilities may be implemented by the I-1 and I-2 zones and Antenna Farm by the AF district.

Photo 18: K – 12 Schools

Photo 19: UAA Integrated Science Building

University or Medical Center

The University or Medical Center designation provides for major educational, health, and social service institutions that serve the wider community, region, and state. Beyond fulfilling their vital missions to educate, heal, cultivate the arts, and serve the community in other ways, these institutions collectively function as major activity centers and generators of employment in Anchorage.

The Comprehensive Plan supports the continued, coordinated growth of the major institutions in cohesive campus districts in a mutually beneficial manner with surrounding communities and outdoor recreational amenities.

Primary uses are medical, health, education, social, and cultural service institutions in a campus setting. Ancillary uses may include food, lodging, group housing, administrative, and outpatient medical services and supporting retail uses as identified in neighborhood or district plans.

Natural areas and outdoor recreational uses serve to tie the built environment of the campus areas together. Physical design, setbacks, and buffering mitigate the external impacts of scale and allow the facilities to relate positively to surrounding streets, neighborhoods, and natural areas. Trail connections, enhanced transit service, structured and shared parking, and other strategies help reduce traffic, protect the natural character from new parking lots, and provide equitable access for non-drivers.

This designation ties to strong neighborhoods with more housing opportunities, mixed-use vitality, and amenities. Investment in the livability of surrounding areas will support a more active campus district and increase the institutions' attractiveness to potential clients. Where institutions directly interface with neighborhoods and public thoroughfares, they should feature an open campus with active edges, and limit perimeter uses such as parking and storage.

Adjacent gateways may include mixed-use designated areas. Perimeter natural open space buffers should be preserved, and access to open spaces should be enhanced as identified in institutional master plans.

Future growth should minimize impacts on surrounding areas, including traffic impacts or displacement of housing or businesses. Institutions are not intended for expansion into existing neighborhoods at a loss of residential land.

Zoning Districts: PLI.

Photo 20: Providence Alaska Medical Center

Airport, Port, or Railroad Facility

The Airport, Port, or Railroad Facility designation represents the major facilities that make Anchorage the statewide transportation hub and gateway for Alaska. These facilities are extensive in land area and essential to Anchorage's economy and the regional transportation infrastructure.

They also affect adjacent neighborhoods, open spaces, and industrial distribution activities.

This designation comprises (1) the airports subject to FAA use regulations and grant assurances—including the Ted Stevens Anchorage International, Lake Hood, and Merrill Field Airports; (2) the Port of Anchorage and water-borne transportation-related areas; and (3) the Alaska Railroad operations areas and railroad corridor, which are subject in certain circumstances to exclusive United States Surface Transportation Board regulation.

Primary uses include transportation facility operational activities and aviation—or marine-dependent businesses. Light industrial and office-warehouse activities may be accommodated on leased lots. Uses in these areas are subject to each facility's master plans and other regulations. Airport master plans may designate certain areas for long-term leases to non-aeronautical uses. The Plan Map prioritizes such non-facility use lands in the Airport, Port, or Railroad Facility Designation for future industrial (PDR) use.

Photo 21: International Airport

Photo 22: Port of Anchorage

This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad right-of-way. These features could interact with transit oriented development in designated Centers and connect to local public transit service. Some commuter stations already exist or are in planning stages. Others are envisioned for investment later in the planning horizon. Placement on the Plan Map now helps inform investment decisions.

- Commuter Rail Station

Zoning Districts: MI, I-1, I-2, PLI, and future Airport zoning. (See Action Section.) The Railroad Utility Corridor passes through a variety of zoning districts.

Photo 23: Alaska Railroad

Industrial Employment Areas

From its origins in Ship Creek, to the development of its airports, and through to today, Anchorage has grown because of its function as a maritime, air transport, and freight distribution center. Its industrial sectors clustered on strategic lands with access to the airport, railroad, and port facilities drive the Anchorage economy and support other local economic sectors.

Industrial uses make a disproportionate contribution in local income, jobs, and economic growth. However, it is difficult for industrial employment enterprises to compete for space against retail and other uses in a limited land market. Also, it is harder for industrial uses to adjust to a constrained land supply through more efficient use of land, such as multi-story development.

The Plan Map recommends retention of industrial areas to ensure a predictable, sustainable supply of industrial land, and encourages efficient use of these lands by industry. Because industrial areas are also attractive to non-industrial uses, the Plan Map recommends limiting incompatible uses to avoid conflicts with industrial activities and prevent displacement of industrial employers.

Two industrial designations appear on the Land Use Plan Map. Both are oriented toward production, distribution, and repair (PDR) uses.

Light Industrial/Commercial

Light Industrial /Commercial areas provide for multi-sector employment in an industrial setting. It gives priority to light industrial PDR uses, including manufacturing, construction contracting, freight distribution, delivery operations, wholesale, warehousing, and vehicle and equipment repair uses that generate employment and economic activity with 8 or more employees per acre.

They also allow for limited range of retail, customer service, and professional service uses that are industrial in character or compatible in an industrial use area. Examples include retail sales and services for equipment, building supplies, and large goods like vehicles or furniture.

Office industrial parks and office developments are allowed that provide technical services, research and development, or that integrate with industrial production or distribution uses.

Photo 24: Light Industrial Use

Other uses such as restaurants, banking, grocery stores, self-storage, lodging, commercial recreation, or group assembly are subject to limits that minimize traffic, land use conflicts, or loss of PDR employment. Some caretaker, owner, or rental housing units are allowed that retain the ground level for operations. The Light Industrial/Commercial designation encourages more intensive retail, office, and housing to locate in Corridors and Centers.

Development is compatible with available infrastructure and adjacent residential areas through physical scale, intensity of activities, and buffering and transitions.

Density Range: 0.15 to 0.75 FAR.

Zoning Districts: I-1, Ship Creek PC.

Location Criteria:

- Industry clusters and supplier networks;
- Efficient transportation access to customers and suppliers without impacting other land uses;
- Efficient access to the Airport and Port;
- Areas characterized by buildings and sites with large space for equipment and materials movement and storage; and
- Industrial areas experiencing commercial encroachment or a mix of uses, but are still optimal for PDR uses.

Industrial

The Industrial designation provides strategic areas for concentrated industrial employment and economic development.

Industrial areas are interdependent with the major rail, port, and airport facilities in the Bowl and drive a significant proportion of higher wage jobs.

This designation reserves land for a full range of light to heavy industrial uses: heavy manufacturing and production, power generation plants, mineral processing, major freight distribution terminals, railroad operations, heavy equipment repair, hazardous materials storage, recycling facilities, and waste processing and salvage, as well as the PDR uses allowed in Light Industrial/Commercial Designation.

Photos 25: Industrial Repair Uses

Photo 26: Office – Warehouse

Photo 27: Industrial Production Uses

These areas are protected from encroachment by potentially incompatible uses such as retail, commercial office, lodging, and group assembly. This designation also discourages uses that may appear industrial in character but in fact provide little PDR employment making inefficient use of the limited economic development land base—e.g., storage space rentals and vehicle sales and rental.

Certain non-industrial uses are allowed that support or integrate with industrial operations; for example, professional services, engineering, environmental, or other technical services.

Industrial areas are located to recognize the greater potential of these uses to generate off-site impacts, including noise, odors, vibration, large quantities of hazardous materials, and truck traffic. Greater buffering and screening may be required to enhance public rights-of-way and improve land use compatibility.

Density Range: 0.15 – 0.75 FAR.

Zoning Districts: I-2 and MI.

Locational Criteria:

- See Light Industrial/Commercial;
- Areas with established clusters of industrial PDR development;
- Areas next to or with efficient access to Airport, Port, or Railroad facilities;
- Lands not significantly constrained by poor soils, utilities, or other conditions; and
- Separation or buffering from Neighborhoods and Centers.

Definition of Industrial Activities: Production, Distribution, and Repair (PDR)

Land use planning requires an understanding of what is "industrial" and the types and characteristics of contemporary industrial activities that drive the local economy.

The phrase "production, distribution, and repair," or PDR, provides a way of thinking about contemporary industry which reflects trends toward "lighter" (e.g., less dirty, noisy, or bulky) forms of industry. It is more descriptive because it helps recognize that industrial is more than manufacturing—including goods handling, transportation, and repair uses. This shift in terms characterizes Anchorage's industrial economy.

Production in many cities is mainly manufacturing. However, it also includes power generation and construction contracting enterprises, which are prevalent in Anchorage. Manufacturing is nationally evolving toward small and medium enterprises and light manufacturers.

Distribution includes ground freight trucking, delivery, and other transportation services; warehousing; snow storage; and waste management. It also includes the major regional airport, port, and railroad facilities.

Repair uses work closely with production and distribution enterprises and include repair services to vehicles and equipment, as well as building and facility maintenance services.

2.3 Growth-Supporting Features

Four Growth-Supporting Features – Transit-Supportive Development Corridor, Greenway-Supported Development, Residential Mixed-Use Development, and Traditional Neighborhood Design are development designations that overlap with the Land Use Designation areas.

Growth-Supporting Features modify the mix of allowed uses, the intensity, character, and design of the base land use designation which they overlay. They catalyze and enhance development by reducing traffic congestion; lowering household travel costs, reducing road infrastructure and maintenance costs; and using less land for parking. They include enhancements to neighborhood design and natural features. Such development meets the demand for walkable neighborhoods and connections to businesses. Each of these features are gaining interest and public support because they enhance property values.

Transit-Supportive Development

The Transit-Supportive Development feature shows places where more intensive, pedestrian-oriented commercial and residential land uses will sustain and be supported by increased public transit service. This designation differs from the transit route maps.

It illustrates where future development with a more compact pattern and densities of generally 8 to 20 or more housing units per acre will occur in direct relation to increased ridership, bus frequencies, and pedestrian amenities. The designation extends for approximately a quarter to a half mile or a 5- to 15-minute walk from the subject street with transit service.

Transit corridors are known to enhance property values of parcels both on the corridor and within the 15-minute walkable access. The expanded housing and commercial land uses along a transit corridor provide increased job opportunities closer to where employees live and work. Transit corridors evolve to become vibrant main streets focused around transit stops and multimodal access.

Certain conditions must be present along the corridor. There must be a critical mass of people living, shopping and working in the area, who are potential transit users. There should be all-day travel demand and local destinations, as well as connections to other major destinations, including Town Centers and major employment centers.

Transit-Supportive Development corridors provide the density, mix, and pattern of land uses to achieve these transit-supportive conditions. These land uses depend on accessible, predictable public transit service, every 10 to 20 minutes.

Compact development that takes advantage of accessible transit service is essential to increasing ridership, which in turn supports frequent, cost-effective transit service. The new housing mix should include low- to moderate-income households, which use transit more (and drive less) than high-income households. The Transit-Supportive Development Corridor is consistent with the densities of the underlying designations. It should not serve as the basis for changing the neighborhood designations on the Land Use Plan Map.

Offices and other employment concentrations near transit stops create nodes of higher numbers of people. Non-residential densities should average 0.5 FAR or greater within the corridor.

Photo 28: Transit-supportive Development

Urban form and design features enhance and define pedestrian travel to destinations:

- 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 frame a welcoming walking environment; and
- Parking located behind building frontages, with fewer driveway curb cuts.

Photo 29: Transit-supportive Development

Road improvements on the transit route incorporate expanded sidewalks, strategically placed crosswalks, street furniture, bus shelters, and other pedestrian enhancements. The building design and function must be oriented to and function with the street frontage to enhance the pedestrian environment.

Transit-Supportive Development Corridors continue to accommodate traffic but some roadway improvements may be needed to address congestion. Such improvements must mitigate any negative impacts on the pedestrian environment and transit service.

While the Land Use Plan Map designates transit-supporting development corridors, public transit routes will continue to operate on many other roads. For instance, Tudor Road will continue to include bus routes connecting Midtown and the UMED District. Public and private improvements on other roads should continue to accommodate and facilitate multi-modal access to transit.

The Transit-Supportive Corridors are prioritized in Section 3.

Greenway-Supported Development

Anchorage is a city between the mountains and the ocean. Its greenbelts run like lifelines from the Chugach State Park to Cook Inlet. Without its greenbelts, Anchorage would be a dramatically different community. Greenway-Supported Development (GSD) identifies places where new development and public infrastructure interface with natural open spaces, creek corridors, and pedestrian routes in Midtown and other redeveloping Centers designated in the Bowl. Here, medium- to high-density greenway-oriented infill or redevelopment could occur around a revitalized creek section and/or pedestrian trail.

This designation would enhance new construction, future revenue potential, and property values, by attracting more people and employment in the Center with the corridor as a catalyst.

Commuter trails within greenways improve travel alternatives between Town or City Centers and surrounding neighborhoods, as well as between destinations within the center. This supports and enhances development intensity since the employment area requires less vehicle parking and lower traffic volumes per employee, visitor, and resident.

GSD is based on uncovering or revitalizing existing creek sections or natural functions in redeveloping areas of the Bowl. Restored creek channels, drainage features, and mini-greenbelts, become neighborhood assets, sustainable storm water systems, and non-motorized trail routes and connections. Uncovered creeks also reduce pollution and flooding.

Photo 30: Greenway-supported Development

These new linear features would be scaled to fit into urban centers and redeveloping sites to leverage property upgrades and expansions.

These in turn benefit surrounding properties and support more employment and residences than would otherwise occur.

The GSD pattern would extend for up to half a mile or a 5- to 15-minute walk from the creek corridor or trail extension. The location of future trail or linear greenbelt would be determined through area-specific studies and coordination between agencies, neighborhoods, property owners, and developers.

Greenway-Supported Development features are proposed in the following places listed in general order of priority:

- Fish Creek drainage across Midtown, potentially from east of New Seward Highway to Minnesota Drive, bringing Fish Creek to the surface with a parallel trail system.
- Chester Creek, the North Branch of the South Fork in Muldoon at Creekside Town Center.
- Ship Creek to Coastal Trail connection.
- Chester Creek site northwest of Bragaw and Northern Lights Boulevard.
- Furrow Creek drainage crossing the Huffman Town Center.

Urban greenways may be incorporated into development in various ways: as a newly constructed stream channel threaded between existing or future buildings, streets, or parking lots; or, as recreated natural water features and green spaces at intervals along a designated redevelopment corridor.

This type of development will involve some restoration of natural features and functions.

A combination of development incentives, public parking, and street, trail, and infrastructure improvement projects supportive of the greenway would implement this growth supportive feature.

Trail, Urban Space and Natural Features

Urban amenities such as pocket parks, promenades, and mini-greenbelts create spaces for people in higher density residential areas and employment centers. They become destinations attracting residents, visitors, shoppers, and employers.

Urbanized areas like Midtown and Creekside Town Center area in Muldoon experience periodic flooding. Reclaiming natural channels and drainages raises land valuations and reduces flooding, icing, runoff, and improved habitat and aesthetics.

Photo 31: Local Creek Restoration – Greenway-supported Development

Traditional Neighborhood Design

This growth-supporting feature builds on and enhances existing urban patterns of development. These older urban neighborhoods and districts have a more highly interconnected street system, smaller block sizes, greater connectivity, and sidewalks. The Neighborhood Development Patterns map (see Map CC-1) in Appendix A identifies these parts of town as well as other neighborhoods with a more suburban or semi-rural character.

For a growing market, traditional urban neighborhoods and the characteristics associated with them are desirable and expected to be sought in the future.

Neighborhoods such as South Addition, Fairview, Mountain View and share the same block grid of streets and alleys with Downtown. Other neighborhoods have a more relaxed and irregular street grid/alley pattern such as Government Hill, Airport Heights, Rogers Park, and parts of Spenard and western Midtown.

Some neighborhood plans have recognized these character areas and recommended that future infill and redevelopment occur in a compatible pattern. Downtown, Fairview, and Government Hill have recommended new overlay zones or zoning districts with urban guidelines that enhance the character of such areas.

Traditional Neighborhood Design facilitates compact development that reinforces these characteristics. This growth-supporting feature promotes policies, guidelines, and incentives that allow for and encourage new development and infrastructure (streets, sidewalks) to capitalize on this urban form. Changes may include different parking and driveway standards, and form-based codes. Certain redevelopment areas adjacent to existing urban neighborhoods are also included in this designation to extend the pattern.

Zoning Districts: New overlay zone(s) or new zoning district. (See Action Section.)

Photo 32: South Addition Street Pattern

Photo 33: Spenard Street Pattern

Residential Mixed-Use Development

This growth-supporting feature promotes medium- to high-density housing opportunities combined with commercial mixed-use retail, office, lodging, other services, and coordinated public infrastructure investments, to create a viable mixed-use neighborhood environment.

This feature is appropriate where it can facilitate revitalization in or near City Centers, University or Medical Centers, Town Centers, and Main Street Corridors that are served by public transit and trails.

The goal of this feature is to retain and grow local housing capacity, not erode the residentially zoned land supply.

This growth-supporting feature allows increase in density and scale of development over the base designation when coupled with transitions in building height and bulk to lower density neighborhoods.

Photo 34: Residential Mixed-use

Where it overlays Neighborhood Land Use Designations, this feature provides flexibility to integrate mixed-use into residential developments, while recommending minimum residential densities consistent with the underlying residential Designation.

Some Residential Mixed-use Development areas reflect adopted neighborhood or district plans, including the Downtown, Fairview, and East Anchorage plans.

Some of these designations are in existing residential zones. Here, residential units are required to be included at a minimum housing density (20 dua in R-4 and R-4A; and 10 dua in the R-3) to avoid loss of residential land base.

This includes, for example, multi-family zoned blocks of Fairview in the Gambell Street mixed-use corridor, multi-family zoned parcels along Piper Street south of UMED, part of the Rangeview mobile home park near Creekside Town Center on Muldoon, and part of the Penland mobile home park in Northway Town Center.

Underutilized sites in non-residential zones include the DT-3 District and sections of the Spenard B-3 corridor. These areas will continue to allow non-residential projects such as office/retail mixed-use, at a scale and intensity compatible with an urban living environment, while encouraging residential development through new incentives, partnerships, and infrastructure investments.

Where they overlay Centers or Main Street Corridors, these areas are encouraged to become mixed-use urban villages that include housing.

In all areas, buildings are street oriented with windows, entries, balconies, and features and have strong pedestrian and bicycle connections with nearby neighborhoods, business districts, and amenities. Neighborhood parks, pleasant streetscapes, and pedestrian linkages should be provided as residential/mixed-use occurs. This urban design fosters efficient use of land with less traffic congestion or need for parking.

Zoning Districts: R-4A, RO; new DT-3 in Downtown;, amendment to R-3 zone, or potential overlay zoning. (See Action Section.)

Photo 35: Residential Mixed-use Higher Intensity

2.4 Other Map Features

Major Streets

Future and existing major streets designated in Anchorage's *Metropolitan Transportation Plan (MTP)* appear in white on the Plan Map. This illustrates the relationship between future uses and the city's planned primary road network. It also shows the land area devoted to these rights-of-way. The right-of-way space includes the roadway itself, pedestrian sidewalks and pathways, and street or highway landscaping. The Plan Map does not predetermine specific future roadway alignments. It should be updated and amended to reflect future area-specific plans and transportation plans and projects.

Photo 36: Major Street

Three potential major street connections included in the *MTP*—for which the timing, funding, design, and alignment are not yet determined—are illustrative with white translucent dashed lines: the Seward-to-Glenn Highway connection; the Knik Arm Crossing; and the UMED Northern Access.

These three projects are included because of their potential impact on future land uses. Future planning for these primary roads requires consultation with the adopted area-specific plans for consistency. The locations of these projects on the Plan Map are not recommendations or the final alignments.

Lakes and Streams

Lakes and streams appear on the Plan Map as landmarks for visual orientation. They illustrate relationships between future intended land uses such as open space and important water resources.

For map legibility, not all smaller lakes, streams, and tributaries are shown. The Plan Map is not intended for use in determining the location of streams or stream protection setbacks.

Photo 37: Anchorage Stream

Photo 38: Bluebells

Land Use Plan Area Boundary

The Plan Area Boundary depicts the extent of the land use planning area of the Plan Map.

Joint Base Elmendorf-Richardson, Chugach State Park, Fire Island, and the Anchorage Coastal Wildlife Refuge are not subject to the Anchorage Bowl Land Use Plan Map. Areas outside of the Plan Area Boundary are subject to the overall municipal Comprehensive Plan as addressed in other plan elements and Title 21.

The Land Use Plan Area Boundary may change over time as a result of future land transfers, exchanges or agreements between the surrounding land management agencies, private landowners, or the Municipality. Changes to the boundary are processed as an amendment to the Land Use Plan Map.

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ANCHORAGE BOWL LAND USE PLAN MAP NARRATIVE—Section 3

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3. The Actions Checklist

The implementation actions of this section are designed to support and carry out the land use recommendations of the Anchorage Bowl Land Use Plan Map, in coordination with the other elements of the Comprehensive Plan.

Implementation depends on sustained actions and decisions by many groups and individuals over the next 20 years. Partners include government agencies, utilities, neighborhoods, community organizations, and the business community, as well as private-property owners and developers. The municipal Planning Department will coordinate these actions.

This section provides the discrete actions and the organizational and programmatic framework necessary to achieve the Plan Map. Section 3.1 overviews the types of measures, or actions, the Municipality may use to carry out the Map. Section 3.2 explains some of the essential efforts, or Key Implementation Concepts, that use the tools described in 3.1.

Section 3.3 provides the specific action plan, comprising an **Actions Checklist** that outlines time frames and responsibilities for a range of actions. Then 3.3 illustrates the actions in the Actions Map at the end of the section.

To ensure completion of the Plan Map's recommendations, periodic reviews of implementation status and adjustments to the Actions Checklist are paramount.

3.1. Types of Actions

The Land Use Plan Map is implemented through a variety of measures including:

1. Zoning and Development Regulations;
2. Capital Improvements;
3. Functional/Area-specific Plans and Studies;
4. Plan Policy Monitoring and Amendment;
5. Financing and Taxation;
6. Land Acquisition and Preparation; and
7. Community Partnerships and Programs.

These types of actions are administered or facilitated by the Municipality with its partners. Other government agencies exercise land management controls that are not under the Municipality's direct jurisdiction. Nevertheless, this plan constitutes the Municipality's public policy as to how all state and federal land management systems can be applied in conformance with the Comprehensive Plan.

1. Zoning and Development Regulations

Zoning and platting are the most common and important forms of regulatory control over land use and development. Other development regulations include the building code, traffic engineering policies, and municipal design criteria. Together these shape the location and development of commercial, industrial, institutional, and residential land uses, as well as intensity and physical design.

Administrative procedures for review and approval of proposed developments also influence land use patterns. The permitting process may be more intensive for conditional uses or exceptions. Projects that achieve city objectives may be expedited.

2. Capital Improvements

The Capital Improvement Program (CIP) is the municipal planning and budgeting process used to prioritize capital projects, their cost, timing, and funding source over a six-year period.

Much of the Municipality's infrastructure is aging, lacks capacity to accommodate growth, or needs to be extended to un-served parcels. However, public dollars are limited. The Municipality must balance its CIP priorities with available revenues and other funding sources. Updates to the annual CIP will be consistent with the priorities established in the Comprehensive Plan.

Aside from municipal funds, financing sources for capital projects include: Government Obligation Bonds, state grants and federal grants; and leases, loans or donations.

3. Functional/Area-specific Plans and Studies

Functional plans and studies provide specific direction for improvements to various public facilities and services, such as transportation, trails, parks and recreation, and water and sewer systems.

Neighborhood, district, and smaller area plans provide more specific direction for development in limited geographic areas.

Details, tailored solutions, and specific direction for implementation are often necessary to make development happen.

4. Plan Policy Monitoring and Amendment

Monitoring and periodic assessment of the Comprehensive Plan is how the Municipality and public measure progress, successes, and challenges in achieving the city's goals. These measures provide the basis for periodic improvements and updates to the Plan.

The Planning Department prepares an annual assessment of the progress being made toward achieving the Comprehensive Plan. The Planning Department should also assess new development projects for consistency with the Land Use Plan Map, planned densities, and other measures. If necessary, amendments may be made to the Plan or its implementation actions.

5. Financing and Taxation

The Municipality can adopt financing and taxation policies that incentivize important uses that are difficult to finance in a tight land market, such as compact housing or industrial businesses, or encourage the reinvestment in revitalization priority areas.

Tax incentives may include property tax abatements, where the current property tax rate is locked in for up to 10 years for property tax relief. Tax deductions or tax credits may also be employed.

Other financial tools include forgivable loans, loan guarantees, "below market" interest rate loans, or in-kind benefits or grants.

Low-interest loan funds for clean-up of contaminated Brownfield sites can return parcels to development-ready condition.

"Land-based" taxation can encourage properties with low density uses—such as commercial parking lots or ministorage—to redevelop to higher-intensity uses in designated policy areas where usable land is at a premium. Payment-in-lieu-of-taxes agreements with major institutions not subject to local property tax could contribute funds for municipal services.

6. Land Acquisition and Preparation

Land banks and development authorities specialize in the acquisition or management of land for a policy purpose—such as natural area conservation, public land reserves, or conversion of foreclosed property into productive uses like housing.

The Anchorage Community Development Authority (ACDA) can strategically acquire and amass vacant, underutilized, or compromised properties. Lot consolidations and municipal investment in public infrastructure can be used in tandem with other tools to facilitate site redevelopment and catalyze further development in an area.

The municipal Heritage Land Bank (HLB) manages and surpluses public land for new schools, parks, or other developments.

The HLB is creating a wetland banking program where conservation easements are employed to preserve natural open spaces.

The municipal Real Estate Department and HLB or other authority may administer Brownfield remediation programs that clean up and prepare contaminated vacant parcels constrained by clean-up costs.

7. Coordination and Partnerships

This Implementation Concept includes actions that mainly involve coordinating with other organizations that will be key implementers or partners in the implementation action.

Public-Private Partnerships provide cost-effective services or facilities for use by themselves and the general public. Possible partnerships include Business Improvement Districts (BIDS). BIDs are designated areas in which property and business owners assess themselves to collectively fund the business district's maintenance or improvements.

Local Improvement Districts (LID) finance capital improvements that provide a special benefit to the properties within the boundary of the LID. The LID formation process leads to the sale of bonds and the retirement of those bonds via annual payments paid by the owners within the district. LID assessments become liens on the benefitted properties.

3.2. Key Implementation Concepts

The following concepts comprise many of the critical actions in Section 3.3.

Reinvestment Focus Areas

Reinvestment Focus Areas (RFAs) target infrastructure investments, incentives, and other municipal assistance to catalyze infill and redevelopment. This will spur new compact housing and business investment in or near designated Centers. Investment in these areas is designed to enhance quality of life and improve a neighborhood's ability to attract and retain residents and businesses.

The strategy focuses public efforts on a few neighborhoods or districts each year. Selection of RFAs should follow criteria that demonstrate need, opportunity, and local support.

RFAs prioritize neighborhoods in need of additional public-sector assistance to catalyze private-sector reinvestment. These areas are in need of infrastructure upgrades to streets, drainage systems, utilities, sidewalks, trails, parks, and civic amenities.

Certain neighborhoods are more likely than others to benefit from redevelopment incentives. RFA prioritizes areas that are predicted to give the greatest return on public investment, yielding economic development or housing in or near designated Centers. Demonstrated resident, property owner, and developer interest in redevelopment is also an indicator of potential success.

Table 3 (next page) suggests candidate RFAs and selection criteria for discussion. The RFAs are represented on the Actions Map.

Phasing of Growth and Investment

Phasing of new development and public infrastructure is integral to how the Plan Map is implemented. While this plan guides growth to 2040, not all of that growth will occur at once, nor should public investment be scattered without priority.

The Municipality will balance its priorities to phase growth and infrastructure investments over time. Phasing allows flexibility in how growth or public services upgrades occur. If growth is slower than expected, phasing allows the city to see substantial progress in at least some mixed-use Centers, transit corridors, or new greenway corridors. The number of areas seeing improvement will be in synch with the rate of economic and population growth.

Phasing priority of Greenway-supported Development is noted in Section 2.4. The phasing priority for Transit-supportive Development Corridors identified on the Land Use Plan Map is as follows:

1. Spenard Road
2. 15th Avenue/DeBarr Road
3. Arctic Boulevard
4. Mountain View Drive/Bragaw Street
5. Abbott Road/Lake Otis Parkway
6. Jewel Lake Road
7. Gambell Street in Fairview

Infrastructure Financing and Provision

This Implementation Concept emphasizes an action plan for how to finance and provide improvements to the capacity of streets, public parking, pedestrian facilities, water and wastewater facilities, and other public infrastructure. Infrastructure in many areas designated for infill and redevelopment may not have the capacity to support increases in population, jobs, or traffic. The expense of infrastructure upgrades may drive a need for new funding mechanisms and prioritization of infrastructure that provides a return on investment.

An asset inventory of existing infrastructure capacity in areas intended for growth or revitalization will be necessary to guide public investment.

Infrastructure financing will come in different forms. One is to establish a means by which the ACDA finances infrastructure in Revitalization Focus Areas, or for priority land uses such as compact housing. This may include: bonding for parking garages, "placemaking" improvements to streets and public spaces, and financing water and wastewater infrastructure upgrades.

A second strategy is to establish methods by which public utilities participate in the delivery and funding of infrastructure to targeted development areas and priority land uses ahead of development.

Table 3. Reinvestment Focus Areas (RFAs) and Selection Criteria

Criteria For Selecting RFAs	Southern Downtown	West Fairview and Third Addition	Lower Ship Creek	Spenard Town Center and Northern Lights	Fish Creek: Lower Spenard	Fish Creek: Denali	Northway/Penland Park and Bragaw	UMED; Tudor	East Creekside Town Center	76th Avenue to Dowling Industrial
Buildable vacant or underutilized land.										
Higher land capacity for more housing and employment.										
Significant anticipated change for neighborhoods in transition.										
New infrastructure is already planned or needed.										
Priority areas designated in a Plan.										
In and around designated Centers.										
Redevelopment is likely to succeed; near appealing or popular locations.										
Low building values, and older buildings in poor condition.										
"Development ready" sites in area.										
Landowners interested in participating in redevelopment.										
Tighter street grid, smaller blocks, and diversity of uses.										
Compact and medium to high density housing exists already.										
Lower costs and higher Return on Investment anticipated.										
Not dependent on infrastructure projects with uncertain time frames.										
Strong community support in the area.										

This includes the development of new programs by which AWWU provides infrastructure up front, and is then compensated at time of development.

Another strategy is to seek federal grants for restoration of natural features, transit corridors, and public health related pedestrian improvements.

Supporting redevelopment should include a process for creating a stormwater utility to manage the city's stormwater infrastructure.

Applying a return on investment (ROI) analysis on infrastructure investment options can prioritize financing and provision of utility and street infrastructure based on ROI.

Finally, reforming the method of requiring developments to fund or provide off-site improvements with a more predictable formula of flexible or systematic exactions is important. Reforms could include a fee-in-lieu program as an alternative to having to build the off-site improvement.

The Municipality may share costs of streets and public infrastructure for phased developments, in return for community benefits, through Development Agreements. Development Agreements commit the city to providing infrastructure and locking in the development standards for a phased project. This provides certainty for the developer and enables large housing projects to become financially viable.

Targeted Area Rezonings

A Bowl-wide rezoning process to bring the zoning map into consistency with the Plan Map is not necessary. Individual rezonings will occur over time, as growth occurs and the need arises. However, targeted area rezonings are a part of the Actions Checklist and are shown on the Actions Map.

A targeted rezoning could occur where existing zoning is inconsistent with the recommended land use designation, to avoid negative impacts on land owners or create opportunities in Reinvestment Focus Areas. The Municipality would initiate and carry out the rezoning with the support of the property owners. This action expedites implementing the Plan Map in key areas to help revitalization. Examples include residential R-2M zoned land within an area ready for redevelopment at higher intensities near an employment center.

In other cases, the Municipality may assist rezonings of industrial land to non-industrial purposes where the land can no longer viably support development of industrial activities or is located such that industry is not consistent with designated uses. Examples include I-2 zoned land in a Town Center or on high-value wetlands in a developing commercial retail center.

New Zoning Districts/Overlay Zones

Recent Comprehensive Plan elements recommended making Title 21 more versatile and responsive to contemporary land use trends. They recommend innovative zoning districts designed to grow the city through compact development in the city's centers, compatible development in existing neighborhoods, and promoting key economic sectors. Examples include the West Anchorage District Plan recommendation for an airport zoning district to address buffering and airport development. The Downtown Plan recommends new zoning districts to address CBD revitalization and mixed-use housing. Other neighborhood and district plans call for new overlay zones to encourage pedestrian-oriented mixed-use and neighborhood infill.

Infill Housing Development Regulations

The Actions Checklist includes amendments to Title 21 and other municipal regulations to foster innovative infill housing projects. These actions adjust the codes to allow or encourage compact housing projects that can fit in the neighborhood and contribute to its lasting value. Examples include expanding provisions for innovative housing types such as small-lot housing, ADUs, and townhouses. Others include by-right parking reductions and reduced driveway widths near mixed-use Centers and in transit corridors.

The Checklist also includes actions to amend the R-2M and R-3 zones to allow additional units on small- to medium-sized lots near City Centers, subject to compatibility standards, and for bonus height and density in the R-3 District near Town and City Centers.

Industrial Land Use Regulations

The Actions Checklist also includes Title 21 amendments to preserve a stable, predictable land supply for key economic sectors in manufacturing, production, and distribution, while allowing for other supportive uses.

In consideration of findings of the Anchorage Industrial Land Assessment Update (2015) and other recent studies, adjustments to Title 21 include: Clarifying allowed use categories in Title 21 relative to actual industrial types; re-assessing which uses are appropriate in industrial zoning districts; and allowing professional and technical service office uses in industrial districts.

Other amendments could address efficient use of industrial lands with access to the Airport, Port, suppliers, and clients. This could include encouraging higher FAR and employment densities.

Special Study Areas/Small Area Plans

Special Study Areas are located where the Municipality is likely to consider changes to Land Use Designations. These areas have been identified through adopted neighborhood and district plans.

Special Study Areas include the North Muldoon Corridor Special Study Area, the Spenard Commercial Corridor, Fairview's Gambell Street corridor, and the 3500 Tudor Road Master Plan redevelopment area.

Special Study Areas require further planning analysis to refine land uses, redraw the commercial coverage and the commercial-residential land use boundaries, and assign implementation actions.

Until such time as new land use designations are adopted, existing policies and regulations apply to these areas.

A Small Area Plan is a planning tool to evaluate and propose land uses or residential density changes to priority areas of the Bowl. These plans can resolve conflicts related to development and growth and direct private and public investment. The plans cover several geographic scales—large parcels, a small neighborhood, or part of a street corridor. Small Area Plans encompass a specific boundary that has a cohesive set of existing or desired future characteristics. This type of planning works as a partnership between the Municipality, its residents, businesses, builders, and developers and includes a public planning process. Examples where this process could be effective include redevelopment planning for a large former mobile home park or for a block of parcels ready for redevelopment.

Development Permitting Assistance

This Implementation Concept seeks opportunities for improvement in the municipal development permit review process. As part of such assessment, several specific improvements are recommended in this Plan.

One is to create a "project review management service" to help applicants navigate the permit review process if their proposals meet certain criteria. This service would be available to development proposals that achieve certain objectives of the Comprehensive Plan, such as workforce housing, compact housing types, or industrial PDR businesses. It could serve projects with challenging site conditions (e.g., floodplain, slope, or wetlands), complex reviews, or phased permits.

Under the project review management service, a project manager would be assigned to a project's review process. The service would assist the applicant in understanding municipal requirements and identifying issues up front, enabling them to submit complete applications and avoid delays. It facilitates interagency reviews.

The Municipality could prioritize development application processing in designated Centers such as Downtown, and in the Revitalization Focus Areas, through a "green tape zone" type of expedited permitting program. A green tape program facilitates issuance of building permits for new construction, additions, or changes in use.

Expedited reviews could be provided for development that meets criteria, and be more broadly available for an added fee to any applicant with pressing time needs.

This Plan supports stronger user guides for Title 21 and other development regulations.

3.3. Actions Checklist

This section includes the Actions Checklist, which is the schedule of actions essential to achieve the Land Use Plan Map. An "Actions Map" at the end of the section illustrates the locations of some of the key actions.

The Actions Checklist includes responsible agencies, implementation timeframe, and whether the action requires capital funds. It also shows where actions draw from or relate to land use actions from adopted municipal plans and studies.

The actions are organized by the ten land use strategies in Section 1. Reference each relevant strategy in 1.9 for more background.

Actions within each strategy are prioritized by time frame of when these recommendations will be executed. Time frames are general and depend on resources and community support.

The Checklist assigns responsibility for carrying out actions to municipal departments. Where multiple departments are specified, the first to be listed is the lead agency, with subsequent departments in a supporting role. Most actions involve multiple departments, to mobilize expertise across the Municipality.

Table 4. Key to Timeframes and Implementers in Action

Timeframe

Indicates whether the strategy should occur in the short-term, medium-term, long-term, or is on-going.

Term	Description
Now	Immediate: at time of adotion or within several months after adoption of Land Use Plan Map
1 - 2	Short-term: within 1 to 2 years of Land Use Plan Map adoption
3 - 6	Medium-term: within 3 to 6 years of adoption
7 - 10	Long-term: within 7 to 10 years of adoption until next update of Land Use Plan Map
Ongoing	On-going: continuous; no predetermined start or end; to be worked on for foreseeable future
TBD	No established time frame for the action; as needed or as opportunity arises

Agencies

Lists the municipal departments as well as other agencies or groups that will lead or participate as implementors of the action.

Municipal Agencies	Description
ACDA	Anchorage Community Development Authority
ASD	Anchorage School District
AWWU	Anchorage Water and Wastewater Utility
DevServ	Development Services Department
DHHS	Department of Health and Human Services
GIS	GIS Center of Excellence
HLB	Heritage Land Bank
Merrill	Merrill Field
OECD	Office of Economic and Community Development
OMB	Office of Management and Budget
PA	Property Appraisal Department
Parks	Parks and Recreation Department
Planning	Planning Department
PM&E	Project Management & Engineering
Traffic	Traffic Engineering
Transit	Public Transit Department
Other Partners	**Description**
ADOT	Alaska Department of Transportation & Public Facilities
ADP	Anchorage Downtown Partnership
AEDC	Anchorage Economic Development Corporation
Railroad	Alaska Railroad Corporation
Eklutna	Eklutna, Inc.
JBER	Joint Base Elmendorf - Richardson
LWP	Live Work Play Group
TSAIA	Ted Stevens Anchorage International Airport
PRIV	Private Sector (Includes Developers, Property Owners, Neighborhood Groups, Non-profits)

Table 4. (Cont'd) Key to Plans and Studies in Actions Checklist

Plans and Studies

Lists other adopted plans and studies with policies, strategies, or implementation actions that directly relate to the action.

Comprehensive Plans	Description
AB Comp Plan	Anchorage Bowl Comprehensive Plan (Anchorage 2020)
CE Comp Plan	Chugiak-Eagle River Comprehensive Plan
GI Comp Plan	Girdwood Area Plan
Area-specific Plans	**Description**
DTP	Anchorage Downtown Comprehensive Plan
EADP	East Anchorage District Plan
FV	Fairview Neighborhood Plan
FNB	Far North Bicentennial Park Plan
GH	Government Hill Neighborhood Plan
HDP	Hillside District Plan
MV	Mountain View Neighborhood Plan
SC	Ship Creek/Waterfront Land Use Plan
Tu35	3500 Tudor Road Master Plan
UMED	UMED District Plan
WADP	West Anchorage District Plan
Functional Plans	**Description**
AWWP	Anchorage Water and/or Wastewater Master Plan
AWMP	Anchorage Wetlands Management Plan
PARK	Anchorage Parks Plan
BIKE	Anchorage Bicycle Plan
MTP	Metropolitan Transportation Plan
OSHP	Official Streets and Highways Plan
PED	Anchorage Pedestrian Plan
Other Documents	**Description**
CLA	Anchorage Commercial Lands Assessment (2012)
DCM	Municipal Design Criteria Manual
HMA	Anchorage Housing Market Analysis (2012)
ILA	Anchorage Industrial Lands Assessment (2015)
Seismic	Anchorage Seismic Risk Assessment Report
TSR	Anchorage Traded Sectors Analysis (2016)

Table 5: Actions Checklist

#	Action Item	Responsible Agency	Time-frame	Action Type	CIP	Related Plans and Studies
I	**BALANCED REGIONAL GROWTH**					
I-1	Publish and maintain land use and buildable lands database inventory, and development trends data	GIS,Planning,HLB DevServ,PA,PRIV	Now/ Ongoing	Coordination/Partnership Systems/Support		HMA, CLA, ILA
I-2	Expand land use and transportation planning communication with Matanuska-Susitna Borough	Planning-AMATS, ADOT&PF, MSB	Ongoing	Coordination/Partnership		GH, AB Comp Plan, MTP, UMED
I-3	Consider redesignating Powder Reserve Tract B and tracts near Birchwood Airport to industrial use	Planning, PRIV, Eklutna	1-2	Plans/Studies, Zoning Map		ILA
I-4	Update the *Chugiak-Eagle River Comprehensive Plan* to respond to its forecast land needs/issues	Planning, PRIV	1-2	Plans/Studies		CE Comp Plan, HMA, ILA
I-5	Expedite phased water and wastewater Expansion to Powder Reserve Tracts A/B and Eklutna 770	AWWU, PRIV, Eklutna	3-6	Capital Improvements, Financing, Partnership	Y	CE Comp Plan, WWMP
II	**INFILL AND REDEVELOPMENT**	Actions I-1, IV-8, VI-2, and VI-5 in other sections of this table are also included in this strategy.				
II-1	Ensure multimodal projects found in transportation plans support Reinvestment Focus Areas	Planning-AMATS	Ongoing	Plans/Studies		MTP
II-2	Adopt Economic Development Tools and use in Reinvestment Focus Areas and other policy areas	Planning, ACDA, OECD	Now, Ongoing	Financing and Taxation, Land Acquisition	Y	DTP, EADP, FV, UMED, WADP
II-3	Support revision to State laws to expand municipal tax incentive tools for economic development	OECD, ACDA	1-2	Financing and Taxation		AB Comp Plan, FV
II-4	Prioritize Reinvestment Focus Areas in CIP infrastructure funding	PM&E, AWWU, PARKS,	Now, Ongoing	Capital Improvements	Y	AB Comp Plan
II-5	Create a "green tape" expedited permit review program for priority reinvestment areas use types	Planning, DevServ, Traffic	1-2	Incentives	Y	AB Comp Plan, HMA, ILA
II-6	Prepare an asset inventory of utility and pedestrian infrastructure in areas designated for reinvestment	AWWU, PM&E, Planning, utilities	1-2	Plans/Studies		
II-7	Prepare and implement small area plans to determine how redevelopment interfaces with the surrounding area and meets policy objectives	PRIV, Planning	TBD	Plans/Studies		EADP
III	**CENTERS AND CORRIDORS**	Actions II-2 to II-6, V-5, VI-2, VI-6, VI-7, VI-9, and VI-10 are also included in this strategy.				
III-1	Apply incentives to secure mixed use development that contains housing and a variety of commercial uses	Planning, PRIV, ACDA.	Now	Financing and Taxation, Land Acquisition, Capital Improvements		AB Comp Plan, UMED, FV, MV, DTP, EADP
III-2	Simplify zoning regulations for mixed-use projects relative to commercial or other projects	Planning	Now	Development Regulations		(same as above)
III-3	Complete the Spenard Strategic Corridor Plan and incorporate its recommended actions	Planning, Transit	1-2	Plans/Studies		WADP

Table 5: Actions Checklist

#	Action Item	Responsible Agency	Time-frame	Action Type	CIP	Related Plans and Studies
III-4	Focus redevelopment assistance effforts on designated catalytic sites within centers and RFAs	ACDA, OECD	Now	Financing and Taxation, Land Acquisition		DTP
III-5	Create new district, overlay zone or other Title 21 revision to provide for Centers and Main Streets	Planning	1-2	Development Regs., Zoning Map		AB Comp Plan, FV, GH, UMED, MV, EADP, WADP
III-6	Require minimum housing densities for stand-alone housing projects in Town and City Centers	Planning	1-2	Development Regulations		AB Comp Plan HMA
III-7	Ensure minimum housing densities in rezonings of residential zoned lands in Centers and Corridors	Planning	TBD	Zoning Map		AB Comp Plan, FV, EADP
	DOWNTOWN SUBSET OF CENTERS AND CORRIDORS					
III-8	Reformat B-2A, B, and C zoning district regulations to the new Title 21 format	Planning, OECD	Now	Development Regulations		DTP
III-9	Make targeted improvements to Downtown development regulations to encourage investment	Planning, OECD, ADP	1-2	Development Regulations		DTP
III-10	Create seismic hazard mitigation overlay zone	Planning-GAC	1-2	Zoning Map, Development Regs.		DTP, Seismic
III-11	Create the DT-1, -2, and -3 zoning districts as part of a targeted 10-year update to Downtown Plan	Planning, OECD, ADP	3-6	Plans/Studies, Zoning Map, Development Regs		DTP
IV	**HOUSING AND NEIGHBORHOODS**	Actions I-1, I-4, I-5, II-2, II-3, II-5, II-6, and III-7 are also included as actions for this strategy.				
IV-1	Conserve residential lands by restricting rezonings or conversion of housing to other uses.	Planning	Ongoing	Zoning Map		AB Comp Plan, HMA
IV-2	Expand Title 21 User Guide materials for residential uses	Planning, DS	Now; Ongoing	Development Regulations Zoning Map		Title 21, HMA
IV-3	Facilitate a Targeted Area Rezoning in the Fish Creek/Lower Spenard Reinvestment Focus Area	Planning, PRIV	Now	Zoning Map		
IV-4	Allow parking reductions by-right for residential uses; offer greater reductions in key policy areas	Planning, Traffic	Now	Development Regulations		
IV-5	Allow increased heights and density in R-3 zone near Centers, subject to compatibility criteria	Planning	Now	Development Regulations		AB Comp Plan, EADP
IV-6	Require minimum densities for new single-family in multifamily zones near Town and City Centers	Planning	Now	Development Regulations		AB Comp Plan
IV-7	Revise standards for driveways, parking courtyards, and private lanes for infill housing	Planning, Traffic	1-2	Development Regulations		HMA
IV-8	Implement a Project Review Management Service to help applicants navigate the permiting process	Planning, DevServ	1-2	Development Regulations		AB Comp Plan, HMA

Table 5: Actions Checklist

#	Action Item	Responsible Agency	Time-frame	Action Type	CIP	Related Plans and Studies
IV-9	Develop new programs by which AWWU may provide infrastructure ahead of development	AWWU, OECD	1-2	Capital Improvements, Financing	Y	HMA
IV-10	Simplify ADU requirements and create a permit review assistance program and user guide	Planning, DevServ, PRIV	1-2	Development Regulations, Financing		Fair Housing Impediments
IV-11	Allow Small-Lot Housing on lots smaller than 6,000 sq. ft., subject to compatibility standards	Planning,DevServ, PRIV, AWWU	1-2	Development Regulations		AB Comp Plan, HMA
IV-12	Expand allowances in the land use regulations for townhouses and other compact housing types	Planning,DevServ, PRIV, AWWU	1-2	Development Regulations		HMA
IV-13	Research and pre-approve construction plans to encourage new compact housing development	OECD,DevServ, PRIV, Planning	3-6	Plans/Studies, Coordination		AB Comp Plan, FV
IV-14	Prepare and implement a 3500 Tudor mixed-use reconnaisance study as a small area plan	Planning,Transit, HLB, PM&E,PRIV	3-6	Plan/Study, Zoning Map, Capital Improvements	Y	Tu35, EADP, UMED, HMA
IV-16	Develop a program with criteria for use of publicly-owned lands for housing development	Planning, HLB, ASD,SOA,ADOT	3-6	Study/Plan, Coordination		
IV-17	Develop a housing impact mitigation program to ensure that any losses of housing units or residential land to rezonings or ROW acquisitions are offset by additions in an appropriate location	Planning, PRIV	3-6	Development Regulations, Zoning Map		AB Comp Plan, HMA
IV-18	Prepare a small area plan for Northway/Penland area mixed-use and housing redevelopment	Planning, PRIV	3-6	Plans/Studies, Zoning Map		AB Comp Plan
IV-19	Update the Anchorage Housing Market Analysis including market trends, forecast housing needs	Planning, AEDC	3-6	Plans/Studies		HMA
IV-20	Participate in a local housing task forces that seek solutions to housing challenges	OECD, ACDA, LWP, AEDC	Ongoing	Coordination/Partnerships		DTP, HMA
V	**COORDINATED AND FOCUSED PUBLIC INVESTMENT**		Actions I-5, II-4, and IV-9 are also included as actions for this strategy.			
V-1	Refine the criteria used for the review of capital projects to be included in the CIP.	PM&E, OECD, Finance, Planning	Now	Plans/Studies, Capital Improvements		
V-2	Develop a method for estimating and including Return on Investment (ROI) in CIP criteria	Finance, PM&E, ACDA	1-2	Plans/Studies, Capital Improvements		EADP, DTP
V-3	Apply the CIP criteria and ROI model to public investments on private projects	ACDA, PM&E, Finance	1-2	Capital Improvements, Financing	Y	EADP
V-4	Develop a measure of permanent school facility capacity relative to forecast/designated growth	ASD, Planning	1-2	Plans/Studies, Coordination		
V-5	Prioritize infrastructure planning and investment to capitalize on and leverage projects in RFAs.	Planning, PM&E, AWWU, ML&P	Now	Coordination; Capital Improvements	Y	Multiple adopted land use plans
V-6	Evaluate parameters and feasibility of a municipal storm water utility.	AWWU, PM&E, OECD	1-2	Plans/Studies		HDP, APDES

Table 5: Actions Checklist

#	Action Item	Responsible Agency	Time-frame	Action Type	CIP	Related Plans and Studies
VI	**LAND USE - TRANSPORTATION COORDINATION**					
VI-1	Revise street classifications and design standards in Reinvestment Focus Areas	Planning, Traffic, PM&E	3-6	Coordination		DCM, DTP, OSHP
VI-2	Develop municipal street design criteria for urban Street Typologies and "complete streets" to serve all users and reflect adjacent land use patterns	PM&E, Traffic, Planning, ADOT	1-2	Plans/Studies		AB Comp Plan, OSHP,DTP,FV, GH,EADP,DCM
VI-3	Determine the applicable Street Typology at the beginning of individual street improvement projects	PM&E, ADOT, Traffic, Planning	1-2	Capital Improvements		OSHP
VI-4	Develop a Street Typology map as an update to the OS&HP and as part of area-specific plans	Planning, PM&E, ADOT, Traffic	3-6	Plans/Studies		OSHP,DTP
VI-5	Utilitze parking management practices and other best practicies to facilitate compact redevelopment in priority areas and transit corridors	Planning, Traffic	1-2	Coordination, Development Regulations		
VI-6	Use/seek federal funding to develop commuter rail facilities and service with connections in MSB, Eagle River, Anchorage, JBER, and Girdwood	Railroad, ADOT, Planning, PM&E, Transit, MSB	1-2; ongoing	Study/Plan, Capital Improvements, Financing		AB Comp Plan, CE Comp Plan, GI Comp Plan, DTP
	TRANSIT SUPPORTIVE DEVELOPMENT CORRIDORS - SUBSET					
VI-7	Adjust Land Use Plan Map recommendations in response to "Anchorage Talks Transit" outcomes	Planning, Transit	Now	Plans/Studies, Coordination		AB Comp Plan
VI-8	Integrate transit into street improvement project decisions in Centers, transit corridors, and RFAs	PM&E, Transit, Planning, Traffic	1-2	Capital Improvements	Y	
VI-9	Focus CIP pedestrian facility improvements in transit corridors, using corridor phasing priorities	PM&E	1-2, Ongoing	Capital Improvement	Y	
VI-10	Develop a Transit Supportive Development Corri-dor/Transit Oriented Development implementation plan	Planning-AMATS, Transit, Traffic	1-2	Plans/Studies, Coordination		AB Comp Plan, MTP
VI-11	Adopt public transit level of service standards and dedicated funding strategies.	Transit	3-6	Program/Organization		AB Comp Plan
VI-12	Create transit oriented development (TOD) overlay to encourage TOD uses, intensities, and projects	Planning	3-6	Development Regs., Zoning Map		AB Comp Plan
VII	**INDUSTRIAL LAND PRIORITIZATION**	Actions I-1, I-3, I-5, II-2, II-4, and II-5 are also included as actions for this strategy.				
VII-1	Facilitate a Targeted Area Rezoning of TSAIA land on Raspberry Rd. for airport/logistics industry use	Planning, TSAIA, OECD, PRIV	Now	Zoning Map		WADP, ILA
VII-2	Facilitate a Targeted Area Rezoning of selected south "C" Street I-2 zoned lands to B-3 and I-1	Planning, PRIV	Now	Zoning Map		ILA
VII-3	Amend Title 21 to allow technical/professional service offices in I-1 zone and w/fewer limits in I-2	Planning	Now	Development Regulations		ILA

Table 5: Actions Checklist

#	Action Item	Responsible Agency	Time-frame	Action Type	CIP	Related Plans and Studies
VII-4	Facilitate a Targeted Area Rezoning of selected Abbott Town Center I-2 zoned lands to B-3 and I-1	Planning, PRIV	Now	Zoning Map		AB Comp Plan, ILA
VII-5	Facilitate a Targeted Area Rezoning of selected north C Street I-1 zoned office/hotel areas to B-3	Planning, PRIV	Now	Zoning Map		LUPM
VII-6	Amend commercial allowed use entitlements in the industrial zoning districts	Planning	Now	Development Regulations		ILA, CLA, Traded Sectors (TSR)
VII-7	Facilitate Targeted Area Rezonings of selected B-3 zoned lands that developed as industrial to I-1 zone	Planning, PRIV	Now	Zoning Map		ILA
VII-8	Protect essential industrial areas identified as "traded sector" clusters for industrial uses	Planning, PRIV	1-2	Study/Plan (LUPM); Zoning Map, Dev. Regs.		AB Comp Plan, CLA, ILA, TSR
VII-9	Apply "Return on Public Investment" and economic development industrial policy in land use decisions	Planning, OECD	1-2; ongoing	Development Regs., Land Acquisition		AB Comp Plan, ILA, TSR
VII-10	Encourage minimum PDR employment densities and FAR to foster efficient use of industrial land	Planning, PA, OECD, ACDA	1-2	Development Regs., Financing, Capital Imprv.		ILA, TSR
VII-11	Apply financial and public infrastructure incentives for Traded Sector uses	OECD, PA, AEDC	1-2	Financing, Capital Improvements		Industrial Land Use Assessment
VII-12	Support application for Foreign Trade Zone (FTZ) on TSAIA lands	AEDC, TSAIA, OECD	3-6	Coordination/Partnership		
VII-13	Determine how to upgrade/extend utilities/roads to targeted industrial lands in Anchorage Bowl	AWWU, PM&E, ACDA	3-6	Capital Improvements, Financing	Y	Industrial Land Use Assessment
VII-14	Allow innovative forms of "Live-work" industrial mixed use in parts of Downtown, Ship Creek, etc.	Planning	3-6	Development Regulations		DTP
VII-15	Update the Anchorage Commercial and Industrial Land Assessments	Planning	3-6	Plans/Studies		CLA, ILA
VII-16	Expand Brownfield remediation programs with loans and other incentives for industrial uses	Real Estate Dept / HLB, ACDA, SOA	Ongoing, 3-6	Financing and Taxation, Land Acquisition		DTP, ILA
VIII	**COMPATIBLE LAND USE**	Actions II-2, II-4, II-6, IV-1, IV-13, IV-17, X-4, and X-5 are also included as actions for this strategy.				
VIII-1	Include neighborhood buffering standards in TSAIA Targeted Area Rezone in action VII-1	Planning, TSAIA, PRIV	Now	Zoning Map; Development Regs.		WADP
VIII-2	Include neighborhood compatibility standards in compact housing amendments IV-4, 5, 10, 11, 12	Planning, PRIV	Now, 1-2	Development Regulations		AB Comp Plan, FV, GH
VIII-3	Create compatibility criteria for new incentive programs for redevelopment.	Planning, ACDA, HLB	1-2	Development Regs., Financing, Capital Imprv.		AB Comp Plan, FVNP, GHNP
VIII-4	Create a Traditional Neighborhood Design overlay or form based zone	Planning	1-2	Development Regulations, Zoning Map		FV, 4NHPP, GH, UMED

Table 5: Actions Checklist

#	Action Item	Responsible Agency	Time-frame	Action Type	CIP	Related Plans and Studies
VIII-5	Conduct a valuation study of the natural economy of Anchorage's ecosystem to determine current watershed and wetland production, economic value, and land use development impacts.	PM&E, Planning, AWWU, PA	3-6	Plans/Studies		AB Comp Plan, UMED
VIII-6	Conduct scenic viewshed assessment for Bowl and determine strategies for viewshed protection	Planning, Parks	3-6	Plans/Studies		Comp Plan,UMED, DTP, HDP, 4NHPP
VIII-7	Identify development standards and incentives to mitigate impacts to wildlife near wildlife habitats	Planning	3-6	Plans/Studies		AB Comp Plan,UMED, HDP
VIII-8	Develop a Hillside Conservation Subdivision ordinance.	Planning, DevServ, PRIV	3-6	Development Regulations		HDP
IX	**OPEN SPACE AND GREENBELTS**					
IX-1	Create a municipal wetlands bank employing conservation easements	HLB	1-2	Land Acquisition, Financing		AWMP
IX-2	Pursue State and federal grants and bonding to fund restoration or aquisition of creek corridors and wetlands; and inform the design of development	PM&E, Planning	Ongoing	Coordination, Financing, Capital Improvements, Land Acquisition	Y	Watershed Plans, AWMP
IX-3	Amend stream protection setbacks in Title 21	Planning, PM&E	1-2	Development Regulations		AWMP, AB Comp Plan, HDP
IX-4	Conduct housekeeping rezone of dedicated parks to PR district, and some T zoned lands to PLI.	Planning, HLB, Parks,	1-2	Zoning Map		Parks Plan, LUPM
IX-5	Analyze park and natural area deficiencies in high-density redevelopment areas, and under-served neighborhoods to pursue methods to resolve.	Planning, Parks, HLB, AWWU, ADOT	3-6	Study/Plan, Coordination, Incentives, Capital Improvements	Y	Parks Plan, DTP, FV
X	**ANCHOR INSTITUTIONS AND FACILITIES**	Action VII-1 is also included as an action for this strategy.				
X-1	Resolve land use issues and encourage mixed use in UMED villages and at the interface of community and UMED District (Lake Otis/36th;Tudor Center.)	Planning, Institutions, Private Owners	TBD	Plans/Studies Zoning Map		UMED
X-2	Facilitate Targeted Area Rezoning of Merrill Field parcel east of Sitka St. for RO medical office use	Planning, Merrill Field	1-2	Zoning Map		Merrill Field Airport Master Plan
X-4	Adopt Airport Zoning District that combines multiple zoning districts at the airports into one.	Planning, TSAIA, Merrill	3-6	Development Regulations		WADP, Airport Master Plans
X-5	Develop TSAIA, Merrill Field, and JBER interface compatibility overlay zone	Planning, TSAIA, Merrill, JBER, DS	3-6	Development Regulations		WADP, MV, FV
X-6	Resolve land use, ownership, and open space conflicts around TSAIA through a land exchange	Planning, HLB, TSAIA, PRIV	7-10	Plans/Studies, Land Acquisition	Y	WADP, TSAIA Master Plan

Actions Map

The "Actions Map" at right illustrates the location of some key actions from the Actions Checklist. It also helps visualize geographic relationships among recommended actions.

The map shows the approximate locations of the candidate Reinvestment Focus Area (RFAs) discussed in Section 3.2 and listed in Table 3. Multiple action items in the Actions Checklist refer to RFAs.

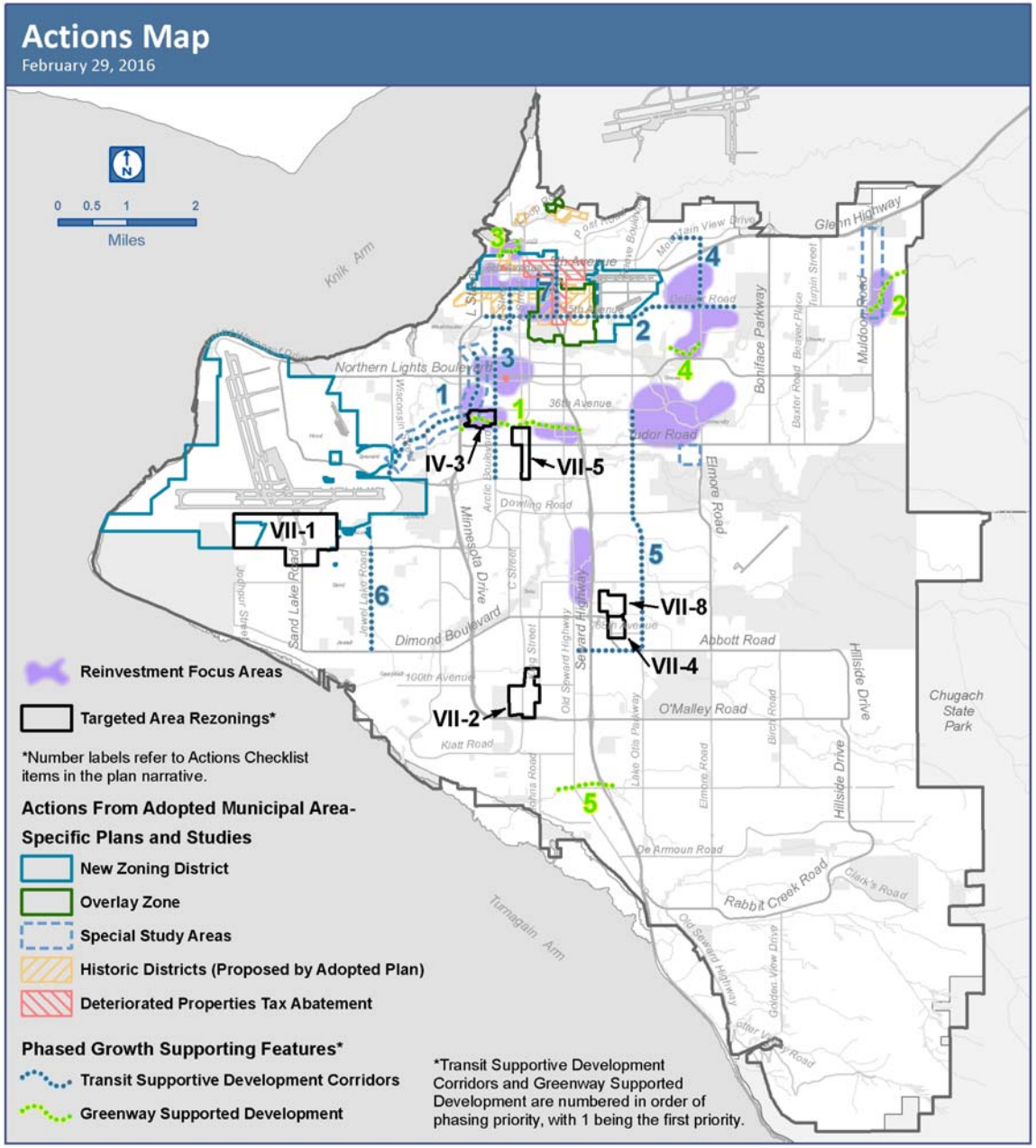
It also shows the locations of Targeted Area Rezonings specified in the Actions Checklist. The number labels on the map correspond to the action number of each Targeted Area Rezoning in the Actions Checklist.

Some action items that reflect adopted neighborhood and district plans also appear on the Actions Map. These include new zoning districts, overlay zones, special study areas, and proposed historic districts from the area-specific plans.

Three areas designated by the Municipality for tax abatement are shown in red. Two of these appear as red dots (one on 4th Avenue and one on Northern Lights Boulevard) because of their small size.

Lastly, the map illustrates the location and phasing priority of the Transit Supportive Development Corridors and Greenway Supported Development, as discussed in this plan.

A larger-scale version of the Actions Map will be available on the Land Use Plan Map project web page, and the municipal Map Gallery.



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