

Section 2: Plan - The Land Use Plan Map



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2.1 Creating Great Places

To achieve Anchorage’s growth strategy, the *Anchorage 2040 Land Use Plan Map* identifies 18 color-coded *Land Use Designations* that direct the use, intensity, and form of development across the Anchorage Bowl. These designations support an overall “structure” of six types of places that define Anchorage’s built and natural environment. Figure 2-1 overviews the types of places and their Land Use Designations.

This Section presents the *Land Use Plan Map* and defines the Land Use Designations and other Map features. Other features on the Map, including Growth Supporting Features, are explained in Section 2.3.

Land Use Designations

Each Land Use Designation begins with an overview of its role and function. It then identifies

a range of appropriate land uses and intensities of use in the area, and a description of the area’s recommended physical character. It concludes with location criteria for where the Land Use Designation is best suited. Taken together, these aspects shape and define the urban form and growth that will take place over the next 25 years.

Density Ranges

The *2040 Land Use Plan* guides the distribution of future population, housing, and employment across the Bowl by including a measurement of intended development density in most Land Use Designations. The measurement is expressed as a range of potential densities of dwellings (per acre) or building floor area. This helps to meet forecast population, housing, and commercial and industrial land needs. The sidebar on the next page explains how this Plan measures density.

Character

Any given density can result in places having very different characteristics, such as building heights and street layouts ranging from urban to suburban. Therefore, the description of each Land Use Designation includes key physical characteristics that define it as a place.

Character of place is integral to land use, the way people experience a place, and how that place functions. Good urban design is central to successful accommodation of additional housing and businesses in already built neighborhoods, districts, and mixed-use centers. In addition to their individual physical characteristics, many Land Use Designations refer to the shared infill design principles provided on pages 34 and 35 at the end of Section 2.1.

Zoning Districts

Most every Land Use Designation has a corresponding set of zoning districts which implement it. This allows for a range of possible zoning densities to reflect local conditions and characteristics of the site and surrounding area. The area’s Land Use Designation does not imply that the most intense corresponding zoning district is recommended or is the most appropriate. Proposed rezones should be consistent with Title 21 approval criteria. Proposed rezones may be denied if they are found to be inconsistent with the policies of the *Comprehensive Plan* or the best interests of the public’s health, safety, or general welfare in the area.

Figure 2-1. Types of Places

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

Measurement of Density

Each Land Use Designation (except the *Open Space* and *Facilities and Institutions* Designations) includes a measurement of development density, either in dwellings per acre or floor-to-area ratio (FAR).

For most residential neighborhood Land Use Designations, density is expressed as the number of dwellings, or housing units, per gross acre of land in the Designation. “Gross” acreage includes the streets, open spaces, non-residential uses such as churches, and unusable lands. This means it is the intensity over the entire Designation area, not individual parcels.

Commercial and high density housing Land Use Designations include a measure of building density expressed as Floor-Area Ratio (FAR). FAR is the building’s floor area divided by the lot’s land area. For example, a parcel with a 10,000 square foot building and 20,000 square feet of land area has a FAR of 0.5.

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

Figure 2-2. Floor Area Ratio (FAR)

Floor Area Ratio (FAR)

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

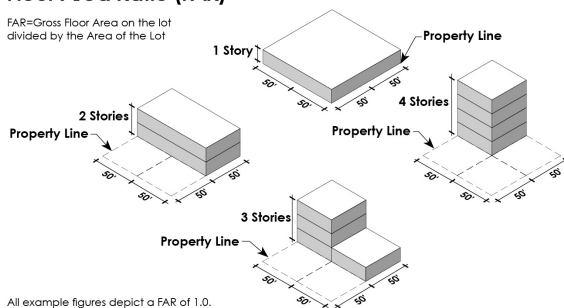


Figure 2-3. Gross Residential Density (Placeholder)

The zoning districts listed in Section 2 (e.g., R-1, B-3, etc.) are described in Appendix A, *Existing Zoning Districts Map PP-1*. Also, see the cross-reference table that summarizes the zoning districts by Land Use Designation (Figure 3-2 on page 76 of Section 3.2.). Some implementation zones listed under the Land Use Designations do not yet exist in code, or may need to be amended to fully implement this Plan. These are noted as action items in Section 3.3.

In addition to the zoning districts listed, the Parks and Recreation (PR), Public Lands and Institutions (PLI), and Planned Community Development (PCD) districts are compatible with most every Land Use Designation.

Location

Most Land Use Designations have a set of location criteria that are derived from the Goals and Policies in Section 1. These provide the rationale for recommending the locations and 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.

Land Use Plan Map

The Land Use Plan Map appears on the next page as Map 2-1. A larger scale version is available separately, as well as in the inside back cover of this Plan. Also, a color blind-friendly version is available.

Relationship to Land Use Designations in Area-specific Plans

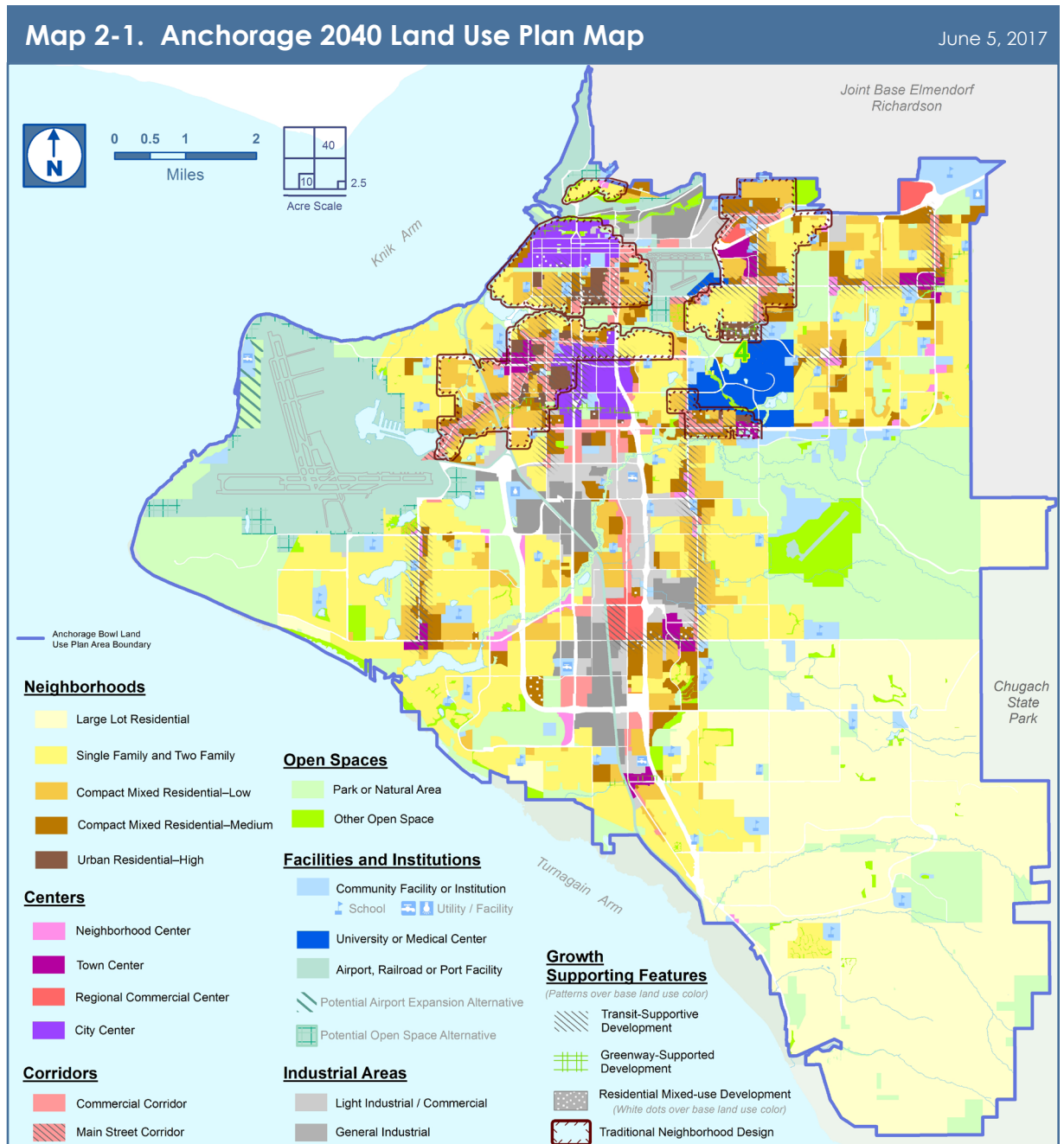
As of 2017, the 14 neighborhood, district, and other area-specific plans adopted for the Bowl collectively used 70 different land use designations to represent future intensity and distribution of land uses. Many of these designations share similar names and definitions. The *Anchorage 2040 Land Use Plan Map* retains the diversity of each plan's land uses.

The *2040 Land Use Plan Map* illustrates a more general picture of future land use for the Bowl by distilling all 70 land use designations into 18. This provides a citywide land use policy structure which supports and coordinates the various plans with a common terminology.

Figure 2-4 on the following pages cross-references the *2040 Land Use Plan Map* designations with the corresponding designations applied in the area-specific plans. This system retains the land use designation categories in the neighborhood and district plans, which refine the citywide land use categories in order to address area-specific needs.



Search online with "Anchorage 2040 Land Use Plan" to go to the zoom-in interactive version of this map.



Future area-specific plans may assign narrower categories as long as they align within the *2040 Land Use Plan Map* designations.

Users of the *2040 Land Use Plan Map* should refer to **Map 1-1: Area-specific Plans** (page 5) to determine which, if any, neighborhood, district, or other area plan applies in the area of interest. Users should refer to the applicable area-specific plan for greater details regarding planned land uses and development.

Differences from Area-Specific Land Use Designations

In some locations, the *2040 LUP* Land Use Designations differ from those in the area-specific plans, as discussed in Section 1.1. These areas are shown on **Map 1-2: Areas of Growth and Change** at the end of Section 1.3. For these areas, the *2040 LUP* applies.

Additionally, the housing density ranges in several of the *2040 LUP* residential neighborhood designations differ from those in the area-specific plans. The *2040 LUP* density ranges govern in these cases. The area-specific plans carried forward assumptions from decades prior without the benefit of the updated *2040 LUP* housing analysis¹.

¹ Discussed in Section 1.2 and Appendix B.

Figure 2-4. Crosswalk between Bowl-wide and Area-specific Land Use Designations

Anchorage 2040 Land Use Plan Designation	Area-Specific Plan Designation	Area-Specific Plan
Large Lot Neighborhood	Limited Intensity Residential, 0-1 dua Low Intensity Residential, 1-3 dua Residential / Access Reserve	E, H, W H H
Single Family and Two Family Neighborhood	Low Intensity Detached, >1-5 dua Low Intensity Detached, up to 4 dua Low Intensity Detached, >3-5 dua Low Intensity Attached and Detached, 5-8 dua	E, U, W F H E, GH, U, W
Compact Mixed Residential - Low	Low/Medium Intensity Residential, >8-15 dua Low/Medium Intensity, >8-15 dua	E, GH, MV F, U, W
Compact Mixed Residential - Medium	Medium Intensity Residential, >15-35 dua Medium Intensity, >15-35 dua Medium Intensity, >15-40 dua	H, GH, MV E, U F, W
Urban Residential - High	City Center Intensity, >35 dua Residential (City Center High Intensity), 40+ dua High Intensity Residential/Mixed Use, 40+ dua	F W U
Neighborhood Center	Neighborhood Center Neighborhood Commercial Center Limited Commercial	E, GH, W U H
Town Center	Town Center Tudor Community Commercial Center	E, W U
Regional Commercial Center	Regional Commercial Center	E, MV
City Center	Major City Center Downtown Core; Downtown Mixed-Use Downtown Residential Mixed Use Ship Creek Redevelopment Area	F D D SC
Commercial Corridor	Commercial Corridor Office - Low Intensity	F, H, U, W E, F, U, W

D - Anchorage Downtown Comprehensive Plan
E - East Anchorage District Plan
F - Fairview Neighborhood Plan
FNB - Far North Bicentennial Park Master Plan

GH - 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 Inst. Plan
U - UMED District Plan
W - West Anchorage District Plan

Figure 2-4. Crosswalk between Bowl-wide and Area-specific Land Use Designations

Anchorage 2040 Land Use Plan Designation	Area-Specific Plan Designation	Area-Specific Plan
Main Street Corridor	Spenard Commercial Center Fairview Mixed Use Corridor Muldoon Corridor District Mountain View Mixed-use Corridor	W F E MV
Park or Natural Area	Park or Natural Areas Park(s) and Natural Resource(s) Park Existing Recreation; Open Space, Wetlands, and Recreation Recreation and Recreation-Related Public Purposes Watershed; Greenbelt; Active Recreation Open Space or Park/Open Space	F E, GH, H, W MV, U Tu35 Tu35 FNB D, TuPLI
Other Open Space	Other Areas that Function as Park and Natural Resource Other Park or natural area Greenbelt Natural Area Recreation and Recreation-Related Public Purposes Public and Institutional Lands; Active Recreation	E, GH, H, W F FNB, SC U Tu35 FNB
Community Facility or Institution	School(s) and/or Community Institution(s) Redevelopment; Suitable for New Development Existing Development Development Area; Reserve Public Utility/Facility	E, F, GH, H, MV, Tu35 Tu35 TuPLI E, GH, H, MV, U, W
University or Medical Center	Major Institutional	U
Airport, Railroad, or Port Facility	Major Transportation Facility Marine Industrial Ship Creek Redevelopment Area	F, GH, W SC SC
Light Industrial/Commercial	Light Industrial / Commercial Industrial / Commercial Industrial / Commercial (Limited) Industrial / Commercial Reserve	MV E, D, GH F W
Industrial	Industrial Industrial / Industrial Reserve General Industrial	F, MV GH, W SC

D - Anchorage Downtown Comprehensive Plan
E - East Anchorage District Plan
F - Fairview Neighborhood Plan
FNB - Far North Bicentennial Park Master Plan

GH - 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 Inst. Plan
U - UMED District Plan
W - West Anchorage District Plan

Finally, some of the zoning districts in the 2040 LUP Land Use Designations differ from those in the area-specific plan designations. Reasons may include:

- The zoning district listed in the area-specific plan has changed, no longer exists, or allows different uses or densities than what the area-specific plan actually intended.
- The 2040 LUP responds to updated analyses, trends, or public comments, such as the emerging community interest in new mixed-use and “form-based” zones.
- The 2040 LUP addresses the entire Bowl while the area-specific plan lists only those implementation zoning districts that apply to its own neighborhood or study area.

Where the 2040 LUP lists a different implementation zoning district for the same land use designation from a neighborhood or district plan, the 2040 LUP governs. When a new or revised neighborhood or district plan proposes a new zoning district from what the 2040 LUP has shown, Strategy 12 at the end of Section 3.2 provides guidance on how future planning efforts may amend the 2040 LUP.

Shared Infill Design Principles

As Anchorage evolves, thoughtful urban design can help both protect and enhance the characteristics of its neighborhoods and districts that make it appealing to residents, workers, and visitors alike. In a flourishing city, design can help seamlessly integrate the new with the old.

Tools like neighborhood plans, zoning, and incentives are increasingly used to protect, enhance, or reflect the character of established places, especially residential neighborhoods. Ensuring that new homes and transitional areas are in character with existing homes can help to accommodate new housing types and reduce conflict between neighbors and developers. These tools also guide both new development on vacant infill lots and redevelopment of under-utilized lots to support walkability and “Complete Streets”.

Physical character is integral to the 2040 LUP Land Use Designations. The following infill design principles (next page) are concerned with the broad choices Anchorage makes about where and how to grow. They describe some of the intended physical characteristics common to many of the Land Use Designations and Growth Supporting Features in Section 2. Where these design principles are applicable, the Land Use Designation or Growth Supporting Feature will refer to them.

As growth and change occurs, it is the intent of this Plan that these Land Use Designations and Growth Supporting Features be guided by tools that focus on creating compatible and efficient development.

The infill design principles are intended to build on the preferences expressed during the 2040 LUP planning process and in adopted area-specific and functional plans.

The design principles do not apply to permit reviews and approvals of individual developments allowed by right. They guide targeted amendments to development regulations, incentives programs, and discretionary (non-by right) land use decisions¹ such as rezonings or site plan reviews. Zoning regulations and development review processes help shape the characteristics of individual infill developments.

¹ As provided in Title 21 Section 21.01.080D.3.



Duplex on Infill Lot Fronting Street



“Complete Street” with Bicycle Lane and Landscaped Sidewalk



Townhomes with Front Porch and Visual Interest

Shared Infill Design Principles, continued



Residential Mixed-use with Active Storefront and Sidewalk



Apartment Windows, Balconies, and Entrances Oriented to Sidewalk



Apartments in Photo Above Provide a Transition in Building Scale and Form to Neighboring Single-Family

Infill Design Principles for mixed-use centers and corridors:

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

Infill Design Principles to enhance connections and pedestrian access:

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

Infill design Principles for relationship to surrounding neighborhoods:

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

2.2 Land Use Designations

Neighborhoods

The five Neighborhood Land Use Designations reflect the diversity of housing and neighborhood characteristics found in the Bowl. These include Large Lot, Single-family and Two-family, Compact Mixed Residential – Low, Compact Mixed Residential – Medium, and Urban Residential – High designations. Neighborhoods range from very low intensity in semi-rural areas to sub-urban 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 Residential

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.

Uses

- Single-family detached homes.



Large-lot Residential Neighborhood Scene

- Accessory dwelling units and two-family structures may also occur on large lots.

Character

- Low building coverage on large lots, with broad setbacks and a variety of custom home designs.
- Natural vegetation, hillside topography, environmental constraints, and adjacent natural open spaces that contribute to the overall rural character.
- Rural street standards.
- “Conservation subdivisions” that cluster homes to preserve natural features and shared open spaces.

Density

- One housing unit or less per gross acre.
- Where delineated in the *Hillside District Plan*, Map 2.1 Land Use Plan for *Low-Intensity*

Residential, 1-3 dwelling units per acre, this designation also includes subdivisions with half-acre or larger sized lots with flexibility for somewhat smaller size lots, at densities up to three units per gross acre, subject to the *Hillside District Plan*.

Zoning

- R-6, R-8, R-9 and R-10 districts.
- Where designated in the *Hillside District Plan*, Map 2.1 Land Use Plan for *Low-Intensity Residential, 1-3 dwelling units per acre*: R-7 district. Applicability of R-6, R-1A, and R-3SL is limited to where these zones already exist.

Location

- 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.



Single-Family Neighborhood Detached Homes

Single-Family and Two-Family

This designation provides for a variety of low-density urban/suburban residential neighborhoods. Most areas have well-developed infrastructure, public water and sewer, and municipal services.

Uses

- Single-family subdivisions with homes on lots 6,000 square feet or larger.
- Accessory dwelling units may also occur.
- Compatible forms of two- to three-unit townhome structures may be allowed on transition lots next to higher intensity uses such as commercial districts.
- 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. Neighborhood and district plans may delineate attached and two-family areas separate from single-family detached neighborhoods.

Character

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

- Accessory dwelling units have compatible character and intensity of use.
- Some neighborhoods may be more isolated, such that residents must drive to nearby shopping and employment destinations; a more integrated pattern of uses is encouraged for new or redeveloping areas.
- Fewer changes are anticipated for existing single-family neighborhoods. Changes may focus on improving connectivity, pedestrian and bike safety, neighborhood character, housing choice, and buffering transitions to more intensive land uses.

Density

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

Zoning

- R-1, R-1A, and PCD districts.
- R-2A and R-2D in attached and two-family areas.



New Small Single-Family Home



Backyard Accessory Dwelling Unit (foreground)



Duplexes with ADUs above Garage in back

Location

- 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.

Compact Mixed Residential - Low

This designation provides for a compatible, diverse range of single-family, attached, and smaller-scale apartment housing choices in the same neighborhood.

Uses

- Single-family detached homes on standard sized single family lots.
- Accessory dwelling units may also occur.
- Small lot single-family homes, cottage home courts, attached single-family, two-family, and other kinds of compact housing.
- Townhomes and smaller apartment structures, that are consistent with the area's scale and intensity.
- A neighborhood-wide mix of housing types, unit sizes, and household incomes.
- Compatible infill on vacant or underutilized lots is encouraged.

Character

- Lots generally 6,000 square feet or larger.
- Lot size for a single dwelling may be reduced in small-lot housing, attached single-family, and townhomes.
- Retains the characteristics of single-family



Compact Courtyard Housing

neighborhoods such as front and rear yards, front entries, driveways, and building height.

- The building scale, appearance, and street orientation of new multi-unit / attached housing development is compatible with a neighborhood built environment that includes single-family homes and invites walking.
- Infill Design Principles to enhance connections and pedestrian access, and for relationship to surrounding neighborhoods apply (Section 2.1).

Density

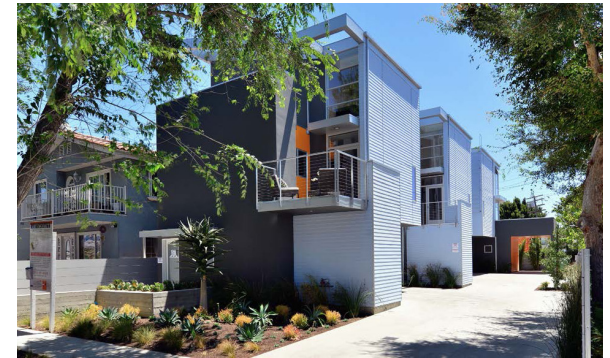
- 5 to 15 housing units per gross acre, with 8 or more near Centers or Transit-Supportive Development corridors.

Zoning

- R-2M primarily; R-2D to assist transition areas between different zoning districts.



Infill Housing that Fits in its Neighborhood Context: Duplex and House on Street, with Attached Units on Alley



Small Lot Single-Family Homes, each on its own lot, with shared driveway and utility easements. Front unit is oriented to the street with front entrance and path.

- New small-scale compact housing district between R-2D and R-2M.

Location

- 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.

Compact Mixed Residential - Medium

This designation provides for multi-unit apartment and townhouse living and a mix of compact single-family and attached housing in a cohesive neighborhood. It makes efficient use of residential land near services, shopping, jobs, and commercial mixed-use Centers.

Apartment and townhouse development supports greater housing opportunities near jobs and services, efficient public services, and frequent transit service.

Uses

- Townhouses, garden apartments, and other forms of low-rise apartments.
- Single-family and two-family residences are allowed. New single-family development

is encouraged to be compact—i.e., on small lots or mixed with other housing types (to use multi-family residential land and public infrastructure efficiently.)

- Accessory dwelling units may also occur.
- A neighborhood-wide mix of housing types, unit sizes, and household incomes.

Character

- Two to three story buildings.
- Landscaped yards, off-street parking, and common open space in developments.
- Infrastructure investments focus on streetscape and sidewalk improvements, and connections to nearby amenities.



Low-rise Apartments



Three-story apartment on a small infill lot, oriented to sidewalk



Townhouses

- Areas within a quarter mile walking distance of Town Centers and City Centers may allow up to a fourth story or additional compact housing units, subject to additional compatibility criteria.

- Infill Design Principles to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply (Section 2.1).

Density

- 10 to 30 housing units per gross acre, with 15 or more near Centers or Transit-Supportive Development corridors;

Zoning

- R-3 primarily; R-2M to assist transition areas between different zoning districts.
- New R-3A (mixed-use variation of R-3) district in “Residential Mixed-use Development” areas (Section 2.3).

Location

- Areas with existing apartment housing;
- Areas of transition between higher intensity uses and lower 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 positioned to provide more housing within a quarter mile of transit-supportive development corridors or near Town and City Centers ; and
- Areas positioned for redevelopment and designated by an adopted plan for medium intensity use.

Urban Residential - High

This designation provides for urban living opportunities close to major employment centers—Downtown, Midtown, UMED—and contributes to the vitality of City Centers by concentrating new housing nearby.

Uses

- Apartment buildings, condominiums, and townhouses.
- New single-family and two-family development is compact, such as small-lot housing or mixed-density projects, to make efficient use of public infrastructure and multi-family lands near City Centers. Retention of existing single-family homes is allowed.
- Limited ground-floor commercial space within residential projects.
- A neighborhood-wide mix of housing types, unit sizes, and household incomes.
- Small urban parks and green spaces in support of higher density housing.

Character

- Buildings generally three to five stories high. Taller buildings may be allowed within large development sites.
- New projects can maximize the locational advantages using structured parking, less parking, and a multi-story design.
- Developments typically provide common open space and shared amenities.



Multi-story Residential Apartments



Apartments over Parking on a Greenway

- Infill Design Principles to enhance connections and pedestrian access, and for relationship to surrounding neighborhoods apply (Section 2.1).

Density

- Dwellings: 15 to 80 housing units per gross acre, with 20 or more near Centers or transit corridors.
- Buildings: ½ to 2 FAR.

Zoning

- R-4 primarily; R-3 to assist transition areas between different zoning districts.
- R-4A in “Residential Mixed-use Development” areas (Section 2.3).

Location

- 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 infrastructure including water and sewer is available.



Urban Residential-High infill development example.

Figure 2-5. Neighborhood Housing Types (Placeholder)

Placeholder for illustration to be provided by Planning Department

Centers

Four types of Centers appear on the Land Use Plan Map: Neighborhood Centers, Town Centers, Regional Commercial Centers, and City Centers (Downtown and Midtown). These Centers vary in size, location, mix of uses, scale, and intensity.

Centers are focal points for locating community and civic activity, government, commercial, entertainment, cultural, and residential. They exhibit the highest degree of interaction between different land uses. They are intended to evolve to a more compact, pedestrian- and transit-oriented pattern of development. Centers also allow housing within commercial projects, or stand-alone residential projects at densities that support nearby businesses.

More than just fulfilling city growth targets, Centers are intended to be attractive places to live, work, and play. To address the needs of growth in these locations, this Plan recommends investment in infrastructure, services, and activities such as libraries, public safety, public spaces, trails, and transit.

Neighborhood Center

This designation provides small- to medium-size retail centers that serve one or more surrounding neighborhoods. These fill gaps in areas between the larger Centers and provide services convenient to nearby residents.



Neighborhood Center - Street Oriented, Small Scale Mixed-Use



Neighborhood Center - Street Oriented Professional Offices

Uses

- A mix of uses including small- to medium-scale convenience retail and personal services, such as food markets, bakeries, drug stores,

restaurants, and professional offices oriented to the needs of the surrounding population.

- Larger Neighborhood Centers may be anchored by a grocery store.
- Residential mixed-use and compact, attached, or apartment housing.

Character

- The compact scale, appearance, and function of new development is compatible with adjacent residential areas.
- Building heights are one to three stories; residential buildings may have up to four stories.
- Urban design reduces dependence on motorized vehicle travel to local services.
- Infill Design Principles for mixed-use centers; to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply (Section 2.1).

Density

- Buildings: 1/3 to 1 FAR.
- Dwellings: 8 to 15 housing units per acre.

Zoning

- B-1A and B-1B districts; CCO overlay.
- Potential new overlay zone or form based district for Traditional Neighborhood Design contexts.

Location

- Existing neighborhood commercial locations typically of 2 to 25 acres;

- Areas designated by an adopted plan as neighborhood commercial centers;
- Areas generally 2 to 10 acres in size for new centers;
- 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

This designation provides a focal point of activity for a group of neighborhoods, and the regional “heart” for major parts of the Bowl. Town Centers will serve as destinations for shopping, entertainment, and services in cohesive, pedestrian-friendly urban settings.

These centers integrate community-serving retail that meets the daily needs of several surrounding neighborhoods, and include public services and civic facilities. New apartments, compact housing, and live/work units are encouraged to develop alongside long-time properties. With additional housing and public investment, Town Centers can evolve into mixed-use core areas as envisioned in *Anchorage 2020* and area-specific plans.

Infill, redevelopment, and reuse of existing buildings, along with infrastructure improvements, will strengthen district identity, cohesion, and levels of activity.

Uses

- Retail shopping and local services, including grocery store anchors, eating and

entertainment venues, personal services, and day care centers.

- Offices providing 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.
- Residential mixed-use, apartment, live/work, or compact housing development, compatible with commercial activities.



Town Center Mixed-Use Main Street



Transit-Served Mixed-Use Town Center

Character

- Buildings are typically two to five stories.
- Infill Design Principles for mixed-use centers; to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply (Section 2.1).
- Integrated with adjoining compact and medium density neighborhoods, with convenient, direct walking and bicycle connections to adjoining neighborhoods.

Density

- Buildings: ½ to 2 FAR.
- Dwellings: 15 to 40 dwellings per acre.

Zoning

- B-3 and B-1B districts; CCO overlay.
- Potential new form based overlay or district.
- R-3 and new R-3A (residential mixed-use variation of R-3).

Location

- 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 to 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

This designation provides for large-scale commercial retail destinations serving a citywide or regional market. Located on large sites at the intersection of freeways and major arterials, these centers are more tied to the regional transportation system, and less dependent than Town Centers on adjacent residential neighborhoods.

The Plan encourages Regional Commercial Centers to evolve into mixed-use activity hubs with office, lodging, community, and residential uses.

Uses

- Retail uses with large floor areas—such as shopping malls or clusters of large retail establishments—anchor the Regional Commercial 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.
- Hotels and office professional services, at densities of 20 or more employees per acre.
- Compatible civic uses and public transit hubs.



Regional Commercial Center

Figure 2-6. Centers – Built Scale and Form (Placeholder)

Placeholder for illustration to be provided by Planning Department



Regional Commercial Center at Glenn Square

- Medium-rise or mixed-use housing at 8 or more housing units per acre, and 15 or more units per acre encouraged in commuter rail station areas and Transit-Supportive Development corridors.

Character

- Building scale ranges from single-story “big box” stores to low-rise malls, commercial buildings, and housing; and up to 4- to 8-story residential, office, and hotel towers.
- Evolves into a physically integrated mix of commercial, civic, public open space, and residential uses.

Density

- 1/3 to 2 FAR.

Zoning

- B-3 district.

Location

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

City Center

This designation applies to Downtown and Midtown Anchorage. 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.

Downtown

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 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.

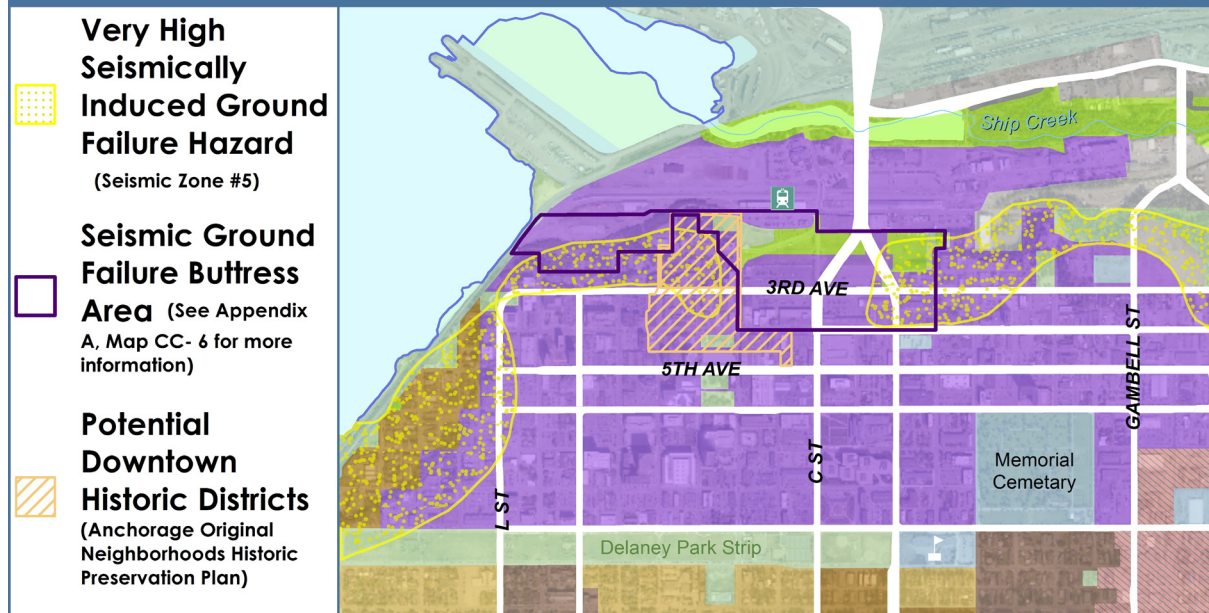
Downtown’s strategy for revitalization emphasizes the ground-floor pedestrian environment, a shared network of sidewalks and public spaces, and historic preservation and reuse of iconic buildings.

Development intensities and character vary by subarea of Downtown. Downtown includes the Ship Creek redevelopment district and the Alaska Railroad intermodal station area. Adaptive re-use and preservation of historic resources are promoted to contribute to distinctive, attractive character.

Parts of Downtown lie on seismically unstable ground. These areas could experience significant ground displacements that would cause failure or collapse of structures built in these zones. Development should be designed to resist the anticipated ground displacement and not reduce site and surrounding ground stability. Critical and high-density structures should not be placed in very high hazard areas (ie., ground failure hazard zone #5). Examples of critical or high-density structures include public safety facilities, medical facilities, schools, and high-rise residential or office buildings with high occupancies.



City Center - View into Downtown from Delaney Park

Figure 2-7. Downtown Seismic Hazards and Historic Preservation

Midtown

Midtown has seen substantial growth over the last 20 years in new construction of offices, hotels, restaurants, shopping, and other amenities.

Midtown receives focus due to the Z.J. Loussac Library, concentrations of professional offices, its potential for adjacent neighborhood redevelopment, and its draw as a regional employment center.

Uses

- 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 serving citywide, regional, and tourism markets.
- Hotel, convention, cultural, theater, dining, and other venues.
- Medium- to high-density housing projects. Mixed-use residential projects are encouraged.
- Supportive retail uses including grocery stores, day care, and banking services create mixed-use neighborhoods.

Character

- Buildings are typically 2 to 20 stories.
- Pedestrian-friendly with wider sidewalks that are maintained and attractive, distinct streetscape themes and features.

- Integrated with adjoining compact and medium-high density neighborhoods, including convenient, direct walking and bicycle connections to adjoining neighborhoods.
- Infill Design Principles for mixed-use centers; to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply (Section 2.1).

Density

- Buildings: 2 to 10 FAR in Downtown; and 0.3 to 5.0 FAR in Midtown.
- Dwellings: 15 or more dwellings per acre.

Zoning

- New DT-1, DT-2, and DT-3 districts in Downtown.
- PCD and I-2 District in Ship Creek.
- B-3 district with CCO or other overlay available in Midtown.
- R-4 and R-4A possible for housing or mixed-use residential development.



Midtown City Center



Buildings Oriented to 36th Avenue in Midtown

- New seismically induced ground failure overlay zone as applied to seismic Zones #4 and #5 of Downtown and Ship Creek areas.

Location

- The designated Downtown and Midtown major employment centers;
- Areas within Downtown and Midtown optimal for concentrations of regional commercial, or employment densities at 20 to 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 intended to be physically expanded at the expense of Residential areas.

Figure 2-8. Parking Lot Redevelopment (Placeholder)

Placeholder for illustration to be provided by Planning Department

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 to moderate intensity employment. Corridors also include office-residential (RO zoned) areas, which limit retail uses and serve as neighborhood transitions to more intense commercial areas.

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

Other corridors are designated to focus more on accommodating pedestrians and transit-oriented development. The latter often feature older buildings, smaller-lot development patterns, more frequent transit service, and are positioned well for infill and redevelopment.

This plan supports the evolution of auto-oriented commercial corridors to mixed-use, pedestrian-oriented and transit-supported environments.

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

Development in corridors adjacent to established neighborhoods will transition from higher intensity uses to lower intensities on the edges of these

corridor areas to be compatible with adjacent residential neighborhoods.

Corridors and Street Typologies

The Corridor designations in this section describe future land use activities and patterns of development in commercial areas along important streets. They should not be confused with the “Street Typology” design types in the *AMATS Official Streets & Highways Plan* and area-specific plans (e.g., the *Anchorage Downtown Comprehensive Plan*). These plans establish “Mixed-use Street”, “Commercial Street”, “Main Street”, and other street typologies.

Street typology addresses the design features in the street right-of-way that respond to the surrounding land uses and development patterns. It provides for greater or lesser emphasis on multi-modal and pedestrian friendly street design in that land use and urban design context. See the sidebar on page 65 of Section 2.3 for more about integrating land uses and Street Typologies.

Commercial Corridor

This land use designation applies to auto-oriented, low-intensity retail, office, and commercial services along arterial corridors, which support surrounding suburban residential neighborhoods.

Most Commercial Corridors are envisioned to evolve through infill commercial and housing development, and investment in streetscape and

pedestrian enhancements. Revitalization of commercial properties will promote economic vitality and enhance shopping activities by trending toward a mix of uses.

Uses

- Office development consists of small- to medium-sized buildings or complexes with professional, medical, or business services.



Pedestrian Oriented Commercial Corridor Retail Along the Arterial Street



Office Building in RO Zoned Area

- Typical retail uses include food and drug stores, restaurants, small retail stores, exercise studios, and personal services. Commercial services 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 criteria.
- Residential or mixed-use housing are encouraged.
- In residential-office (RO) areas, offices are the primary commercial use. Residential apartments 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. More intensive retail, auto-dependent uses, and industrial activities are discouraged in RO areas.

Character

- Individual low-rise single-use commercial buildings and multi-tenant strip malls characterize the built environment.
- In residential-office areas, new office development is situated to minimize impacts to adjacent residential areas including scale, bulk, landscaped setbacks, and traffic generation. Former residential areas may retain a strong residential character with small

office uses. Development is generally 2 to 4 stories with ample landscaped setbacks, and moderate building footprints on the lot.

- Infill Design Principles to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply (Section 2.1).

Density

- Buildings: 0.3 – 2.0 FAR.
- Dwellings: 8 to 40 housing units per acre.
- RO office areas: 0.3 – 1.0 FAR.

Zoning

- B-3, and secondarily B-1A, B-1B.
- RO in residential-office areas.
- R-3 where appropriate for housing opportunities.

Location

- Commercial corridors with stand-alone stores or multi-tenant strip malls;
- Intersections of arterials or collectors, convenient for customers, employees;
- High concentrations of employment and traffic are avoided away from major intersections;
- For RO: Existing office areas that remain optimal for medical or other office use;
- For RO: Areas that provide a transition between more intensive retail uses or traffic and surrounding residential areas;
- For RO: Underutilized areas along major thoroughfares well-positioned for office or residential reuse; and

- Not intended to be physically expanded at the expense of Residential or Industrial designated areas.

Main Street Corridor

This designation provides for commercial and mixed-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 feature transit access, wider sidewalks, pedestrian amenities, street tree landscaping, and relocation of utility poles and boxes and other impediments to a safe, comfortable pedestrian environment.

Examples of this designation include all or segments of: Spenard Road, Arctic Boulevard, DeBarr Road, Muldoon Road, Mountain View Drive, and Gambell Street.

Compared with Commercial Corridors, many



Main Street Corridor

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.

The close proximity of neighborhoods to the corridor has a strong impact on the character of development. In many cases, redevelopment will be more compact, with a greater variety of smaller buildings. Small businesses, live/work spaces, and new infill housing will be established through redevelopment and reuse of existing buildings.

Uses

- A mix of retail and services, offices and other employment, public facilities, and housing.
- Local serving businesses, employers, activities, community uses, and amenities are promoted.
- Residential mixed-use, apartments, and compact housing developments are encouraged.



Pedestrian Oriented Multi-tenant Retail

Character

- 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.
- Infill Design Principles for mixed-use corridors; to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply (Section 2.1).

Density

- Buildings: 0.5 to 2.0 FAR.
- Housing: 15 or more units per site acre

Zoning Districts

- B-3 or B1-B, or RO in residential-office locations, with CCO overlay or new overlay zone.
- Potential new overlay zone or form based district for Traditional Neighborhood Design contexts.
- R-3 and new R-3A residential mixed-use variation of R-3. In Fairview Mixed-use Corridor: R-4 or R-4A are also possible, per *Fairview Neighborhood Plan*.

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 to be physically expanded at the expense of Residential or Industrial designated areas.

Open Spaces

Anchorage's beauty and livability is due in large part to its parks, trails, and natural open space system. Natural open spaces sustain Anchorage's urban developments and support its economic growth. Natural open spaces including lakes, streams, and greenbelts provide fish and wildlife habitat. Open Spaces can also include hazardous areas such as places with very high earthquake induced ground failure susceptibility.

This Plan preserves and retains open space in two designations. The first, "Park or Natural Area," depicts existing and planned municipal open spaces. The second, "Other Open Space," comprises other areas that are expected to retain open space functions, such as wetlands, habitat, visual buffering, or recreation.

For map legibility, some smaller open spaces are not shown, and instead integrated under other Land Use Designations.

Additional new parks and open spaces are part of the city's growth strategy. The Land Use Plan Map will be updated after new open spaces are established.

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



Midtown Cuddy Park



Park Scene

privately operated recreation facilities (e.g., O'Malley's on the Green at the Anchorage Golf Course).

This designation includes neighborhood, community, natural resource use parks, 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 have conservation easements or wetlands.

Uses

- 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

- PR and PLI districts.
- Other zones can include non-dedicated parks and natural areas.

Location

- See Parks and Open Space Map CI-6 in Appendix A.

Other Open Space

This designation applies to non-municipal public and private open spaces that function as part of the Anchorage Bowl's system of parks, open spaces, outdoor recreational facilities, and 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.



Natural Area

Uses

- Natural areas, passive use areas, indoor and outdoor recreation facilities, community playgrounds, community or interpretive gardens, outdoor commercial recreation, or agricultural nursery and horticultural uses.

Zoning

- PLI or other districts depending on location.

Facilities and Institutions

The three Facilities and Institutions Designations depict existing and planned community, institutional, and public facilities in campus settings.

Facilities and Institutions comprise a wide range of uses, such as schools, civic institutions, public works yards, and utility facilities.

This category also includes anchor institutions and facilities. Anchor institutions are large organizations (e.g., universities) 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.

Community Facility or Institution

This 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.

For map legibility, some institutions and 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. Likewise, religious institutions on smaller sites are generally included in the residential Neighborhood designations.

Future Public Facility Locations

The Land Use Plan Map classifies a portion of the redevelopment areas in the 3500 Tudor municipal facilities campus, the Mental Health Trust lands northwest of Northern Lights and Bragaw, and the former Native Medical Center site in Downtown as "Community Facilities and Institutions" and/or "Park and Open Space". The location and acreage of park and community facility uses within these areas are noted for conceptual planning purposes only. The exact size and location of these areas will be determined in consideration of long-term projections for school, park, and public facility needs in these areas, and through area-specific site or master planning.



K-12 Schools



Z.J. Loussac Library

Uses

- Schools, community recreation centers, fire stations, libraries, museums, government offices, and cemeteries.
- Religious institutions with large campuses.
- Administrative offices of institutional and not-for-profit uses may also occur.
- Public facilities and utilities such as electrical power stations, water and sewer treatment

facilities, public works maintenance yards, and water tank reservoirs.

- 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

Character

- Civic design.
- Institutions are compatible with the physical scale and character of the surrounding neighborhoods.
- Utility/public works facilities are typically more industrial in character and less oriented to on-site customer service.
- Pedestrian connectivity is provided to schools, and community institutions. The Infill Design Principles to enhance connections and pedestrian access apply (Section 2.1).

Zoning

- PLI and other districts.
- For Utility/public works facilities, I-1 and I-2 zones may also be appropriate. For Antenna Farm, AF may be appropriate.

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 “anchor 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.

UMED Development Reserves. While much of the undeveloped area in this designation is reserved and mandated to support facility expansions, it also includes important habitats, buffers, and scenic values. Although these lands are imperative to the growth of University or Medical Center institutions, there is a community desire that some of the open space functions and values be retained. This fact is clearly described in the institutional master plans and in the *UMED District Plan*, which provides planning and devel-

opment guidelines intended to retain important natural features and functions. It is imperative that future planning and adjudicatory actions in this area be consistent with the institutional master plans and the *UMED District Plan* to address the careful meshing of natural areas with future facility and institutional developments.



UAA Integrated Science Building



Alaska Native Medical Center in UMED District



University in a Natural Setting: Trail crossing Chester Creek to UAA Commons Building in Background

Uses

- Medical, health, education, social, and cultural service institutions in a campus setting.
- Ancillary uses include food, lodging, group housing, administrative, and outpatient medical services and supporting retail uses as identified in neighborhood or district plans.
- Gateways may include mixed-use designated development.
- Natural areas and outdoor recreational uses serve to tie the built environment of the campus areas together.

Character

- 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, 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 feature an open campus with active edges, and limit perimeter uses such as parking and storage.
- Perimeter natural open space buffers, important wetlands and drainages, and habitat connectivity are preserved. Access to open spaces is identified in institutional master plans and implemented consistent with such plans and the *UMED District Plan*.
- Future growth minimizes impacts on surrounding areas, including traffic impacts or displacement of housing or businesses.

Zoning

- PLI as the primary district.
- RO in limited locations, subject to special limitations including conformity to area-specific plans.
- Zoning to implement the UMED Village, per *UMED District Plan*.

Location

- Institutions are not intended for expansion into existing neighborhoods at a loss of residential land.

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. They are extensive in land area and their intermodal facilities are essential to the economy and transportation system.

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

This designation comprises (1) the Ted Stevens Anchorage International Airport (TSAIA), Lake Hood Floatplane Base, and Merrill Field Airport, which are subject to FAA use regulations and grant assurances; (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.

Planning and development of these facilities should account for resiliency to natural hazards, including the need to remain operational following seismic events. In Airport lands, wetland permits, land use regulations, FAA regulations and grant assurances, and other requirements would frame land uses and future development configurations.

With TSAIA's location relative to nearby neighborhoods, for instance in Turnagain Bog, and trail or park facilities, Airport growth generates considerable concern about impacts to these areas. Growth plans must address these neighborhood and park impacts. Assembly Ordinance 2000-151 (S-2) was adopted specifically to address Airport expansions and buffering in that section of the facility. The ordinance directs joint Airport-Municipality master planning in a large section of Turnagain Bog prior to future development along with a scenic easement between Airport land and the adjacent neighborhoods.



Port of Anchorage



Alaska Railroad

Uses

- Primary uses include transportation facility operational activities and aviation- or marine-dependent businesses.
- Light industrial, freight distribution, and office-warehouse activities may be accommodated on leased lots. Utility and public works facilities may also be accommodated. Uses in these areas are subject to each facility's master plan 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 *production, distribution, and repair* (PDR) use.

Zoning

- MI, I-1, I-2, MC, PLI; and
- Airport zoning district. (See Section 3 Actions).
- The Railroad Utility Corridor passes through a variety of zoning districts.



Potential Airport Expansion Alternative

Areas with a dark green-blue diagonal line pattern depict an alternative land use designation over the base land use color of some municipal parcels west of Ted Stevens Anchorage International Airport (TSAIA). This alternative pattern applies to municipal parcels that could be in-



International Airport

volved in a long-term resolution of a future need for an additional North-South (N-S) runway, as described in the *West Anchorage District Plan* (WADP). Need for a new N-S runway may arise in the 2040 LUP timeframe and the land would be required. The *Comprehensive Plan* supports the growth of major institutions in a mutually beneficial manner with the surrounding community, outdoor open space, and recreational amenities.

The objective of this dual designation reflects two possible land use recommendations based on future conditions, with the intent to maximize preservation of natural space and wastewater utility needs under any scenario.

The underlying base color indicates the long-term municipal park and public facility uses that apply under current municipal ownership, uses, and parcel boundaries.

The patterning reflects an alternative long-term land use that may apply should TSAIA acquire some of this municipal land. TSAIA needs for a future second N-S runway and West Airpark expansion may include acreage in the AWWU reserve parcel and/or west to the bluff in Pt. Woronzof Park. This Plan acknowledges this potentiality, in keeping with *Anchorage 2020* and *WADP*.

Forecasts are used to predict operational demands, congestion, and delays. Air transportation market factors have been projected to eventually trigger the need for a second N-S runway. Although TSAIA does not anticipate needing a new N-S runway before the year 2035, TSAIA and the FAA seek predictability of ownership of the necessary land area, since it takes many years in advance for state and federal agencies to plan, fund, design, review, and construct a runway.

Ownership and parcel boundary changes would be necessary for these parcels to be developed. These might be accomplished via land exchange, fee-simple acquisition, or other permanent means subject to municipal, state, and FAA regulations. *Eminent domain* is a viable tool for necessary land acquisition for a future runway. Land acquisitions or exchanges are complicated and take time. Also, change in ownership of Point Woronzof Park, a municipally owned and dedicated park, would first require a majority vote of Anchorage residents to un-dedicate this parkland.

In such a case, the purpose and need for a new runway faces rigorous analyses and substantiation. Both the land negotiations and the design and permitting requirements for a new runway include a robust and significant public process and community dialogue ahead of construction. Although the timing of a new runway is years away, 10 to 20 years of advance planning, design, reviews, and construction would be needed.

While a land exchange may be feasible and prove to be an optimal resolution mechanism for land issues around the Airport, this Plan does not endorse one. The land exchange action is only listed here as a potential mechanism following details in the *WADP*.

The extent of the pattern area boundaries of the Potential Airport Expansion Alternative is conceptual. The borders between open space and airport growth areas would be established through area-specific advance planning and would include a public process. Until there is a reason to pursue an alternative designation for the runway development process, the base color land use designation applies.

There are longstanding public concerns about airport growth and encroachment into the Coastal Trail corridor and public recreation use areas. Any airport expansion must preserve AWWU water treatment facility operations and future expansion needs, any Coastal Trail realignments requirements, as well as maximum retention of the Coastal Trail.



Airport in Natural Setting



Potential Open Space Alternative

Areas with a green-blue hatch pattern over Airport, Port, or Railroad Facility lands depict an alternative land use designation over the base land use color of transportation facility. This alternative pattern applies to primarily underdeveloped parcels of TSAIA, Merrill Field, Port of Anchorage, and the Alaska Railroad where there is a public interest in retaining existing open spaces. These areas include important wildlife habitat, natural areas, vegetative buffers, green-belt and trail connections, scenic values, or other recreation uses.

These lands are development reserves subject to owner facility and associated jurisdictions.

This pattern overlay on public facility lands reflects natural open space or possible recreation as

an alternative use should some of these areas be preserved or change ownership.

The *Anchorage 2020* conceptual natural open space map¹ designated portions of these areas for future open space planning actions. The *2040 LUP* promotes strategies that balance conservation with the owner facility's requisite objectives or requirements to grow.

The majority of these Open Space Alternative lands are tracts in Ted Stevens Anchorage International Airport (TSAIA). They also include 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.

The land owners of these facilities have allowed public recreational use on many of these parcels, by formal agreement, land patents, subdivision, easement or permit. In some areas these formal mechanisms have expired although recreational access continues to be allowed. In all cases the primary land use remains focused on the owner facility's needs and jurisdiction. Public access is subject to the owner facility's discretion and is not considered a by right or permanent use. Open space recreational uses must be compatible with the owner facility operations and federal regulatory conditions.

In many cases, lands within the Open Space Alternative overlay are considered public use areas. There is public sentiment that they remain

as currently used. Conflicts exist between that sentiment and the jurisdictional requirements of the managing agency.

Within Open Space Alternative overlay areas, 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, purchase, or easements.

Future growth within these 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 should be minimized to those necessary to provide for development. Design elements for recreation, trail connections, and ecological benefits will be consistent with adopted plans, such as the *West Anchorage District Plan*, and the facilities' adopted master plans.

Industrial Areas

Industrial uses in Anchorage make a disproportionately large contribution in local income, jobs, and economic growth. However, it is difficult for industrial enterprises to compete for space against other uses in this limited land market.

The *2040 LUP* 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, this Plan 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.

Uses

- Manufacturing, construction contracting, freight distribution, delivery operations, wholesale, and warehousing uses that generate employment and economic activity with 8 or more employees per acre.
- Vehicle and equipment repair uses.

¹ Updated by Map CI-7, Natural Assets, in Appendix A.

- A 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.



Light Industrial "PDR" Uses



Office-Warehouse with Environmental Tech Services Firm

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

Character

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

Density

- 0.15 to 0.75 FAR.

Zoning

- I-1, Ship Creek PCD.

Location

- Industry clusters and supplier networks;
- Areas where primary functions are industrial activity and industrial-related commercial activities;

- Efficient transportation access to customers and suppliers without impacting other land uses;
- Efficient access to the Airport, Railroad, or Port, and to freight routes;
- 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.

General Industrial

This designation provides strategic areas for concentrated industrial employment and economic development, often being interdependent with the major rail, port, and airport facilities in the Bowl.

Uses

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



Industrial Repair Uses



Industrial Production and Manufacturing

Character

- These areas are protected from encroachment by potentially incompatible uses such as retail, commercial office, lodging, and group assembly. This designation 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.

- Industrial areas are located to minimize the potential for generating 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

- 0.15 to 0.75 FAR.

Zoning

- I-2 and MI.

Location

- See Light Industrial/Commercial location criteria;
- Areas with established clusters of industrial PDR development;
- Areas next to or with efficient access to Airport, Railroad, or Port 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 establishments 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 Additional Map Features

Growth Supporting Features

Four Growth-Supporting Features overlay the Land Use Designations:

- Transit-Supportive Development,
- Greenway-Supported Development,
- Residential Mixed-Use Development, and
- Traditional Neighborhood Design.

These features support resilient growth. 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 resources. Such development meets the demand for walkable neighborhoods and connections to businesses. Each of these features is gaining interest and public support because they enhance property values.

Each Growth-Supporting Feature modifies an area's underlying land use designation by introducing development concepts that otherwise might not exist at the site.

Transit-Supportive Development

Transit-Supportive Development (TSD) identifies road corridors where expanded public transit service will support a compact, walkable pattern

of commercial, residential, and/or mixed-use development. Over time, compact development can create ridership demand to support more frequent bus service. It will give Anchorage's households more choices in how to get to work and other destinations. It also provides more op-



Street-facing Medical Services Building on Lake Otis Transit Route



Transit-supportive Mixed-use Building with Housing

portunities to live in a more walkable, accessible, and affordable neighborhood environment.

TSD could affect the design of streets, pedestrian facilities, and property developments for up to a quarter mile, or 5 to 15 minute walk, from the transit corridor. Exact boundaries will be determined through corridor studies and coordination with residents, businesses, and property owners.

Future development is encouraged to be generally in the range of 8 to 20 housing units per acre on average over the entire corridor. However, individual parts of the corridor, such as in existing single-family and two-family neighborhoods, may have less density. TSD is consistent with the density ranges of the underlying Land Use Designations shown on the Land Use Plan Map. It does not raise density ranges above the Designations.

Successful transit corridors can enhance property values. Increased bus service reduces dependence on personal vehicles and curbs their attendant effect on urban spaces devoted primarily to parking rather than people, households, and businesses. They can expand housing opportunities, as well as commercial land uses to provide job opportunities and other daily needs closer to where employees live.

To achieve these benefits, more residences (including workforce and affordable housing) and commercial building space are needed in the corridor to support more frequent, all-day transit service. Buses should run consistently every 10



Multi-unit Building and Detached ADU above Garage Fit into Neighborhood



Neighborhood-scale Transit-Supportive Mixed-use

to 15 minutes and connect to local and regional destinations: Town Centers, City Centers, and other service/employment centers such as the UMED.

Additionally, the shared infill design principles in Section 2.1 for enhancing connections and pedestrian access apply.

Road improvements on the TSD corridor should incorporate expanded sidewalks, strategically placed crosswalks, enhanced street furniture, highly visible transit facilities, and other pedestrian amenities. TSDs continue to accommodate through-traffic, and some roadway improvements may be needed to address congestion. Such improvements should minimize impacts on the pedestrian environment and transit service.

Several Transit-Supportive Development areas also encourage transit-oriented land use patterns in potential commuter rail station areas along the Alaska Railroad Corridor. The *2040 LUP* supports a long-term vision in which regional rail service between Anchorage and the Matanuska-Susitna Valley could connect with local public transit service in the Bowl and interact with transit oriented development in mixed-use Centers and Corridors. Several potential sites in the Bowl have been identified in various adopted plans and studies. The Municipality and partners will continue to explore the future feasibility of commuter rail service.

The *2040 LUP* envisions Transit-supportive Development on all or segments of the following corridors listed in general order of priority:

- Spenard Road
- 15th Avenue/DeBarr Road
- Northern Lights/Benson Boulevard

- Mountain View Drive/Bragaw Street
- Arctic Boulevard
- Muldoon Road
- A/C Street and Tudor Road
- Lake Otis Parkway/Abbott Road/92nd Ave.
- Jewel Lake Road

Public transit routes will continue to operate on many other roads. Public and private improvements on other roads should continue to accommodate and facilitate multi-modal access to transit.

Greenway-Supported Development

Anchorage's greenbelts run from Chugach State Park to Cook Inlet. Without its greenbelts, Anchorage would be a dramatically different community. Greenway-Supported Development (GSD) identifies where new development will incorporate natural open spaces, creek corridors, and pedestrian routes. GSDs are a development concept that focuses on catalyzing new infill



Creek Restoration through Downtown Bothell, WA

and redevelopment projects, based on a creek or greenway restoration. Future redevelopment projects have the potential to interface with revitalized urban creeks, wetlands, wildlife habitats, public spaces, or multi-use trails.

GSDs are depicted on the 2040 Land Use Plan Map with a green tartan-style hatch pattern. The underlying base color indicates the land use designation. A typical GSD development pattern would extend for up to a quarter mile or a 5 to 15 minute walk from the creek corridor or trail greenway.

GSDs would enhance new construction and property values by attracting more uses, housing, businesses, and employment. Commuter trails within greenways improve travel alternatives between centers and surrounding neighborhoods. New development projects benefit from trail access with decreased parking requirements and lower traffic volumes, as well as a higher quality



Redevelopment around Greenway Corridor in Thornton, CO

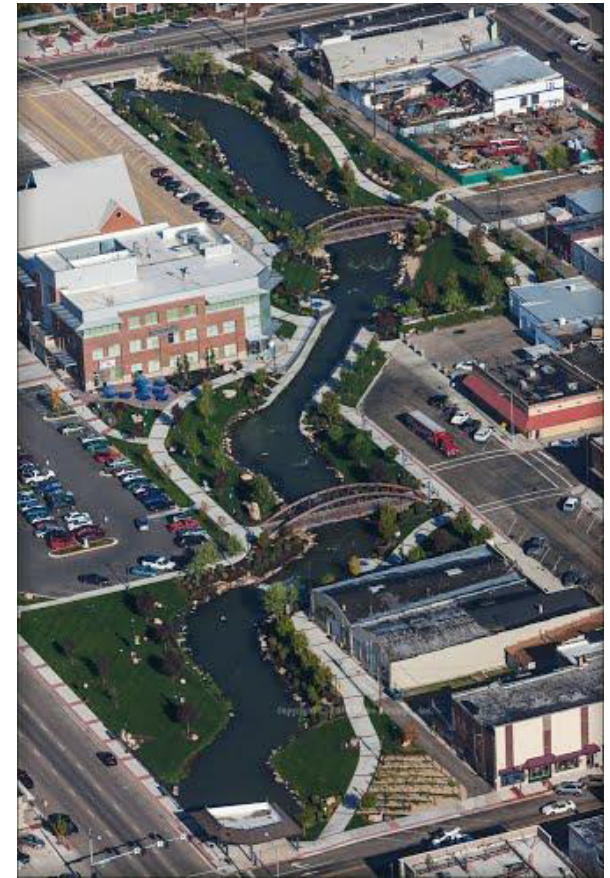


Indian Creek Daylighting and Urban Revitalization in Downtown Caldwell, ID

urban environment. GSDs are a powerful place-making feature within any redevelopment area.

The linear component of a GSD is based on restoring creek sections or other natural functions in redeveloping areas of the Bowl. Restored channels, drainage features, and mini-greenbelts become neighborhood assets, sustainable storm water systems, and non-motorized trail connections. Restored or daylighted creeks can reduce pollution and flooding.

The key element of the GSD feature in the 2040 LUP is redevelopment of existing built areas in designated mixed-use Centers and Main Street Corridors. This makes GSDs different from simple creek projects, natural greenbelt restorations, or new trail sections. New trail connections, greenbelts, and natural areas protection are addressed in functional plans such as the *Area-wide Trails Plan*, *Bike Plan*, *Pedestrian Plan*, *Wetlands Management Plan*, and *Chester Creek Watershed Plan*.



Indian Creek Daylighting and Urban Revitalization in Downtown Caldwell, ID

"A stream can be used as a dynamic economic feature to draw shoppers and tourists to a business district." -- Ann Riley, author, Restoring Streams in Cities.

For GSDs to most effectively catalyze redevelopment and alternative access modes, they should connect to existing pedestrian corridors and trails

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 improves habitat, air quality, and aesthetics.

especially where the GSD is located in or adjacent to a Reinvestment Focus Area (Section 3.2, Strategy 2). The shared infill design principles for enhancing connections and pedestrian access in Section 2.1 apply to development patterns in the linear GSDs.

Many western and northern U.S. cities incorporate creek restorations and/or linear greenbelts into redevelopment projects. Urban greenways may be incorporated into developments in various ways: as a newly constructed stream channel and greenway 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 usually

involve some restoration of natural features and functions.

The location of future trail or linear greenbelts would be determined through studies and coordination between agencies, neighborhoods, property owners, and developers. GSD features are proposed in the following locations listed in general order of priority:

- Fish Creek drainage across Midtown, potentially from west of Minnesota Drive to east of Seward Highway, bringing Fish Creek to the surface with a parallel trail system.
- Eastern extension of the Midtown Fish Creek GSD from the channel of Fish Creek drainage near Lake Otis Parkway, crossing Lake Otis eastward to generally follow E. 42nd Avenue to Dale Street and into the UMED.
- Eastern Chester Creek, the North Branch of the South Fork in Muldoon and at Creekside Town Center.
- Lower Ship Creek to Coastal Trail connection.
- Chester Creek northwest of Bragaw Street and Northern Lights Boulevard.
- Furrow Creek drainage crossing the Huffman Town Center.
- Fairview's Gambell Street mixed-use Main Street Corridor, from Third to 15th Avenues, as part of Seward-to-Glenn Highway connection project.

GSDs are not a regulation or a zoning district. Implementation will come through partnerships, agreements, and Small Area Implementation Plans. GSDs require agency and funding coor-



Local Creek Restoration and Greenway-Supported Development in Muldoon Creekside Town Center



The GSD linear feature can also simply be a pedestrian trail, street, or greenway

dination, public dollars, staff commitments, and a long term effort. GSD projects may develop in pieces, sometimes including only portions of restored stream reaches or pedestrian ways, based on investor or landowner and public commitments. A combination of development incentives,

public parking, and street, trail, and infrastructure improvement projects supportive of the greenway would implement this growth supporting feature.

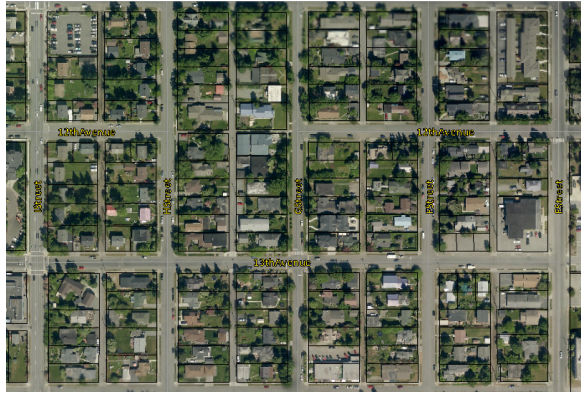
Traditional Neighborhood Design

This growth-supporting feature 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 (Map CC-1) in Appendix A identifies these parts of town as well as other neighborhoods with a more suburban or semi-rural character.

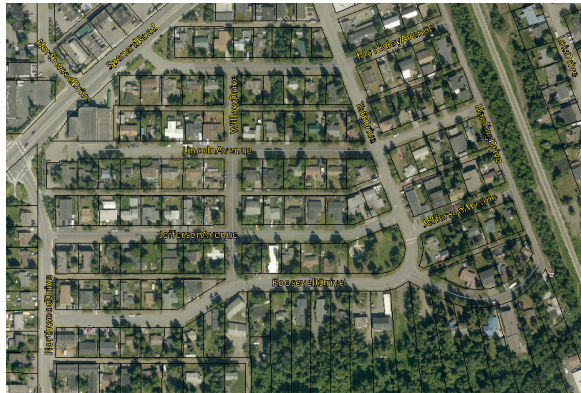
For an evolving market, traditional urban neighborhoods and the characteristics associated with them are desirable and expected to be sought in the future.

Neighborhoods such as South Addition, Fairview, and Mountain View 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 recommend 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.

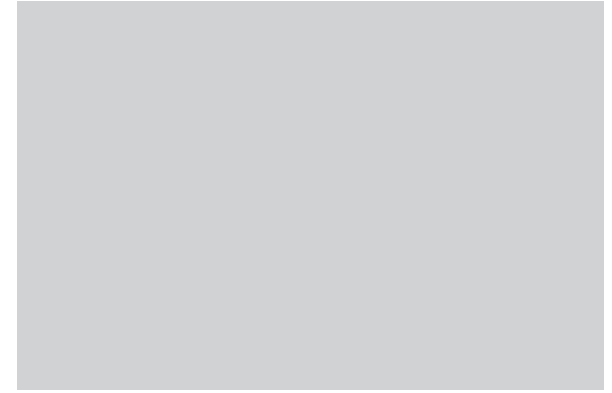


South Addition Street Grid

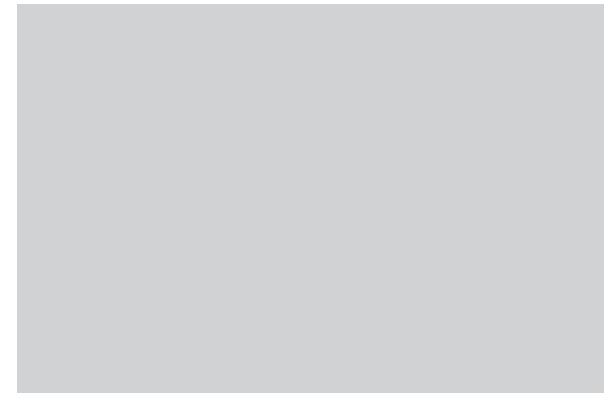


Spenard Street Grid

Traditional Neighborhood Design facilitates compact development that reinforces these characteristics. It promotes policies, guidelines, and incentives that allow for and encourage new development and infrastructure (streets, sidewalks) to capitalize on this urban form. The shared infill design principles in Section 2.1 apply.



Placeholder for photo



Placeholder for photo

Changes may include alternative parking and driveway standards, and new overlay districts or form-based codes. Certain undeveloped tracts or redevelopment sites adjacent to existing urban neighborhoods are also included in this designation (See Section 3).

Street Typologies and Land Use

Different kinds of streets play different roles. The Municipality's AMATS *Official Streets and Highways Plan (OS&HP)* establishes different street types for the purposes of addressing streetscape design. The design elements that make up a street can include the number of lanes it has, the width of its sidewalks, the presence of bike lanes, the placement of landscaping, and other characteristics.

Street Typologies respond to the surrounding land uses (e.g., residential or commercial) and development patterns (e.g., downtown versus suburban). They do not replace the functional classifications of "arterial", "collector", and "local" streets, but help to guide decisions about street design elements based on the land use context.

OS&HP Street Typologies include: Residential Street, Commercial Street, Industrial Street, Main Street, Mixed-use Street, Transit Street, Parkland Street, Institutional District Street, and Low-density Residential Street. For each street type, the OS&HP lists priority design elements. For example, a Mixed-use Street could feature wider sidewalks, street trees, and on-street parking. Area-specific plans, such as the Anchorage Downtown Comprehensive Plan's *Core Streets Streetscape Plan*,

can provide more tailored sub-types (e.g., Downtown's "Signature Street").

Street Typologies provide a framework to allow street design flexibility that can prioritize walking, bicycling, or public transit modes of travel in certain land use policy areas. OS&HP Street types coordinate well with the 2040 LUP land use designations and "Traditional Neighborhood Design" to help achieve walkable, livable, and healthy communities.

Fig. 2-9. Street Typologies Diagram

Placeholder

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.

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

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

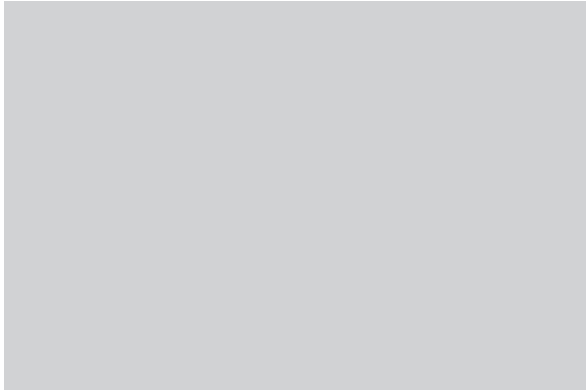
This growth-supporting feature allows an increase in density and scale of development over the base designation. These increases are coupled with transitions in building height and bulk to lower density neighborhoods.



Residential Mixed Use



Residential Mixed Use Higher Intensity



Placeholder for photo

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. In such areas, residential units are required to be included at a minimum housing density (20 du in R-4 and R-4A; and 12 du 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, and part of the Rangeview mobile home park near Creekside Town Center on Muldoon. 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. Where these designations are in existing residential zoning districts, rezonings and projects to develop commercial use may be expected to incorporate site plans or development agreements that indicate the location of future housing phases on the development site. This is particularly true for

areas in which the Municipality is incentivizing housing development in tax abatement areas and Reinvestment Focus Areas (Section 3.2, Strategy 2). For example, an office building's rear parking lot may be configured on the site plan to redevelop later into a mixed-use housing phase.

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

This Plan leaves site planning flexibility to arrange commercial, mixed-use, and residential uses on the site, and does not require commercial uses to be in the same building as the residential units.

Zoning Districts: R-4A, RO; new DT-3 in Downtown; new R-3A variation of R-3 zone allowing mixed-use; or potential overlay zoning. (See Section 3.)

Other Map Features

Major Streets

Future and existing major streets designated in the AMATS *Metropolitan Transportation Plan (MTP)* appear in white on the Land Use Plan Map. This illustrates the relationship between future land 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 2040 LUP does not predetermine specific future roadway alignments. It should be updated and amended to reflect future area-specific plans and transportation plans and projects.



Minnesota Drive at Westchester Lagoon

Three potential major street connections identified in the *MTP* are not shown on the Land Use Plan Map because their timing, funding, design, and alignment are uncertain. However, they are significant due to their potential impacts on land use. They are illustrated in Figures 2-10 and 2-11 as white translucent dashed lines overlaid onto the 2040 LUP land use designations. The Seward-to-Glenn Highway connection and Knik Arm Crossing appear on the first map. The UMED Northern Access is shown on the second map.

These proposed projects are illustrated in this Plan because of their potential impact on Anchorage's economic, development, and housing

Fig. 2-10. Potential Future Connections

Seward-to-Glenn Highway and Knik Arm Crossing

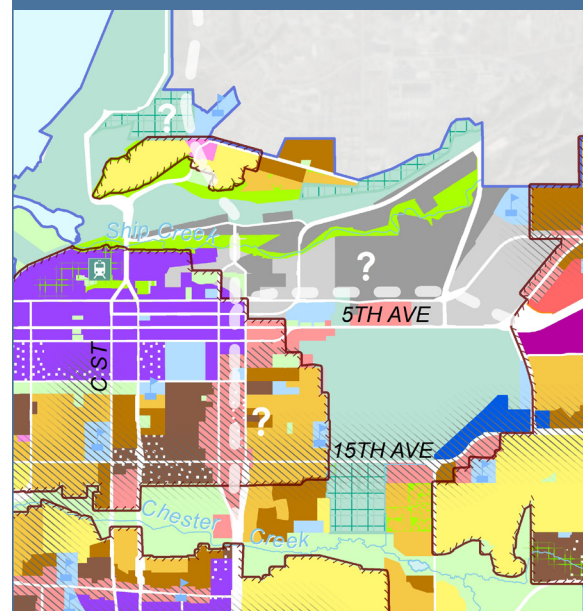
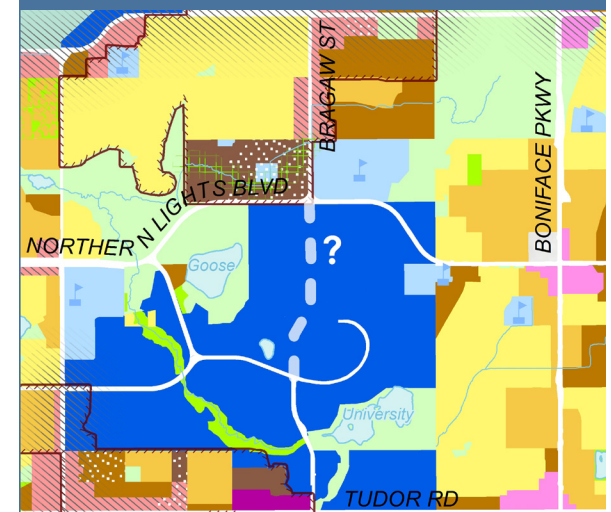


Fig. 2-11. Potential Street Connections

UMED Northern Access



future. Planning and implementation will be required consistent with all adopted plans. Mitigation will be required pursuant to all federal regulations. The locations of these road projects on the insets are illustrative only.

Lakes and Streams

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

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

Land Use Plan Area Boundary

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

Joint Base Elmendorf-Richardson, Fire Island, and lands of the State of Alaska in Chugach State Park and the Anchorage Coastal Wildlife Refuge are not subject to the *Anchorage 2040 Land Use Plan*. Certain inholdings of municipal and private land exist within the legislative boundary of the Anchorage Coastal Wildlife Refuge in the Bowl. These inholdings are subject to the *2040 LUP* planning area.

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 *2040 LUP*.



Anchorage Stream



Bluebells



Boreal Chickadee