

Section 2 Plan The Land Use Plan Map



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. Table 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 features on the Map. 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 proscribing 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 the two 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 Designation includes a description of 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. Urban design is a central to planning because it supports successfully accommodating additional housing and businesses in already built neighborhoods, districts, and mixed-use centers. In addition to their individual described physical characteristics, many Land Use Designations refer to the shared infill design principles provided 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 nor is the most appropriate.

Table 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 - Hi
Centers	Neighborhood; Town; Regional Commercial; and City Centers
Corridors	Commercial Corridor; Main Street Corridor
Open Spaces	Park or Natural Area; Other Open Spaces; Public Facility / Natural Area
Facilities and Institutions	Community Facility or Institution; University or Medical Center; Airport, Railroad, or Port
Industrial Areas	Industrial; Light Industrial / Commercial

Proposed rezones should be consistent with Title 21 and *Comprehensive Plan* policies.

The zoning districts listed in Section 2 (e.g., R-1, B-3, etc.) are described in Appendix A, with Map PP-1. 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.

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 Strategies 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.

Relationship to Land Use Designations in Area-specific Plans

As of 2016, the 14 neighborhood, district, and other plans adopted for the Bowl collectively used 70 different Land Use Designations to represent future intensity and distribution of land uses. Many of these designations share similar names and

definitions. The Land Use Plan Map retains the diversity of each plan's land uses.

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.

Table 2, cross-references the 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.

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

Users of the *Anchorage 2040 Land Use Plan* should refer to the **Area-specific Plans Map** (see page 3)to determine which, or if, a 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.

In a few locations, the Land Use Plan Map shows Land Use Designations that differ from those in the area-specific plans, as

discussed in Section 1.1. These areas are shown on the *Areas of Growth and Change Map* at the end of Section 1. For these areas, the *2040 LUP* applies.

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 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 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.

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

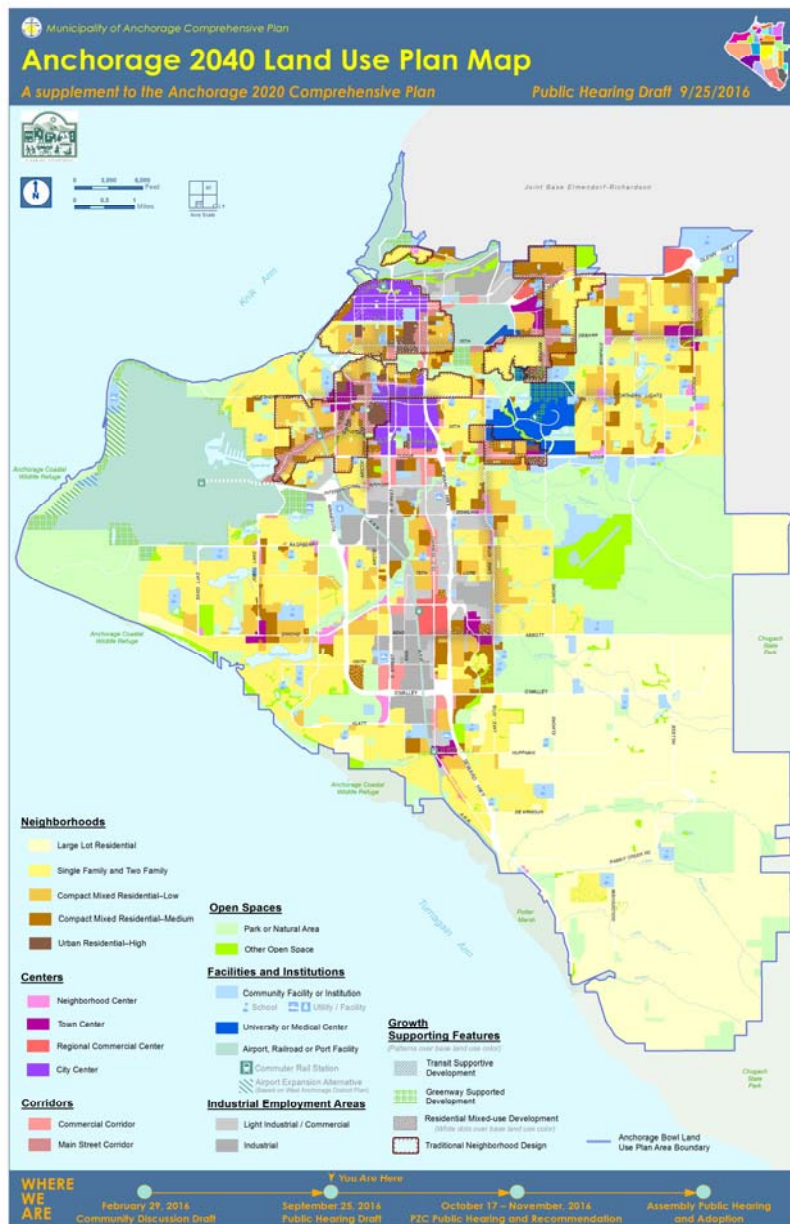
Anchorage Bowl Land Use Plan Designation	Area-Specific Plan Designation	Area-Specific Plan	Anchorage Bowl Land Use Plan Designation	Area-Specific Plan Designation	Area-Specific Plan
Large Lot Neighborhood	Limited Intensity Residential, 0-1 dua Low Intensity Residential, 1-3 dua Residential / Access Reserve	E, H, W H H	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
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	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
Compact Mixed Residential - Low	Low/Medium Intensity Residential, >8-15 dua Low/Medium Intensity, >8-15 dua	E, GH, MV F, U, W	Community Facility or Institution	School(s) and/or Community Institution(s) Suitable for Redevelopment or Development Existing Development Development Area; Reserve Public Utility/Facility Existing Development	E, F, GH, H, MV, U, W Tu35 TuPLI E, GH, H, MV, U, W Tu35
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	University or Medical Center	Major Institutional	U
Urban Residential - High	City Center Intensity, >35 dua Residential (City Center High Intensity), 40+ dua Suitable for Redevelopment (Redevelopment) High Intensity Residential/Mixed Use, 40+ dua	F W Tu U	Airport, Railroad, or Port Facility	Major Transportation Facility Marine Industrial	F, GH, W SC
Neighborhood Center	Neighborhood Center Neighborhood Commercial Center Limited Commercial	E, GH, W U H	Light Industrial/Commercial	Light Industrial / Commercial Industrial / Commercial (Limited) Industrial / Commercial Reserve	MV E, D, GH F W
Town Center	Town Center	E, W	Industrial	Industrial Industrial / Industrial Reserve General Industrial	F, MV GH, W SC
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			
Main Street Corridor	Spenard Commercial Center Fairview Mixed Use Corridor Muldoon Corridor District Mountain View Mixed-use Corridor UMED Community Commercial Center	W F E MV U			

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



The Land Use Plan Map can be viewed on the web. Search "Anchorage Land Use Plan". A larger 11" x 17" size is available separately.

Shared Design Principles

As Anchorage evolves, thoughtful urban design can help both conserve 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 infill lots and redevelopment to support walkability and "Complete Streets".

Physical character is integral to the 2040 LUP Land Use Designations. The following infill design principles are concerned with the broad choices Anchorage makes about where and how to grow. They describe some of the intended physical characteristics common to some 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.

Continued Next Page...

Shared Design Principles Continued

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

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

They are not intended to be used for reviewing individual projects. Rather, they are intended to serve as guidance for targeted amendments to development regulations, inform incentives programs, and discretionary land use decisions such as rezonings or public facility site plan reviews. Through zoning regulations and specific development review processes, Anchorage helps shape the appearance of individual infill projects.

Placeholder for Complete Streets
Definition and Photo(s).

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.

Design principles for relationship to surrounding neighborhoods:

- Gradual decreases in building height, mass, and scale so that new structures provide a transition to 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 suburban patterns, to traditional urban grid street pattern, and high intensity urban neighborhoods.

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

Large Lot 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.
- 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.
- *Also encouraged:*
 - “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, this designation also includes subdivisions with half-acre or larger sized lots with flexibility for slightly smaller size lot, at densities up to three units per gross acre.

Zoning:

- R-6, R-8, R-9 and R-10 districts.
- Where designated in the Hillside District Plan for one to three units per gross acre: R-1A, R-6, R-7, and R-3 SL districts.

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.



Photo 1: Large-lot Residential

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.

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.



Photo 2: Single-family Home



Photo 3: Two-family Residential



Photo 4: Residential Accessory Dwelling Unit (ADU)

Compact Mixed Residential - Low

This designation provides for a compatible diversity of single-family, attached, and multi-family housing choices in the same neighborhood.

Uses:

- Single-family houses, attached single-family, two-family, and small-lot housing. Townhomes and smaller multi-family structures are also consistent as long as the area's scale and density is maintained.
- Compatible infill on vacant or underutilized lots is encouraged.

Placeholder for additional photo

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 neighborhoods such as front and rear yards, front entries, driveways, and building height.
- The appearance and street orientation of new multi-family/attached housing development is compatible with a

neighborhood environment that includes single-family homes and invites walking.

- To provide greater housing opportunities, areas up to half a mile from designated City Centers may allow increased density. This is subject to compatibility standards for scale, design, lot coverage, setbacks, and alley driveway access.
- Infill Design Principles to enhance connections and pedestrian access, and for relationship to surrounding neighborhoods apply (Section 1.2).

Density Range:

- 8 to 15 units per gross acre.

Zoning:

- R-2M; R-2D in certain areas.

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.



Photo 5: Compact Housing



Photo 6: Townhomes

Compact Mixed Residential - Medium

This designation provides for multi-family and a mix of compact single-family and attached housing and efficient use of residential land near services, shopping, jobs, and commercial mixed-use Centers.

Medium housing density supports greater housing opportunities near jobs and services, efficient public services, and more frequent transit service.

Uses:

- Townhouses, condominiums, 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, on small lots or mixed with other housing types, to use multi-family residential land and public infrastructure efficiently.

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.
- 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 1.2).

Density:

- 15 to 35 housing units per gross acre;
- Up to 40 units per gross acre in Center-influenced areas, subject to limitations.

Zoning:

- R-3; R-2M in certain areas.

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.

Placeholder for additional photo



Photo 7: Multifamily Housing

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.

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.
- Infill Design Principles to enhance connections and pedestrian access, and for relationship to surrounding neighborhoods apply (Section 1.2).



Photo 8: High Intensity Housing

Density:

- Dwellings: 35 dwellings per gross acre.
- Buildings: ½ to 2 FAR.

Zoning:

- R-4; R-3 in certain areas.

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.

Placeholder for additional photo

Centers

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

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 minimum densities to support nearby businesses.

More than just fulfilling city growth targets, Centers are intended to be attractive places to live, work, and play. To address common needs caused by growth in these locations, this plan recommends investment in public services, 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.

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.
- Mixed-use and compact, attached, or multi-family housing.



Photo 9: Neighborhood Center Scale

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 1.2).

Density

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

Zoning

- B-1A and B-1B districts; CCO overlay; and
- 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 in new areas;

- Areas with direct walking and bicycle connections to neighboring areas; and
- Areas having frontage on two streets and a locally important street corner.

Placeholder for additional photo.

Town Center

This designation provides focal points of activity for a group of neighborhoods or major parts of the Bowl.

These centers integrate community-serving retail that meets the daily needs of residents of several surrounding neighborhoods, and are intended to include public services, and civic facilities. With additional housing and public investment, Town Centers can evolve into mixed-use core areas as envisioned in *Anchorage 2020*.

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

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 or mixed-use housing development, compatible with commercial activities.

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 1.2).
- Integrated with adjoining compact and medium density neighborhoods, with convenient, direct walking and bicycle connections to adjoining neighborhoods.



Photo 10: Town Center

Placeholder for additional photo.

Density:

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

Zoning:

- B-3 and B-1B districts; CCO overlay; or
- New form based overlay or district.

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, 2-4 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 tied to the regional transportation system, rather than to adjacent neighborhoods.

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

Uses:

- Retail uses with large floor areas—such as major shopping malls and clusters of large retail establishments—anchor the Regional Centers.
- Entertainment, food, and other retail services round out the shopping destination.
- Automobile-dependent uses such as big furniture stores and car dealerships also fit in here more than in the other Centers.
- Hotels, office professional services, at densities of 20 or more employees per acre
- Compatible civic uses and public transit hubs.
- 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 and commercial buildings and housing; and up to 4- to 8-story residential, office, and hotel towers.
- Expected to evolve 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 80-100 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.



Photo 11: Regional Commercial Center

City Center

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

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.

Downtown development intensities and character vary by subarea. Downtown includes the Ship Creek redevelopment district and the Alaska Railroad intermodal station area. Certain types of critical or sensitive uses or building intensities may be limited in areas most susceptible to seismically induced ground failure, as described in the Downtown Plan, to improve Downtown's resiliency to natural hazards. Adaptive re-use and preservation of historic resources are promoted to contribute to distinctive, attractive character.

Midtown

Midtown has seen substantial growth over the last 10 years in new construction providing offices, hotel, restaurants, shopping, and other amenities.

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

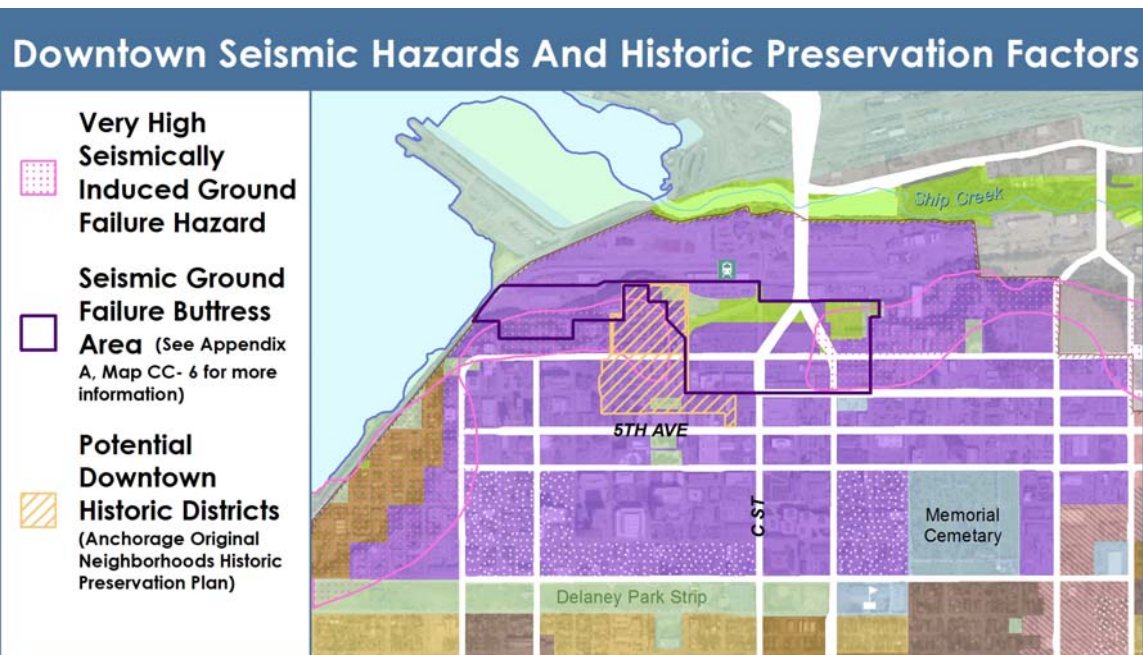
Uses

- 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, with convenient, direct walking and bicycle connections within and to adjoining neighborhoods.
- Infill Design Principles for mixed-use centers; to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply.

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 (see Section 3 Actions);
- PCD and I-2 District in Ship Creek; and
- B-3 district with CCO or other overlay available in Midtown;
- R-4 and R-4A possible for housing or mixed-use residential development.

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.



Photo 12: City Center

Corridors

Corridors connect Centers, employment hubs and neighborhoods. Corridors include a growing mix of uses to support a range of shopping, retail, medical and professional services, and low 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 may be 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.

Commercial Corridor

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

Character:

- Individual low-rise single-use commercial buildings and multi-tenant strip malls characterize the built environment.
- Infill Design Principles to enhance connections and pedestrian access; and for relationship to surrounding neighborhoods apply (Section 1.2).

- 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.

Density:

- Buildings: 1/3 – 2 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.



Photo 13: RO intensity use

Location:

- Commercial corridors with stand-alone stores or multi-tenant strip malls;
- Intersections of arterials or collectors, convenient for customers, employees; and
- High concentrations of employment and traffic are avoided away from major intersections.
- Existing office areas that remain optimal for medical or other office use;
- Areas that provide a transition between more intensive retail uses or traffic and surrounding residential areas; and
- Underutilized areas along major thoroughfares well-positioned for office or residential reuse.
- 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 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 north of 15th.

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

They are positioned for more compact, pedestrian-friendly infill and redevelopment.

Uses:

- A mix of retail and services, offices and other employment, public facilities, and housing.
- Attached and multi-family residential development is encouraged.

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 1.2).

Density:

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

Zoning Districts:

- B-3 or B1-B, with CCO overlay or new overlay zone. (See Section 3 Actions.)
- Potential new overlay zone or form based district for Traditional Neighborhood Design contexts.

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.



Photo 14: Main Street Corridor

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, support its economic growth. Natural open space includes lakes, streams, and greenbelts and serves to provide fish and wildlife habitat.

This plan preserves and retains open space in two designations. The first, "Park or Natural Area," depicts existing and planned municipal parks. The second, "Other Open Space," includes 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 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 privately operated recreation facilities.

This designation includes neighborhood, community, natural resource use parks¹, special use parks, golf courses, greenbelts, and other municipal open spaces dedicated or designated by an adopted plan.

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

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 spaces.

Location:

- See Parks and Open Space map in Appendix A: Map Folio.



Photo 15: Midtown Cuddy Park

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, outdoor recreational facilities, or natural preservation areas.

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

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

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

Uses:

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

Zoning:

- PLI or other districts depending on location.



Photo 16: Natural Area

Community Facilities and Institutions

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

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

This category also includes anchor institutions and facilities. Anchor institutions are large organizations that have an established presence by their permanence and stabilizing physical and social ties to the surrounding community. They help diversify the city's

¹ As defined in Anchorage Bowl Parks Plan.

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.

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.
- Public/utility facilities are typically more industrial in character and less oriented to on-site customer service.

Zoning:

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



Photo 18: K-12 Schools



Photo 19: UAA Integrated Science Building

University or Medical Center

The University or Medical Center designation provides for major educational, health, and social service institutions that serve the wider community, region, and state. Beyond fulfilling their vital missions to educate, heal, cultivate the arts, and serve the community in other ways, these “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.

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

- Perimeter natural open space buffers should be preserved, and access to open spaces should be identified in institutional master plans.
- Future growth should minimize impacts on surrounding areas, including traffic impacts or displacement of housing or businesses.

Zoning:

- PLI as the primary district.
- RO in certain locations, subject to limitations.
- B-3 zoning where already existing.

Location:

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



Photo 20: Providence Alaska Medical Center



Photo 21: International Airport

Airport, Port, or Railroad Facility

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

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

This designation comprises (1) the Ted Stevens Anchorage International, Lake Hood, and Merrill Field Airports, 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.

Uses

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



Photo 22: Port of Anchorage

Zoning:

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



Photo 23: Alaska Railroad

Commuter Rail Station

This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad right-of-way. Commuter rail stations could interact with transit oriented development in commercial mixed-use Centers and connect to local transit service. Some commuter stations already exist or are in planning stages. Placement on the Plan Map now helps inform investment decisions.



- Commuter Rail Station

Airport Expansion Alternative

Areas with dark green-blue 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 which would potentially be involved in a conceptual, long-term resolution of Airport area land use conflicts, as described in the *West Anchorage District Plan (WADP)*.

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 north-south runway and West Airpark use may include additional acreage in the AWWU reserve parcel and/or west to the bluff in Pt. Woronzof Park. This Plan reflects this potentiality, in keeping with *Anchorage 2020* and *WADP*.

Forecasts predict that air transportation market factors and TSAIA's physical configuration will likely lead to demand for a second north-south runway. Although TSAIA does not anticipate a need for a new N-S runway before the year 2035, TSAIA seeks predictability of ownership of the necessary land area, since it takes 12-15 years in advance for state and federal agencies to plan for, fund, and construct a runway. It is possible a N-S runway will be needed by the time of the Anchorage Bowl Land Use Plan's 2040 time horizon.

Ownership changes to these parcels could 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.

A cooperative land exchange or other acquisition method would bring certain TSAIA parcels into permanent municipal ownership to be preserved as open space and parks.

The TSAIA tracts involved in such transaction could include, Little Campbell Lake and Sisson Loop Trail areas abutting Kincaid Park, Connors Bog area, and the Anchorage Coastal Trail corridor. (These parcels appear on the Land Use Plan Map with the Greenway Supported Development pattern line overlay.) Land trades have been used in the past at this airport and may offer the best chance at permanent municipal ownership, preservation, and public access to these lands. Land exchanges are inherently complicated and take time. Time needed to reach an agreement would be in addition to 12 to 15 year lead time for planning and construction for a runway.

The extent of pattern area boundaries is conceptual. The boundaries between open space and airport expansion would be established through area-specific advance planning. Until there is a reason to pursue an alternative designation for the runway process, the base color designation applies.

Any airport expansion must preserve AWWU water treatment facility operations and future expansion needs, Coastal Trail realignments, and replacement or restoration of Pt. Woronzof Park acreage.

Industrial

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, the Plan Map recommends limiting incompatible uses to avoid conflicts with industrial activities and prevent displacement of industrial employers.

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

Light Industrial/Commercial

Light Industrial /Commercial areas provide for multi-sector employment in an industrial setting. It gives priority to light industrial PDR uses.

Uses:

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

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



Photo 24: Light Industrial Use

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

encourages more intensive retail, office, and housing to locate in Corridors and Centers.

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 PC.

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 and Port;
- Areas characterized by buildings and sites with large space for equipment and materials movement and storage; and
- Industrial areas experiencing commercial encroachment or a mix of uses, but are still optimal for PDR uses.

Industrial

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.



Photos 25: Industrial Repair Uses



Photo 26: Office – Warehouse



Photo 27: Industrial Production Uses

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 – 0.75 FAR.

Zoning:

- I-2 and MI.

Locational:

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

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

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

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

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

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

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

2.3 Growth-Supporting Features

Four Growth-Supporting Features overlay the base Land Use Designations:

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

These features support resilient, long-lasting 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.

The Growth-Supporting feature modifies an area's underlying land use designation by offering 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 opportunities 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 to 15 minutes and connect to local and regional destinations: Town Centers, City Centers, and other service/ employment centers such as the UMED.



Photo 28: Transit-supportive Development

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



Photo 29: Transit-supportive Development

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.

The 2040 LUP envisions Transit-supportive Development on the following corridors:

- Spenard Road
- 15th Avenue/DeBarr Road
- Arctic Boulevard
- Mountain View Drive/Bragaw Street
- Abbott Road/Lake Otis Parkway
- Northern Lights / Benson Boulevard

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 the Chugach State Park to Cook Inlet. Without its greenbelts, Anchorage would be a dramatically different community. Greenway-Supported Development (GSD) identifies places where new development will incorporate natural open spaces, creek corridors, wildlife habitat, wetlands and trail routes. This overlay includes linear features focused on creeks, or large sections of undeveloped land, on

institution and facility campuses. Future infill and redevelopment projects have the potential to interface with revitalized creeks, wetlands, wildlife habitats, or multi-use trails.

GSDs are depicted with a green line hatch. The underlying base color indicates the land use designation.

GSDs would support and enhance new construction, future revenue potential, and property values, by attracting more uses, housing, businesses, and employment.

GSD-Linear Features

Commuter trails within greenways improve travel alternatives between centers and surrounding neighborhoods. Trail access has the ability to support and enhance development. Benefits might include decreased parking requirements and lower traffic volumes.

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 routes and connections. Restored or daylighted creeks reduce pollution and flooding.

A typical GSD development pattern would extend for up to half a mile or a 5- to 15-minute walk from the creek corridor or trail greenway.



Photo 30: Greenway-supported Development

The shared urban design principles in Section 2.1 for enhancing connections and pedestrian access apply to development patterns in the linear GSDs.

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 east of New Seward Highway to Minnesota Drive, bringing Fish Creek to the surface with a parallel trail system.
- Chester Creek, the North Branch of the South Fork in Muldoon and at Creekside Town Center.
- Lower Ship Creek to Coastal Trail connection.

- Chester Creek northwest of Bragaw and Northern Lights Boulevard.
- Furrow Creek drainage crossing the Huffman Town Center.

Urban greenways may be incorporated into developments in various ways: as a newly constructed stream channel threaded between existing or future buildings, streets, or parking lots; or, as recreated natural water features and green spaces at intervals along a designated redevelopment corridor. This type of development will usually involve some restoration of natural features and functions. Many western US cities incorporate creek restorations and/or linear greenbelts into redevelopment projects.

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



Photo 31: Local Creek Restoration – Greenway-supported Development

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 and aesthetics.

GSD-Facilities and Institutions

The GSD overlay feature also addresses lands on public facility and institutional campuses. These areas include important wildlife habitat, buffers, greenbelt and trail connections, scenic values, or other recreation uses.

These lands are development reserves subject to owner institution jurisdictions. They are imperative to growth in order for the institution to carry out its mission serving the community. Future site-specific planning decisions will clarify the extent of facility development in these areas.

The GSD designation on institution and facility lands reflects natural open space as an alternative use should some of these areas be preserved or placed in public ownership.

The *Anchorage 2020* conceptual natural open space map² designated these areas for future open space planning actions. It is the intent of this plan to promote strategies that balance conservation with the owner institution's requisite objectives to grow.

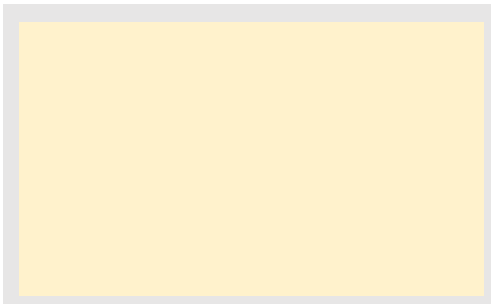
Much of the GSD comprises certain tracts in Ted Stevens Anchorage International Airport. It also consists of tracts in Merrill Field Airport, Port of Anchorage, and greenbelts in the Alaska Railroad Ship Creek Terminal Reserve. Federal regulations apply to these transportation lands. Many of these areas are important wildlife habitats, development buffers, trail greenbelts, and other public assets.

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

The land owner facilities and institutions have allowed public recreational use on many GSD

² Updated by Map CI-7, Community Natural Assets, in Map Folio.

parcels, by formal agreement, land patents, subdivision, easement or permit. In many areas these formal mechanisms have expired although recreational access continues to be allowed. In all cases the primary use remains focused on the owner institution's needs and jurisdiction. Public access is subject to the owner facility's discretion. Open space recreational uses must be compatible with the owner facility operations and federal regulatory conditions.



GSD Photo Placeholder

Specific tracts of the Ted Stevens Anchorage International Airport are opportunity parcels for a possible land exchange or other mechanism that would resolve land use and ownership conflicts. These conflicts are outlined in *Anchorage 2020* and the *West Anchorage District Plan*. Some of the long term conflict resolution possibilities require public participation and ballot measures.

Within GSD 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 GSD 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, and to be mitigated. Design elements for recreation, trail connections, and ecological benefits will be consistent with adopted plans, such as the *UMED District Plan* and *West Anchorage District Plan*.

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

For 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, Mountain View and share the same block grid of streets and alleys with Downtown. Other neighborhoods have a more relaxed and irregular street grid/alley pattern such as Government Hill, Airport

Heights, Rogers Park, and parts of Spenard and western Midtown.



Photo 32: South Addition Street Pattern

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

Traditional Neighborhood Design facilitates compact development that reinforces these characteristics. 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.

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 area also included in this designation (See Section 3).



Photo 33: Spenard Street Pattern

Residential Mixed-Use Development

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

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 when coupled with transition features in building height and bulk to lower density neighborhoods.



Photo 34: Residential Mixed-use

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

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

Some of these designations are in existing residential zones. Here, residential units are required to be included at a minimum housing density (20 du/a in R-4 and R-4A; and 12 du/a 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.

In all areas, buildings are street oriented 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 should be provided as residential/mixed-use occurs. This urban design fosters efficient use of land with less traffic congestion or need for parking.

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



Photo 35: Residential Mixed-use Higher Intensity

2.4 Other Map Features

Major Streets

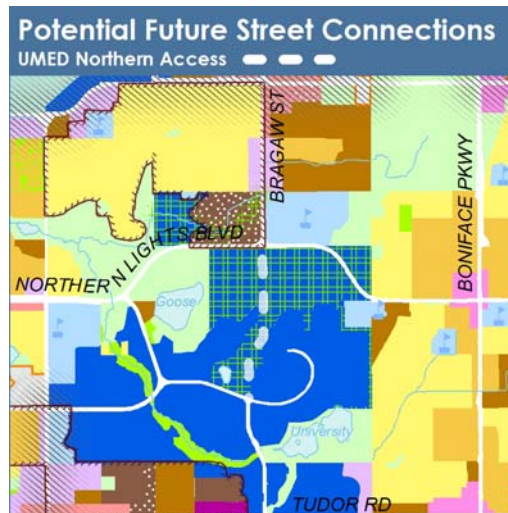
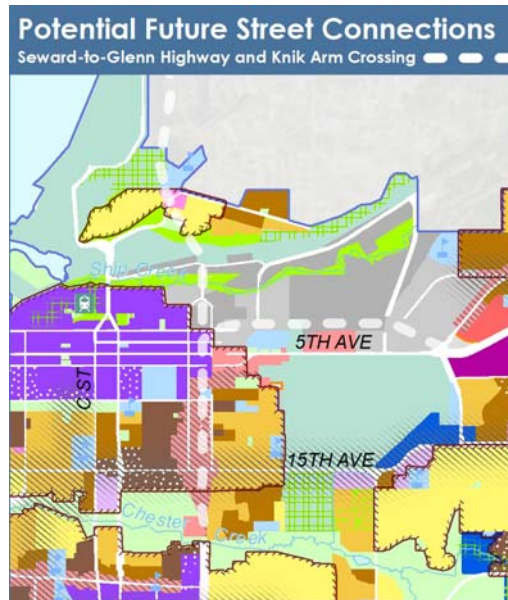
Future and existing major streets designated in Anchorage's 2035 *Metropolitan Transportation Plan (MTP)* appear in white on the Land Use Plan Map. This illustrates the relationship between future uses and the city's planned primary road network. It also shows the land area devoted to these rights-of-way. The right-of-way space includes the roadway itself, pedestrian sidewalks and pathways, and street or highway landscaping. The 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.



Photo 36: Major Street

Three potential major street connections included in the 2035 *MTP*—for which the timing, funding, design, and alignment are not yet determined—are illustrative with white translucent dashed lines overlaid onto the 2040 *LUP* inset maps at right. The Seward-to-Glenn Highway connection and Knik Arm Crossing

appear on the first map; and the UMED Northern Access is shown on the second.



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



Photo 37: Anchorage Stream

Photo 38: Bluebells

Land Use Plan Area Boundary

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