

## Land Use Classifications

- Major Transportation Facility
- Public Utility / Facility
- Schools and Community Institutional
- Other Area that Functions as Park and Natural Resource
- Parks and Natural Resource
- City Center Intensity (>35)
- Medium Intensity (>15-35 or up to 40)
- Low/Medium Intensity (>8-15)
- Low Intensity - Attached and Detached (>5-8)
- Low Intensity - Detached Houses (>1-5)
- Limited Intensity (0-1)
- Industrial / Commercial Reserve\*\*
- Industrial / Industrial Reserve\*\*
- Town Center
- Neighborhood Center
- Office - Low Intensity
- Commercial Corridor
- Spenard Commercial Corridor
- Small Scale Commercial

## Alternative Land Use Classifications

- Buffer (Natural Resource)\*
- Major Transportation Facility
- Public Utility/Facility
- Parks and Natural Resource

(\*) Areas identified as buffers indicate minimum requirement to provide that function. Final configurations will reflect consensus between TSAIA and MOA about underlying factors such as AO 2000-151 (S-2), TSAIA RPZs, etc.

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TSAIA land interests for future North-South runway or airport use may include additional acreage in the AWWU reserve parcel and/or west to the bluff in Pt. Woronzof Park. Either of these additions could only occur if they can be shown to effectively and fully accommodate AWWU facilities and Coastal Trail realignment requirements.

### Notes:

1. Areas with pattern overlays depict two land uses for various MOA- and State-owned lands along the perimeter of Ted Stevens Anchorage International Airport. The underlying base color indicates the long-term land use that applies given the current airport ownership and boundary. The patterning reflects the long-term land use that may apply should the MOA acquire TSAIA land or the TSAIA acquire MOA land. Ownership changes could be accomplished via long-term land trades, fee-simple acquisition, or other permanent means subject to Municipal, State and FAA regulations.

2. This map assumes aviation easements, RPZs, and other FAA/Airport restrictions still apply.

3. The Major Transportation Facility designation includes areas that provide formal (via lease agreements) and informal public/recreation uses and important wetland functions. FAA regulations do not permit these areas on airport property to be formally designated for any uses other than long-term airport functions. Many of these areas are included in the Plan as targets for future MOA ownership.

4. Due to a late change to the planning area boundary, land use designations for the northeast corner of the study area between Spenard Road and Arctic Blvd are not depicted. This area will require coordination with the Midtown District Plan for appropriate land use designations.

- Runway Protection Zone (as of Nov. 2010)
- West Anchorage Planning Area Boundary
- TSAIA Boundary
- Coastal Trail
- Parcel Boundaries

0 0.5 1 2 Miles

Source: Municipality of Anchorage

\*\*Revised: 7/9/13

Cook Inlet



Knik Arm

Exhibit 4-1c: Turnagain Land Use Detail

Exhibit 4-1d: International Airport/Minnesota Land Use Detail

Exhibit 4-1b: Sand Lake Land Use Detail

