



Municipality of Anchorage
Planning Department
Memorandum



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Date: July 14, 2025
To: Planning and Zoning Commission
Thru: Mélisa Babb, Planning Director
From: Daniel Mckenna-Foster, Long-Range Planning Manager
Subject: PZC Case No. 2025-0030, Establishing a Transit-Supportive Development Overlay
PZC Case No. 2025-0034, Amending the Comprehensive Plan

OVERVIEW OF THE PROCESS

- The concept of a transit-supportive development overlay (TSDO) has been outlined as a priority in policy documents dating back to 2001 with the *Anchorage 2020—Anchorage Bowl Comprehensive Plan* (2020 Comprehensive Plan).
- The purpose of a TSDO is to allow increased residential and mixed-use development in order to strengthen transportation corridors.
- In other recent zoning reforms, such as the HOME Initiative (AO 2023-87(S-1), the Planning Department heard feedback from the public that future reforms should focus in targeted areas such as centers and corridors.
- This TSDO would expand development flexibility within the tax-incentive areas mapped in AO 2025-35(S-1).

OVERVIEW OF THE PROPOSAL

This proposal has two components:

1. An overlay that would allow increased development along transit routes in the core of the Municipality (Case No. 2025-0030); and
2. A related update to the Comprehensive Plan (Case 2025-0034).

Establishing a TSDO has long been a goal of the Comprehensive Plan. Many other communities have successfully used Transit-Supportive Development Corridors to promote multiple overlapping goals, including increasing housing, mixed-used development, walkability, and access to transit.

In brief, the TSDO promotes significantly greater density along transit routes. As proposed, it would:

1. Allow heights up to 75 feet (6 stories) in order to allow "5-over-1" style development. (A "5-over-1" is a type of construction that allows up to 5 stories of wood-frame construction on top of a concrete first floor. This type of construction may be further limited by seismic restrictions.)

BACKGROUND AND POLICY GUIDANCE

The TSDO implements the Mayor's 10,000 Homes in Ten Years Strategy, which recommends "...*denser development where plans call for it, such as Downtown, Midtown, town centers, and transit supportive corridors.*"

The idea of allowing more density in key areas dates back to at least 2001 when the 2020 Comprehensive Plan established the idea of transit-supportive corridors as a new urban element for Anchorage. That plan described transit-supportive corridors as playing a fundamental role in Anchorage land use:

Transit-supportive development corridors tie major elements of the Land Use Policy Map together. ...The overall intent is to create a city in which there will be more opportunities to live a less automobile dependent lifestyle. If one chooses, one could live in a town center and meet most daily needs by walking to nearby retail and community facilities. During the workweek, residents of town centers could use the high-frequency bus service provided along the transit supportive development corridors to reach their job sites in major employment centers. Once at work, bus riders could walk to nearby retail establishments to eat lunch or conduct noontime errands without having to rely on a car. (page 51)

Policy 34 of the 2020 Comprehensive Plan provides more specific guidance on how to implement this concept:

Transit-Supportive Development Corridors, as identified on the Land Use Policy Map, shall be characterized as follows: a) Average residential densities equal to or greater than 8 du/acre occur within up to 1/4-mile of the major street at the center of the corridor. b) New commercial development within these corridors is oriented to the street with parking on the side or rear of the building when possible. c) A goal for bus service within these corridors is 15-minute headways during peak hours and 30-minute headways during non-peak periods. d) A pedestrian-oriented environment is created, including expanded sidewalks, crosswalks, street furniture, bus shelters and landscaping. e) Additional traffic lanes are not considered along these corridors unless there is no feasible alternative to solve a significant congestion problem. (page 79)

The *Anchorage 2040 Land Use Plan* (2040 LUP), adopted in 2017, built upon the concept of the transit corridors identified in the 2020 Comprehensive Plan to explain:

Transit-supportive Development (TSD) identifies 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 walkable, accessible, and affordable neighborhood environment. (page 60)

Several 2040 LUP Policies support this concept:

<p>Land Use Policy 1.5</p>	<p>Align Anchorage’s land use, transportation, and infrastructure planning, design guidelines, and investments. Account for existing infrastructure and transportation system capacity and planned facility investments when determining areas of growth. Link capital improvement priorities with the elements of the Comprehensive Plan, including the 2040 LUP and area-specific plans.</p>
<p>Land Use Policy 1.6</p>	<p>Ensure that municipal incentives, investments, and other land use decisions guide growth in housing, employment, and other uses to minimize risks to life safety and property in hazardous areas.</p>
<p>Land Use Policy 2.2</p>	<p>Coordinate redevelopment incentives and public infrastructure investments with development entitlements to enhance walkability and quality of life, and encourage the market to add new residences, shops, and workplaces.</p>
<p>Land use Policy 2.3</p>	<p>Remove barriers to desired infill development and incorporate flexibility in development requirements to promote adaptive reuse of older buildings and compact infill/redevelopment, including that which reflects traditional urban neighborhood design contexts.</p>
<p>Land Use Policy 3.1</p>	<p>Target and coordinate investment in the built environment and green infrastructure in and around centers and corridors that are most able to absorb housing and employment growth.</p>
<p>Land Use Policy 3.2</p>	<p>Promote the development of main street, transit-oriented, and mixed-use corridors that help meet the city’s needs for retail, services, jobs, and housing; and that support these uses and adjoining neighborhoods with access to multiple modes of travel and attractive pedestrian environments.</p>
<p>Land Use Policy 5.3</p>	<p>Accompany infill development with “placemaking” investments in infrastructure, such as walkable streets, enhanced streetscapes, parks and public spaces, and other services that improve the quality of life in targeted growth areas. Coordinate and prioritize capital improvements to upgrade neighborhoods that have capacity to accommodate infill housing near services, centers, public transit, with a walkable street grid and sidewalks.</p>

Several 2040 LUP Action items support this concept:

2040 LUP Action 3-4	Establish financial and zoning incentives for housing projects to meet or exceed a minimum housing density in Town Centers, City Centers, and high-frequency public transit corridors.
2040 LUP Action 6-3	Adopt a Transit-supportive Development Corridor/Transit-oriented Development implementation plan.
2040 LUP Action 6-5	Adopt a Transit-oriented Development (TOD) overlay to support and regulate TOD uses, necessary infill intensities, and related projects.
2040 LUP Action 6-7	Facilitate one or a series of Targeted Area Rezoning in housing opportunity areas along public transportation corridors.

Although the proposed amendments are in line with the spirit and general intent of the Comprehensive Plan, some specifics of language in the plan (such as specific density targets or contradictory guidance) should be amended before the adoption of changes to Title 21. In support of this, Planning and Zoning Commission Case No. 2025-0034 updates the Comprehensive Plan to allow the level of density required to support transit based on information published by the Federal Transit Administration.

There are other ways in which the current proposal differs slightly from the original concept developed in the Comprehensive Plan. For example, in a world of unlimited resources, the boundary of the TSDO might have been based on actual walking distances. Planners would have walked the area and adapted the width of the overlay to local conditions like slope and street layout. This proposal takes a simpler approach of aligning the map with the recently passed Multifamily Tax Incentive Bonus Area, which was itself based on the 2040 LUP’s online map description of the TSDO.

Additionally, there are ways in which the Comprehensive Plan’s concept of the TSDO is in tension with some of its other strategies. For example, the Comprehensive Plan calls for height limitations to maintain neighborhood scale. At the same time, it shows images of significantly taller buildings, such as 5-over-1 style structures, in the TSDO. In general, the proposal resolves these tensions in favor of the specific goals of transit-supportive development.

HISTORY OF FOCUSED DEVELOPMENT IN ANCHORAGE

Despite being a priority of municipal plans for nearly 25 years, the Municipality has not yet been able to effectively deliver the conditions to promote transit-supportive development within specific corridors. However, it has undertaken other efforts to move things forward, including:

- The Assembly adopted AO 2020-103, As Amended, on November 4, 2020, to allow tax incentives for multifamily developments in or adjacent to parcels within a quarter mile of the centerline of a road segment defining a transit-supportive development corridor. This incentive had requirements for a minimum number of

units overall and that a portion of the units should be income-restricted. Data indicates that this incentive was never widely used.

- On April 22, 2025, the Assembly adopted AO 2025-35(S-1) As Amended, which established a tax incentive for multifamily housing. This incentive seems to be functioning better, with several developers reporting that it has helped unlock long-delayed projects. The area map adopted in that ordinance was based on the 2040 Land Use Plan map’s description of the TSDO. This proposal uses the same map.
- The update to the Our Downtown Plan (AO 2023-22) and subsequent code updates have tried to allow more housing in the Municipality's central core.
- The HOME ordinance (AO 2023-87(S-1)) allowed duplexes in most of the Bowl.

SPECIFICS OF PZC CASES 2025-0030 AND 2025-0034

Overview of PZC Case 2025-0034

PZC Case 2025-0034 proposes to amend the 2020 Comprehensive Plan and 2040 Land Use Plan to clarify and simplify the guidance for implementing the transit-supportive development overlay (TSDO).

	Overview of change to plan language in PZC Case 2025-0034
Section 1	<ul style="list-style-type: none"> • Adds language to increase allowable density and clarify that this applies on average across the corridor.
	<ul style="list-style-type: none"> • Removes regulatory "shall" language in favor of "should" language.
	<ul style="list-style-type: none"> • Removes regulatory "shall" language in favor of "may" language.
Section 2	<ul style="list-style-type: none"> • Increases the proposed density for areas along transit-supportive development corridors to contemporary standards. • Removes references to floor area ratio (FAR). • Clarifies that increased housing will lead to better conditions for increased transit, rather than that increased transit must precede additional housing. • Reconciles differences between text and map by extending the TSDO boundary up to a half mile (as shown on the map in Figure 1 of this memo), rather than a quarter mile (as described in the text), which is a 5-minute bike ride or 15-minute walk.
Section 3	<ul style="list-style-type: none"> • Updates the adopted plans table in Chapter 1 of Title 21.
Section 4	<ul style="list-style-type: none"> • Establishes an immediate effective date.

Overview of PZC Case 2025-0030

PZC Case 2025-0030 establishes and implements the overlay itself.

	Overview of changes to code in PZC Case 2025-0030
Section 1	<ul style="list-style-type: none"> • Adds the Transit Supportive Development Overlay to the list of overlay districts in AMC 2.04. • Outlines the purpose of the TSDO, which is ...to promote development along transit lines in a way that meets the Municipality's housing needs, while providing transit with increased ridership and a stronger taxbase to support improved transit service. • Outlines where the TSDO applies across the Bowl, and which standards apply only to this district (district-specific standards). • Sets dimensional standards, including 100% lot coverage, 1,400-square-foot minimum lot size, 75-foot heights, and no setbacks. • Maintains natural resource protection areas. • Non-residential uses are limited to 2,000 square feet per lot.
Section 2	<ul style="list-style-type: none"> • Creates a new column in the use table in AMC 21.05 to show what uses are allowable in the TSDO. • These uses were largely based on the list of allowable uses in the R-4A zone, which is one of Anchorage's residential-centered mixed-use zone.
Section 3	<ul style="list-style-type: none"> • Clarifies use-specific standards for other uses as they relate to the TSDO. For example, the proposal would limit multifamily construction in TSDO areas from residential design standards. (Note that residential design standards are currently under a moratorium, per AO 2024-104(S), but this would be a permanent exemption.)
Section 4	<ul style="list-style-type: none"> • Adds new dimensional standards, such as height, lot coverage, and setback restrictions, for TSDO.
Section 5	<ul style="list-style-type: none"> • Exempts TSDO development from special height transitions; also corrects out-of-date sections of code.
Section 6	<ul style="list-style-type: none"> • Exempts TSDO development from private open-space requirements.
Section 7	<ul style="list-style-type: none"> • Establishes landscaping requirements for TSDO development when it is adjacent to other zones. For reference, L1 landscaping requires an 8-foot planting bed.

	Overview of changes to code in PZC Case 2025-0030
Section 8	<ul style="list-style-type: none"> Allows multiple structures on a lot in TSDO areas. This section also cleans up the organization of existing code.
Section 9	<ul style="list-style-type: none"> Exempts TSDO from the specific lot size restrictions in AMC 21.08.030K. This allows for more flexibility in subdivision.
Section 10	<ul style="list-style-type: none"> Establishes that the overlay will come into effect upon passage of the AO, per the boundaries on the map provided in Exhibit A.
Section 11	<ul style="list-style-type: none"> Establishes an immediate effective date.

COMMENTS RECEIVED DURING PAST PROJECTS

The Planning Department has received consistent comments over the past several years encouraging land use reforms in targeted areas, including transit-supportive corridors. Below are excerpts from comments received related to PZC Case 2024-0006 (AO 2023-87(S)), also known as the HOME Initiative, which proposed zoning reform across the Bowl:

- *Our Comprehensive Plan promotes targeted infill and redevelopment in commercial centers, neighborhood centers, and transit corridors.*¹
- *Infill should be targeted, not scattered throughout the Anchorage Bowl, so that new homes have bus access and safe pathways for walking to work.*²
- *Reduce vehicle dependence and congestion by create hubs of development supported by transit, pedestrian and bike connections, and other services. • Revitalize derelict and undeveloped sites such as 3rd Addition (east of A Street, north of 15th) • Create the buzzy urban vibe that makes a city exciting. We can't get to a critical residential density to support corner cafes in every neighborhood, but if we target and concentrate our growth, we can transform a few neighborhoods bustling hubs.*³
- *I am concerned with what appears here to be an overly simplistic response to a housing crunch. Our comprehensive plans have in the past targeted density to specific areas with infrastructure to support it. I see next to no discussion about who will bear the cost of the upgraded roads and utility expansions necessary, particularly within the Municipality's service areas. Targeted planned density increases are by far the better way to go.*⁴
- *The 2040 Land Use Plan strategies for reinvestment focus areas and strategic rezones provide significant opportunity to spur more housing in ways consistent with our Comprehensive Plan.*⁵

¹ Public comment received 3/18/2024 12:33:35 AM: <https://www.muni.org/PZComments/?casenum=2024-0006>

² Public comment received 3/18/2024 2:21:33 PM: <https://www.muni.org/PZComments/?casenum=2024-0006>

³ Public comment received 5/20/2024 6:11:52 PM: <https://www.muni.org/PZComments/?casenum=2024-0006>

⁴ Public comment received 4/29/2024 9:55:01 AM: <https://www.muni.org/PZComments/?casenum=2024-0006>

⁵ Public comment received 3/14/2024 3:11:49 PM: <https://www.muni.org/PZComments/?casenum=2024-0006>

These comments encouraged the development of a more targeted focus for zoning reform efforts.

COMMENTS RECEIVED DURING THIS PROCESS

The Planning Department received a number of positive comments from the public regarding this Transit-Supportive Development proposal (PZC Cases 2025-0030 and 2025-0034). The comments are included in the staff packets. Rabbit Creek Community Council, Spenard Community Council, and Abbott Loop Community Council discussed the concept at meetings in 2025 and were generally in support of the concept. Favorable resolutions from the Spenard Community Council and the Abbott Loop Community Council are included in the staff packet. The YWCA and Laborer's Local 341 also wrote in favor of the proposal.

On July 7, 2025, Planning staff and one representative from the mayor's office presented to the South Addition Community Council for a special meeting at their invitation. Following that meeting, the Department received additional comment expressing concern about framing of the project and also concerns about the scale of the buildable envelope that would be allowed by the potential overlay. Staff confirms that the intent of the transit-supportive overlay is to reduce barriers to new development, specifically in the service of implementing the 2020 Comprehensive Plan, 2040 Land Use Plan, and creating conditions for both more robust transit and a generally more compact and walkable mixed-use development.

COMMENTS RECEIVED DURING AGENCY REVIEW

During agency review, the Planning Department received responses from Traffic Engineering, Private Development, ROW, Addressing, and AWWU. None of these departments or agencies expressed objection to the proposal. The Public Transportation Department noted that these maps should not be considered an obligation for future transit service.

Other internal comments expressed concern about the proposal allowing too much flexibility. One individual expressed a preference for using the more limited half-mile width, as described in text (but not map) of the Comprehensive Plan as a starting point for a detailed study of actual conditions. There were also concerns about too few limitations on non-residential standards and some staff were more optimistic that height transition standards could still be implemented, even if their current implementation is too complex.

The Alaska Department of Transportation and Public Facilities wrote to express concerns about:

- Whether new developments would be able to provide adequate pedestrian and vehicle access or ensure internal circulation and connectivity.
- The removal of open space requirements could result in situations that *"may lead children to play in the streets due to a lack of safe, accessible alternatives."*

Regarding the first of the two concerns, access and circulation requirements are regulated under 21.07.060, which still applies in the TSDO area. The second concern is better addressed by improving the safety of the road.

That said, one reason for choosing a wider TSDO boundary is to avoid forcing development onto more dangerous, high-speed roads. Open space requirements are not, however, an effective tool for making roads safer for children. The last decade of local experience has shown us that open space requirements tend to create small, fragmented areas of limited value to residents or the public, while increasing the costs of development and reducing the number of units that can be built. The original intent of the tax incentive bonus area also sought to remove any areas already zoned for parks. Moreover, there is good reason to believe that absent a regulatory mandate, builders will continue to provide meaningful open space as an amenity, as long as it is strongly demanded by homeowners and renters in Anchorage.

AMATS staff provided comments which outline how the TSDO would help implement the 2050 Metropolitan Transportation Plan Goals and help encourage the use of transit and non-motorized transportation. In general, AMATS staff stated that *"This Transit Supportive-Development Overlay is a critical piece in helping to implement the AMATS Metropolitan Transportation Plan (MTP) and we support the efforts by the MOA."* The comments also counsel that *"Since Transit-Supportive Development Corridors are more effective along frequent transit routes, please coordinate with the Public Transportation Department to see if they intend to propose frequent service along these corridors if land-use supports it."*

STAFF RECOMMENDATION

This proposal takes a significant step in implementing a major element of the *Anchorage 2020—Anchorage Bowl Comprehensive Plan* and the *Anchorage 2040 Land Use Plan*. This proposal is also a critical step in achieving the Mayor's goal of 10,000 Homes in Ten Years. The Department recommends approval.

Given the extent of the changes proposed, the Department also recommends that the Commission:

1. Extend the process beyond just one PZC meeting to allow the body and the community more time to review these ordinances.
2. Take public testimony and discuss both cases on July 14, 2025, and then continue the public hearing to a meeting in September 2025.
3. Consider using the "Committee of the Whole" procedure during the meeting on July 14, 2025, in order to facilitate a more open discussion.

Attachments: 1. Case 2025-0030 Packet
-Exhibit A, Map
-Draft Ordinance
-Comments Received
2. Case 2025-0034 Packet
-Draft Ordinance
-Comments Received

Proposed Draft Ordinance

PZC Case No. 2025-0030

**Establishing a Transit-Supportive
Development Overlay (TSDO)**

Submitted by: Assembly Members
Martinez and Baldwin-Day
Prepared by: Planning Department
For reading: _____

**ANCHORAGE, ALASKA
AO NO. 2025-___**

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING**
2 **ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04: ZONING**
3 **DISTRICTS; 21.05: USE REGULATIONS; 21.06: DIMENSIONAL STANDARDS**
4 **AND MEASUREMENTS; AND 21.07: DEVELOPMENT AND DESIGN**
5 **STANDARDS; IN ORDER TO CREATE A NEW TRANSIT-SUPPORTIVE**
6 **DEVELOPMENT OVERLAY WHICH WILL IMPLEMENT THE TOWN CENTERS**
7 **AND TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS ESTABLISHED**
8 **BY THE ANCHORAGE 2040 LAND USE PLAN.**

9
10 (Planning and Zoning Commission Case No. 2025-0030)
11

12 **WHEREAS**, the Anchorage Assembly adopted the *Anchorage 2040 Land Use*
13 *Plan (2040 LUP)* with AO 2017-116 on September 26, 2017; and

14
15 **WHEREAS**, the *2040 LUP* called for the creation of Town Centers that are “mixed-
16 use core areas” with “new apartments, compact housing, and live/work units” that
17 “will serve as destinations for shopping, entertainment, and services in cohesive,
18 pedestrian-friendly urban settings”; and

19
20 **WHEREAS**, the *2040 LUP* called for the creation of Transit-Supportive
21 Development Corridors where “expanded public transit service will support a
22 compact, walkable pattern of commercial, residential and/or mixed-use
23 development”; and

24
25 **WHEREAS**, Objective 5E of the *Anchorage Climate Action Plan* recommends
26 employing an “amended zoning code to allow mini city centers in neighborhoods
27 to create more walkable/bikeable communities”; and

28
29 **WHEREAS**, the Federal Transit Administration has identified 36 units per acre on
30 average as a threshold for the success of Transit-Supportive Development; and

31
32 **WHEREAS**, the establishment of these centers and corridors in the *2040 LUP* did
33 not raise density ranges above previously existing zoning designations; and

34
35 **WHEREAS**, the existing Town Centers and Transit-Supportive Development
36 Corridors have not seen marked increases in the desired type of development
37 since the adoption of the 2040 LUP; and

38
39 **WHEREAS**, local developers that build both market and income-restricted housing
40 have identified inflexibility in the code as one obstacle that the MOA could address
41 through code changes; and

5/23/2025

1
2 **WHEREAS**, an overlay zone was identified in the *2040 LUP* as a pathway to
3 implementing Town Centers and Transit-Supportive Development Corridors; and
4

5 **WHEREAS**, Anchorage Municipal Code (AMC) 21.03.160J.1. provides, “The
6 assembly may, through the rezoning process, establish overlay districts that
7 supplement the requirements of the underlying base zoning districts, in order to
8 address special land use needs, to meet an objective of the comprehensive plan
9 or neighborhood plan, or other specific planning objective”; and
10

11 **WHEREAS**, according to AMC 21.03.160J.1.b., overlay districts may, “Alter the
12 development standards of the underlying district by decreasing or increasing the
13 requirements with regard to building height, setbacks, lot area, lot width, lot
14 coverage, and lot densities of the underlying district”; and
15

16 **WHEREAS**, according to AMC 21.03.160J.3.b.i., “Where a specification in an
17 overlay zoning map amendment conflicts with any provision of this title, the overlay
18 zoning map amendment shall govern”; now, therefore,
19

20 **THE ANCHORAGE ASSEMBLY ORDAINS:**
21

22 **Section 1.** Anchorage Municipal Code Chapter 21.04, Zoning Districts, is
23 hereby amended to read as follows (*the remainder of the chapter is not affected*
24 *and therefore not set out*):
25

26 **21.04.070. Overlay Zoning Districts**
27

28 *** **

29 **A. General Purpose/Intent**

30 As noted in subsection 21.04.010B., the overlay zoning districts of
31 this section apply in combination with the underlying base zoning
32 districts and impose regulations and standards for specific areas in
33 addition to what is required by the base districts. The requirements
34 of an overlay district shall apply whenever they are in conflict with
35 those in the base district except as outlined in 21.04.070D.2.c. below.
36 The following overlay districts are [IS] established:
37

- 38 1. Commercial center overlay district.
39 2. Transit-supportive development overlay district.
40 *** **

41
42 **D. Transit-Supportive Development Overlay (TSDO)**
43

44 *** **

- 45 1. Purpose
46 The Transit-Supportive Development Overlay (TSDO) is
47 intended to allow mixed-use development and a general
development pattern that achieves the densities needed to

1 support walkable neighborhoods, provide density in areas
2 previously identified as having sufficient infrastructure and
3 community desire to accommodate such density, and to
4 provide a population base sufficient to support consistent and
5 sustainable public transit and active transportation. The intent
6 is to allow for development of 25 dwelling units per acre in
7 Transit-Supportive Corridors and 36 dwelling units per acre or
8 greater in Town Centers and City Centers.

9
10 2. Applicability

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12 This section applies to:

- 13
14 a. Any property within the Transit Supportive
15 Development Overlay Map, which shall be adopted as
16 the attached map, which will become a part of the
17 official zoning map of the Municipality. This map shall
18 be considered a drawing along parcel boundaries
19 indicating those parcels for inclusion.
- 20
21 b. The Overlay shall only be available in residential or
22 commercial districts, except where the land use plan
23 map shows a town center or city center designation.
24 The overlay shall not be available in parks.
- 25
26 c. Where there are conflicts with the base zoning district,
27 the more flexible standards shall apply, except as
28 outlined in 21.04.070D.3.b and e below.

29
30 3. District-Specific Standards

- 31
32 a. Permitted Uses
33 See Table 21.05-1: Table of Allowed Uses –
34 Residential, Commercial, Industrial, and Other
35 Districts. All non-residential development except
36 community uses in a residential base zone must have
37 at least one dwelling unit, and all non-residential
38 development shall be no greater than 2,000 gross
39 square feet.
- 40
41 b. Permitted Accessory Uses
42 Permitted accessory uses shall be the same as those
43 in the underlying base zone. Drive through service as
44 an accessory use shall be subject to the most
45 restrictive standards of the base zone or the TSD
46 Overlay.
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c. Dimensional Standards

- i. See Table 21.06-C. Table of Dimensional Standards – Other Districts.
- ii. Developments shall be exempt from 21.06.030D.9. Height Transitions for Neighborhood Compatibility.

d. Design Requirements

- i. TSDO shall be exempt from open space requirements in 21.07.030.
- ii. TSDO shall be exempt from residential design standards in 21.07.110.
- iii. See table 21.07-4 for landscaping requirements.
- iv. Multiple primary uses and multiple structures are allowed on a lot.

e. Subdivisions

Subdivisions in the TSDO are not subject to 21.08.030K. Lot Dimensions.

f. Natural Resource Protection Areas

If there are any conflicts between provisions of the Transit-Supportive Development Overlay and the provisions of Natural Resource Protection in 21.07.020, the provisions of 21.07.020 shall govern.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2022-80(S), 11-22-22; AO 2023-50, 7-11-23)

Section 2. Anchorage Municipal Code Chapter 21.05.010, Table of Allowed Uses, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.05.010 Table of allowed uses.

*** *** ***

E. Table of Allowed Uses – Residential, Commercial, Industrial, and Other Districts

TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS P = Permitted Use S = Administrative Site Plan Review C = Conditional Use M = Major Site Plan Review T = Special Land Use Permit for Marijuana For uses allowed in the A, TA, and TR districts, see section 21.04.060 . All other uses not shown are prohibited.			
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
Household Living	Dwelling, mixed-use	<u>P</u>	21.05.030A.1.
	Dwelling, multifamily	<u>P</u>	21.05.030A.2.
	Dwelling, single-family, attached	<u>P</u>	21.05.030A.3.
	Dwelling, single-family, detached	<u>P</u>	21.05.030A.4.
	Dwelling, townhouse	<u>P</u>	21.05.030A.5.
	Dwelling, two-family	<u>P</u>	21.05.030A.6.
	Dwelling, mobile home		21.05.030A.7.
	Manufactured home community	<u>C</u>	21.05.030A.8.
Group Living	Assisted living facility (3-8 residents)	<u>P</u>	21.05.030B.1.
	Assisted living facility (9 or more residents)	<u>P</u>	21.05.030B.1.
	Correctional community residential center		21.05.030B.2.
	Habilitative care facility, small (up to 8 residents)	<u>P</u>	21.05.030B.3.
	Habilitative care facility, medium (9-25 residents)	<u>P</u>	21.05.030B.3.

TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS P = Permitted Use S = Administrative Site Plan Review C = Conditional Use M = Major Site Plan Review T = Special Land Use Permit for Marijuana For uses allowed in the A, TA, and TR districts, see section 21.04.060 . All other uses not shown are prohibited.			
Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
	Habilitative care facility, large (26+ residents)	<u>P</u>	21.05.030B.3.
	Rooming-house	<u>P</u>	21.05.030B.4.
	Transitional living facility	<u>P</u>	21.05.030B.5.
▼			
Adult Care	Adult care facility (3 to 8 persons)	<u>P</u>	21.05.040A.
	Adult care facility (9 or more persons)	<u>C</u>	21.05.040 A.
Child Care	Child care center (9 or more children)	<u>S</u>	21.05.040B.1.
	Child care home (up to 8 children)	<u>P</u>	21.05.040B.2.
Community Service	Cemetery or mausoleum		21.05.040C.1.
	Community center	<u>P</u>	21.05.040C.2.
	Crematorium		21.05.040C.3.
	Government administration and civic facility	<u>P</u>	21.05.040C.4
	Homeless and transient shelter		21.05.040C.5.
	Neighborhood recreation center	<u>S</u>	21.05.040C.6.

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TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS P = Permitted Use S = Administrative Site Plan Review C = Conditional Use M = Major Site Plan Review T = Special Land Use Permit for Marijuana For uses allowed in the A, TA, and TR districts, see section 21.04.060 . All other uses not shown are prohibited.			
Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
	Religious assembly	<u>S</u>	21.05.040C.7.
	Social service facility	<u>C</u>	21.05.040C.8.
Cultural Facility	Aquarium	<u>P</u>	21.05.040D.1.
	Botanical gardens	<u>P</u>	21.05.040D.2.
	Library	<u>P/M</u>	21.05.040D.3.
	Museum or cultural center	<u>P/M</u>	21.05.040D.4.
	Zoo		21.05.040D.5.
Educational Facility	Boarding school	<u>P</u>	21.05.040E.1.
	College or university	<u>P</u>	21.05.040E.2.
	Elementary school or middle school	<u>P/M</u>	21.05.040E.3.
	High school	<u>P/M</u>	21.05.040E.4.
	Instructional services	<u>P</u>	21.05.040E.5.
	Vocational or trade school	<u>P</u>	21.05.040E.6.
Health Care Facility	Health services	<u>P</u>	21.05.040F.1.
	Hospital/health care facility	<u>S</u>	21.05.040F.2.
	Nursing facility	<u>S</u>	21.05.040F.3.
	Community garden	<u>P</u>	21.05.040G.1.

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 All other uses not shown are prohibited.

Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
Parks and Open Area	Park, public or private	<u>P</u>	21.05.040G.2.
Public Safety Facility	Community or police substation	<u>P</u>	21.05.040 H.1.
	Correctional institution		21.05.040H.2.
	Fire station	<u>M</u>	21.05.040H.3.
	Public safety facility	<u>M</u>	21.05.040H.4.
Transportation Facility	Airport		21.05.040 I.1.
	Airstrip, private		21.05.040I.2.
	Heliport		21.05.040I.3.
	Rail yard		21.05.040I.4.
	Railroad freight terminal		21.05.040I.5.
	Railroad passenger terminal	<u>P</u>	21.05.040I.6.
	Transit center	<u>S</u>	21.05.040I.7.
Utility Facility	Tower, high voltage transmission	<u>P/C</u>	21.05.040J.1.
	Utility facility		21.05.040J.2.
	Utility substation	<u>C</u>	21.05.040J.3.

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Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Wind energy conversion system (WECS), utility		21.05.040J.4.
Telecommunication Facilities	Antenna only, large ⁴	<u>P</u>	21.05.040K.
	Antenna only, small ⁴	<u>P</u>	21.05.040K.
	Type 1 tower ⁴	<u>P/C</u>	21.05.040K.
	Type 2 tower ⁴	<u>P/C</u>	21.05.040K.
	Type 3 tower ⁴	<u>P/C</u>	21.05.040K.
	Type 4 tower ⁴	<u>P/C</u>	21.05.040K.
Agricultural Uses	Commercial horticulture	<u>C</u>	21.05.050A.1.
Animal Sales, Service & Care ²	Animal Boarding ²	<u>C</u>	21.05.050B.1.
	Animal shelter ²		21.05.050B.2.
	Large domestic animal facility, principal use ²		21.05.050B.3.
	Retail and pet services ²	<u>P</u>	21.05.050B.4.
	Veterinary clinic ²	<u>P</u>	21.05.050B.5.
Assembly	Civic/convention center	<u>C</u>	21.05.050 C.1. 21.05.020A.
	Club/lodge/meeting hall	<u>P</u>	21.05.050 C.2. 21.05.020A.

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 All other uses not shown are prohibited.

Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
Entertainment and recreation ²	Amusement establishment ²		21.05.050 D.1. 21.05.020A.
	Entertainment facility, major ²		21.05.050D.2. 21.05.020A.
	Fitness and recreational sports center ²	<u>P</u>	21.05.050 D.3.
	General outdoor recreation, commercial ²		21.05.050D.4.
	Golf course ²		21.05.050D.5.
	Motorized sports facility ²		21.05.050D.6. 21.05.020A.
	Movie theater ²	<u>P</u>	21.05.050D.7. 21.05.020A.
	Nightclub ²		21.05.050D.8. 21.05.020A.
	Shooting range, outdoor ²		21.05.050D.9.
	Skiing facility, alpine ²		21.05.050D.10.
	Theater company or dinner theater ²	<u>P</u>	21.05.050 D.11. 21.05.020A.
Food and Beverage Service ²	Bar ²	<u>S</u>	21.05.050 E.1. 21.05.020A.
	Food and beverage kiosk ²	<u>P</u>	21.05.05 E.2. 21.05.020A.

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 All other uses not shown are prohibited.

Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
	Restaurant ²	<u>P</u>	21.05.050E.3. 21.05.020A.
Office	Broadcasting facility		21.05.050F.1.
	Financial institution	<u>P</u>	21.05.050F.2.
	Office, business or professional	<u>P</u>	21.05.050F.3.
Personal Services, Repair, and Rental	Business service establishment	<u>P</u>	21.05.050G.1.
	Funeral/mortuary services		21.05.050G.2.
	General personal services	<u>P</u>	21.05.050G.3.
	Small equipment rental	<u>P</u>	21.05.050G.4.
Retail Sales ²	Auction house ²	<u>C</u>	21.05.050H.1.
	Building materials store ²		21.05.050H.2.
	Convenience store ²	<u>P</u>	21.05.050 H.3. 21.05.020A.
	Farmers market ²	<u>P</u>	21.05.050H.4.
	Fueling station ²		21.05.050 H.5. 21.05.020A.
	Furniture and home appliance store ²	<u>P</u>	21.05.050H.6.

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 All other uses not shown are prohibited.

Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	General retail ²	<u>P</u>	21.05.050H.7.
	Grocery or food store ²	<u>P</u>	21.05.050H.8. 21.05.020 A.
	Liquor store ²	<u>C</u>	21.05.050H.9. 21.05.020A.
	Pawnshop ²	<u>C</u>	21.05.05H.10.
Vehicles and Equipment	Aircraft and marine vessel sales		21.05.050I.1.
	Parking lot or structure (50+ spaces)	<u>C</u>	21.05.050I.2. or I.3.
	Parking lot or structure (less than 50 spaces)	<u>C</u>	21.05.050I.2. or I.3.
	Vehicle parts and supplies ²	<u>C</u>	21.05.050I.4.
	Vehicle-large, sales and rental ²		21.05.050I.5.
	Vehicle-small, sales and rental ²		21.05.050I.6.
	Vehicle service and repair, major		21.05.050I.7.
	Vehicle service and repair, minor	<u>C</u>	21.05.050I.8.
	Camper park	<u>C</u>	21.05.050J.1.

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 All other uses not shown are prohibited.

Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
Visitor Accommodations	Extended-stay lodgings	<u>C</u>	21.05.050J.2.
	Hostel	<u>P</u>	21.05.050J.3.
	Hotel/motel	<u>P</u>	21.05.050J.4. 21.05.020A.
	Inn	<u>P</u>	21.05.050J.5. 21.05.020A.
	Recreational and vacation camp		21.05.050J.6.
	Marijuana cultivation facility		21.05.055B.1. 21.03.105
	Marijuana manufacturing facility		21.05.055B.2. 21.03.105
	Marijuana testing facility	<u>I</u>	21.05.055B.3. 21.03.105
	Marijuana retail sales establishment ²	<u>I</u>	21.05.055B.4. 21.03.105
Industrial Service	Contractor and special trades, light		21.05.060A.1.
	Data processing facility	<u>C</u>	21.05.060A.2.
	Dry cleaning establishment	<u>C</u>	21.05.060A.3.

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Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
	General industrial service		21.05.060A.4.
	Governmental service		21.05.060A.5.
	Heavy equipment sales and rental		21.05.060A.6.
	Research laboratory	<u>P</u>	21.05.060A.7.
Manufacturing and Production	Commercial food production		21.05.060B.1.
	Cottage crafts	<u>P</u>	21.05.060B.2.
	Manufacturing, general		21.05.060B.3.
	Manufacturing, heavy		21.05.060B.4.
	Manufacturing, light	<u>S/C</u>	21.05.06B.5.
	Natural resource extraction, organic and inorganic		21.05.060B.6.
	Natural resource extraction, placer mining		21.05.060B.7.
Marine Facility	Aquaculture		21.05.060C.1.
	Facility for combined marine and general construction		21.05.060C.2.
	Marine operations		21.05.060C.3.

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All other uses not shown are prohibited.

Use Category	Use Type	<u>TSDO</u>	Definitions and Use-Specific Standards
	Marine wholesaling		21.05.060C.4.
Warehouse and Storage	Bulk storage of hazardous materials ⁷		21.05.060D.1.
	Impound yard		21.05.060D.2.
	Motor freight terminal		21.05.060D.3.
	Outdoor storage associated with a community use		21.05.060D.8.
	Outdoor storage of vehicles and/or equipment associated with a community use		21.05.060D.9.
	Self-storage facility		21.05.060D.4.
	Storage yard		21.05.060D.5.
	Warehouse or wholesale establishment, general	<u>P</u>	21.05.060D.6.
	Warehouse or wholesale establishment, light	<u>P</u>	21.05.060D.7.
Waste and Salvage	Composting facility		21.05.060E.1.
	Hazardous waste treatment facility		21.05.060E.2.
	Incinerator or thermal desorption unit		21.05.060E.3.

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 All other uses not shown are prohibited.

Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Junkyard or salvage yard		21.05.060E.4.
	Land reclamation	S/C	21.05.060E.5.
	Landfill		21.05.060E.6.
	Recycling drop-off		21.05.060E.7.
	Snow disposal site		21.05.060E.8.
	Solid waste transfer facility		21.05.060E.9.
	Stormwater sediment management facility		21.05.060E.10

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2013-139, 01-28-14; AO 2014-58, 5-20-14; 2015-133(S), 2-23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-131, 11-15-16; AO 2016-136, 11-15-16; AO 2016-156, 12-20-16; AO 2017-10, 1-24-17; AO 2017-57, 4-11-17; AO 2017-74, 5-23-17; AO 2017-176, 1-9-18; AO 2017-175(S), 2-13-18; AO 2020-38, 4-28-20; AO 2020-56, 6-23-20; AO 2021-54, 6-22-21; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-87(S-1), 6-25-24)

Section 3. Anchorage Municipal Code Section 21.05.030, Residential Uses: Definitions and Use-Specific Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.05.030 Residential Uses: Definitions and Use-Specific Standards

A. Household Living

*** **

1. Dwelling, Mixed-Use

a. Definition

*** **

b. Use-Specific Standards

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ii. Two or more mixed-use dwellings shall comply with the applicable design standards of section 21.07.110, Residential Design Standards, as determined by the building style, except within the Transit Supportive Development Overlay.

2. Dwelling, Multifamily

a. Definition

*** *** ***

b. Use-Specific Standards

*** *** ***

i. Multifamily developments that consist of five or more units in one building shall comply with subsection 21.07.110C., standards for multifamily residential, except as provided in subsection b.iii. below, or within the Transit Supportive Development Overlay.

ii. Dwellings with single-family style and two-family style construction in multifamily developments, and multifamily and townhouse developments with less than five units, shall comply with the residential design standards in subsection 21.07.110D., standards for some single-family and two-family residential structures and multifamily developments with less than five units, except within the Transit Supportive Development Overlay.

iii. Dwellings with townhouse style construction with five or more units in multifamily developments shall comply with subsection 21.07.110C., standards for multifamily and townhouse residential, except within the Transit Supportive Development Overlay.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-133(S), 2-23-16; AO 2017-160, 12-19-17; AO 2023-103(S), 12-18-23; AO 2023-87(S-1), 6-25-24

Section 4. Anchorage Municipal Code Chapter 21.06.020 Dimensional Standards Tables, Dimensional Standards and Measurements, is hereby

amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.06.020 Dimensional Standards Tables

*** **

C. Table of Dimensional Standards: Other Districts

TABLE 21.06-3: TABLE OF DIMENSIONAL STANDARDS - OTHER DISTRICTS
 (Additional Standards May Apply. See district-specific standards in chapter 21.04 and use-specific standards in chapter 21.05. See section [21.04.070](#) for AM district standards.)

Uses	Minimum lot dimensions ¹⁴		Max lot coverage (%)	Minimum setback requirements (ft)			Maximum height (ft)
	Area (sq ft)	Width (ft)		Front	Side	Rear	
***	***	***	***	***	***	***	***
TSDO: Transit-Supportive Development Overlay	1,400	0	100	0	0 feet or as required by building or fire review	0 feet or as required by building or fire review	75
***	***	***	***	***	***	***	***

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-100, 10-13-15; AO 2016-71, 6-21-16; AO 2017-160, 12-19-17; AO 2017-176, 1-9-18; AO 2018-43(S), 6-12-18; AO 2019-11, 2-12-19; AO 2018-58, 5-7-19; AO 2020-38, 5-28-20; AO 2022-36, 4-26-22; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-103(S), 12-18-23; AO 2023-87(S-1), 6-25-24)

Section 5. Anchorage Municipal Code Chapter 21.06.030, Measures and Exceptions, Dimensional Standards and Measurements, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.06.030 Measurements and Exceptions

*** **

D. Height

*** **

9. Height Transitions for Neighborhood Compatibility

*** **

b. Applicability

i. This standard shall apply to structures located in any non-residential district, the R-3A district, the R-4 district, or the R-4A district, that is within 200 feet of any lot designated in the comprehensive plan land use plan map as "large-lot residential," ["SINGLE FAMILY—DETACHED," "SINGLE FAMILY—ATTACHED AND DETACHED,"] single-family and two-family, compact mixed residential-medium, and urban residential-high["COMPACT AND MIXED HOUSING," AND "MULTIFAMILY].

ii. This standard shall not apply in the DT districts or the Transit Supportive Development Overlay (TSDO).

[THIS STANDARD SHALL APPLY TO STRUCTURES LOCATED IN ANY NON-RESIDENTIAL DISTRICT (EXCEPT FOR THE DT DISTRICTS), THE R-3A DISTRICT, THE R-4 DISTRICT, OR THE R-4AD ISTRICT, THAT IS WITHIN 200 FEET OF ANY LOT DESIGNATED IN THE COMPREHENSIVE PLAN LAND USE PLAN MAP AS "LARGE LOT RESIDENTIAL," "SINGLE FAMILY—DETACHED," "SINGLE FAMILY— ATTACHED AND DETACHED," "COMPACT AND MIXED HOUSING," AND "MULTIFAMILY."]

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-100, 10-13-15; AO 2017-11, 1-1-17; AO 2017-176, 1-9-18; AO 2018-12, 2-27-18; AO 2020-10(S), 3-10-20; AO 2020-38, 5-28-20; AO 2022-36, 4-26-22; AO 2023-77, 7-25-23; AO 2023-103(S), 12-18-23; AO 2023-120, 12-5-23; AO 2024-24, 4-23-24)

Section 6. Anchorage Municipal Code Chapter 21.07.030 Development and Design Standards, Private Open Space, is hereby amended to read as follows (the remainder of the chapter is not affected and therefore not set out):

21.07.030 Private Open Space

1 *** *** ***
 2 C. Exemptions
 3 The following are exempt from the private open space requirement:
 4 *** *** ***
 5 8. Any development in the Transit Supportive Development
 6 Overlay.
 7 *** *** ***

8
 9 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-100, 10-13-
 10 15; AO 2017-176, 1-9-18; AO 2020-38, 4-28-20; AO 2023-43, 4-25-23; AO
 11 2023-77, 7-25-23; AO 2023-103(S), 12-18-23; AO 2024-16, 2-27-24)

12
 13 **Section 7.** Anchorage Municipal Code Chapter 21.07.080 Development and
 14 Design Standards, Landscaping, Screening, and Fences, is hereby amended to
 15 read as follows (*the remainder of the chapter is not affected and therefore not set*
 16 *out*):

17
 18 **21.07.080 Landscaping, Screening, and Fences**

19 *** *** ***
 20 E. Types of Landscaping
 21 *** *** ***
 22 1. Site Perimeter Landscaping Requirements
 23

TABLE 21.07-5: MINIMUM SITE PERIMETER LANDSCAPING – BY ABUTTING DISTRICT OR STREET

		Required Level of Site Perimeter Landscaping (Levels 1-4) ^{1, 2, 3}													
Abutting District or Street	District of Proposed Development	R-1, R-1A, R-2A, R-2D, R-5, R-7	R-6, R-8, R-9, R-10, TA	R-2M	R-3, R-3A	R-4, R-4A	PLI	B-1A, B-1B, B-3, RO	I-1, I-2, MC, MI	PR	<u>TSDO</u>	Freeway	Arterial, Expressway	Collector	Local Street
		R-6, R-8, R-9, R-10, TA		L2	L2	L2	L2	L2	L2	L2	L2		<u>L1</u>	L4	L2
R-1, R-1A, R-2A, R-2D, R-5, R-7	L2		L2	L2	L2	L2	L2	L2	L2		<u>L1</u>	L4	L2	L1	
R-2M	L2	L2			L2	L2	L2	L2	L2		<u>L1</u>	L4	L2	L1	
R-3, R-3A	L2	L2				L2	L2	L2	L2		<u>L1</u>	L4	L2	L1	L1
R-4, R-4A	L2	L2	L2			L2	L1	L2				L4	L1	L1	L1
PLI	L2	L2	L2	L2	L2		L1	L1	L1	L1	<u>L2</u>	L4	L1	L1	L1
B-1A, B-1B, B-3, RO	L2	L2	L2	L1	L1	L1		L1	L2			L4	L1	L1	L1
I-1, I-2, MC, MI, AF	L2	L2	L2	L2	L2	L1	L1		L2	L2	<u>L1</u>	L4	L1	L1	L1

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TABLE 21.07-5: MINIMUM SITE PERIMETER LANDSCAPING – BY ABUTTING DISTRICT OR STREET														
PR						L1	L2	L2		<u>L1</u>	L4	L1	L1	L1
TSDO	<u>L1</u>	<u>L1</u>	<u>L1</u>	L1		<u>L2</u>		L1	<u>L1</u>		<u>L4</u>	<u>L1</u>	<u>L1</u>	<u>L1</u>
<p>NOTES:</p> <p>¹ This table lists minimum site perimeter landscaping standards. Other chapters or sections of title 21 may have stricter site perimeter landscaping standards which would be used instead of the standards listed in this table.</p> <p>² L3 screening landscaping is not included in this table as it only occurs as a use-specific standard for certain industrial uses, or through development-specific application in processes such as conditional use approvals.</p> <p>³ Commercial developments and buildings exceeding 35 feet in height in the R-3A district are subject to the R-4/R-4A site perimeter landscaping standards.</p>														

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2017-55, 4-11-17; 2017-160, 12-19-17; AO 2017-176, 1-9-18; AO 2020-133, 1-14-20; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2020-93, 10-1-20; AO 2021-89(S), 2-15-2022; AO 2023-103(S), 12-18-23; AO 2024-24, 4-23-24)

Section 8. Anchorage Municipal Code Chapter 21.07.110 Development and Design Standards, Residential Design Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.07.110 Residential Design Standards

*** **

E. Site Design

*** **

2. Multiple Structures on One Lot

*** **

b. Applicability

This section applies to the development of five or more principal residential structures on a single lot. It does not apply to:

- i. The development of an accessory dwelling unit,
- ii. The development of a caretaker’s unit,
- iii. Developments in the R-4A, Transit Supportive Development Overlay (TSDO) and B-3 districts, or
- iv. Developments of four or fewer principal residential structures.

[THIS SECTION APPLIES TO THE DEVELOPMENT OF FIVE OR MORE PRINCIPAL RESIDENTIAL STRUCTURES ON A SINGLE LOT. IT DOES NOT APPLY TO THE DEVELOPMENT OF AN ACCESSORY DWELLING UNIT OR A CARETAKER’S UNIT, OR TO DEVELOPMENTS IN THE R-4A DISTRICT, OR TO

DEVELOPMENTS OF TWO TO FOUR PRINCIPAL RESIDENTIAL STRUCTURES. IN ADDITION THE REQUIREMENTS SET FORTH IN THIS SUBSECTION 21.07.110E.2. ARE SUSPENDED FOR COMPLETE APPLICATIONS SUBMITTED ON OR AFTER FEBRUARY 11, 2025, AND BEFORE MAY 31, 2028. THE DATE AN APPLICATION IS DETERMINED COMPLETE PURSUANT TO SECTION 21.03.020F. SHALL SECURE THE APPLICABLE TITLE 21 AND TITLE 23 PROVISIONS FOR THE PROPOSED DEVELOPMENT IN EFFECT AS OF THAT DATE, INCLUDING THIS MORATORIUM. ABSENT ASSEMBLY ACTION TO AMEND THIS PROVISION OF CODE THE REQUIREMENTS SET FORTH IN SUBSECTION E.2. SHALL BECOME EFFECTIVE AGAIN FOR COMPLETE APPLICATIONS SUBMITTED AFTER THE EXPIRATION OF THE SUSPENSION PERIOD.]

c. Review Process

- i. Multiple residential structures on a single lot are permitted in the R-2M, R-3, R-3A, R-4, R-4A, B-1B, B-3, [AND] RO, and TSDO districts.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-36, 5-14-15; AO 2015- 100, 10-13-15; AO 2016-34(S), 4-12-16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59. 7- 31-2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; 2022-80(S), 11-21-22; AO 2023-30, 3-22-23; AO 2023-42, 8-22-23; AO 2023-50, 7-11-23; AO 2023-103(S), 12-18-23; AO 2024- 24, 4-23-24; AO 2024-83(s), 10-8-24; AO 2024-102. 1-7-25)

Section 9. Anchorage Municipal Code Chapter 21.08.030 Design standards, Subdivision Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.08.030 Design Standards

*** **

K. Lot Dimensions

*** **

- 8. Lots in the Transit Supportive Development Overlay (TSDO) are exempt.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-131, 1-12-16; AO 2020-38, 4-28-20; AO 2023-77, 7-25-23)

Section 10. The Planning Department shall establish this overlay as in effect, according to the boundaries of the map provided in Exhibit A of this ordinance, and update the official zoning map with this overlay.

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Section 11. This ordinance shall become effective immediately upon adoption.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2025.

Chair

ATTEST:

Municipal Clerk

DRAFT

Exhibit A

Map of Multifamily Tax Incentive Areas

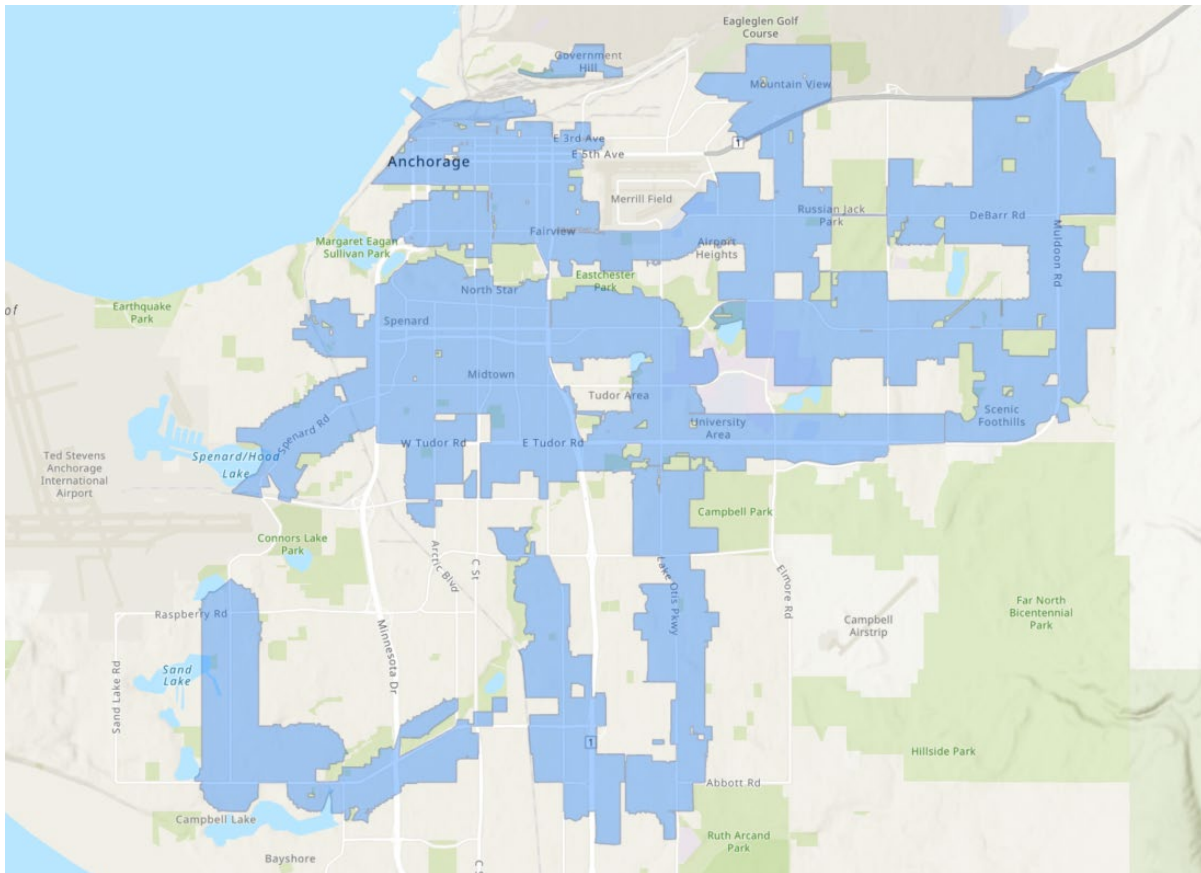
PZC Case No. 2025-0030

**Establishing a Transit-Supportive
Development Overlay (TSDO)**

Exhibit A

PZC Case No. 2025-0030 Transit-Supportive Development Overlay

2025 Multifamily Tax Incentive Areas



Comments Received

PZC Case No. 2025-0030

**Establishing a Transit-Supportive
Development Overlay**

Anchorage2040

From: Ryan Webb <ryan.g.webb@gmail.com>
Sent: Tuesday, July 8, 2025 3:46 PM
To: Anchorage2040; Volland, Daniel R.
Subject: TSDO

[EXTERNAL EMAIL]

I am writing with ambivalence but overall in opposition to the proposed TSDO. I reside in South Addition. I support greater housing density across Anchorage and in my neighborhood in particular, but I believe this case goes too far. Transit Supportive Development has been used along corridors in other cities to increase housing development and density, but the majority of my neighborhood (and much of Anchorage) is now designated as one such corridor, which seems overly broad and unwise. If the goal is to reduce conflicting regulations, setbacks and requirements, couching it as "Transit Supportive Development" seems disingenuous to me. Just admit that what you're doing is trying to reduce barriers to new development, which is laudable in and of itself. In the presentation prepared by Anchorage 2040, aerial photos of Atlanta and Arlington show clear corridors along major roads with resultant development on either side. In contrast, the proposed TSDO in Anchorage looks to be a huge chunk of the city.

Allowing for 75 feet of height and 0 foot setbacks in established, leafy neighborhoods consisting primarily of single-family homes is excessive and jarring. Imaging a 6 story development being constructed 4 feet from my bedroom window is not something I relish, nor something which will improve my neighborhood.

Ryan Webb

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
Cameron Ebersold 7420 Branche Drive unit C Anchorage, AK 99518	Ebersold.cameron@gmail.com		7/1/2025 10:58:15 PM
<p>One of the simplest and most cost-effective ways anchorage could improve transit is to create dedicated bus corridors on state roads and major through ways in the city. Examples: A, C, Minnesota, Benson, Northern Lights, Seward and Glenn highways are obvious examples, with Arctic, Benson, These are high-speed high interaction thoroughfares that connect major desperate parts of the city that is to say, these are effectively the subway lines of our city. rather than starting with a rail project, Bus lanes allow our current transit infrastructure to be used more efficiently</p>			
Julia Bedell , 99503			7/2/2025 1:38:50 PM
<p>I dream of an Anchorage that is easily traversed without cars. Where walkable neighborhoods are connected by public transit to one another and to the city's downtown, midtown, and southside hubs. Where pedestrians are the norm, not the pariahs. Where cars are a hindrance, not a necessity. Let's do it!</p>			
Anna Bosin Anchorage, AK 99501	annabosin@yahoo.com		7/2/2025 10:07:20 PM
<p>I strongly support the TSDO Ordinance proposed. In the Anchorage 2040 Land Use Plan, the city identified certain areas of the municipality as City Centers, Town Centers, and Transit Corridors. The goal in these areas, according to the plan, was higher housing densities and mixed uses to encourage walking, biking, and public transit use. But current zoning rules don't allow for that, as things stand now. This ordinance would fix that.</p> <p>Having more families closer to neighborhood schools would make Anchorage so much stronger. Too much sprawl is an epidemic across our City and beyond to the Valley. Kids live too far away from each other to independently roam and play nearby each other. Commutes are literally killing us with isolation, crashes, and heart disease. TSDO is a proven solution to create community and networking connections-big and small.</p> <p>If the human-side of the argument doesn't sway you, there is an economic reason to support TSDO: We are losing tax base and can't keep up with the infrastructure maintenance. Anchorage is broke. The water, sewer, roads, bridges, electricity, gas, schools, public buildings, etc are a drain on our resources- the further each separate system needs to reach, the thinner the peanut butter of asset management is spread. With no additional help from the State of Alaska, Anchorage must think creatively to maximize our existing infrastructure. There is excess capacity right there in the 2040 Land Use Plan that should be filled in with implementing the Transit Supportive Corridors with this overlay.</p> <p>Let's getting building! Thanks Anna Bosin</p>			
Aurora Norris 2731 Greenscreek Cir Anchorage, AK 99516	princessofhavoc@gmail.com	9073500032	7/4/2025 4:15:39 PM
<p>I'm Aurora Norris from South Anchorage. I'm a rising Junior in high school and I go to ANSEP. I understand housing is a big issue right now. We need to build more houses to make sure residents, like myself, can stay here in our beautiful state. I support in TSDO's efforts and others like yourself should too. Thank you for your time.</p>			
Atlas Norris 2731 Greenscreek Circle Anchorage, AK 99516	god		7/4/2025 8:05:15 PM
<p>My name is Atlas Norris and I am from South Anchorage. I am going into 9th grade at the Alaska Native Science and Engineering Program. Housing is a big problem and there is a need to build more housing to accommodate this problem. I support TSDO and you should too because it is a good cause that helps people. Thank you for your time.</p>			

<p>Cindy Kinard 14600 joanne circle Anchorage, AK 99516</p>	<p>ckinard@ak.net</p>	<p>9077201341</p>	<p>7/7/2025 10:59:14 AM</p>
<p>It's long been shown that bringing in industry, etc., from outside a community (especially at the cost of tax breaks) always costs the community more than the "added" economic benefits of that new business. The cost of new infrastructure and more services far outweighs any hoped for gains. This proposal makes adding housing much more economically feasible, with its concentration of development in areas already served and within existing infrastructure. And, of course, it's focus on better serving existing population, rather than bringing more folks, is a major economic plus... I offer this as a former community planner for Elmendorf AFD</p>			
<p>Alaina Plauche 1741 Skilak Cir Anchorage, AK 99504</p>	<p>haplauche@gmail.com</p>		<p>7/7/2025 2:26:52 PM</p>
<p>I'm writing to share my strong support for the Transit-Supportive Development Overlay in Anchorage, and I urge the PZC to recommend this case to the Assembly for its ultimate passage. Housing and transportation are so inter-related, it's difficult to separate them. The TSDO policy tackles them in tandem to address increasing the abundance of housing as well as the diversity of transit modes available. Being a pedestrian in Anchorage is scary. Small sidewalks, high speed limits, limited bus/biking infrastructure, sparse and unsafe crosswalks, and a general car-centric design all make it pretty terrifying to be a pedestrian most places in the city. While passing the TSDO ordinance won't change this overnight, I believe it is a meaningful start to bettering Anchorage: making it a safer, stronger community with more housing and transportation options for all.</p>			

Blake, Lori A.

From: Jessie Lavoie
Sent: Wednesday, July 2, 2025 12:26 PM
To: Kimmel, Corliss A.
Cc: Blake, Lori A.
Subject: Case 2025-0030+2025-0034

[EXTERNAL EMAIL]

Hello there,

YWCA Alaska is submitted written testimony in support of the TSDO plan to be discussed with the Assembly soon.

Please let us know what else you may need and thank you!

Jessie Lavoie
CEO

Main: 907.644.9600
Extension: 1007
3400 Spenard Road, Suite 211
Anchorage, AK 99503

eliminating racism
empowering women
ywca alaska
Until Justice Just Is.

06/30/2025

YWCA Alaska
3400 Spenard Road, Suite 211
Anchorage, AK 99503
jlavoie@ywcaak.org

Anchorage Assembly
632 W 6th Ave, Ste 830
Anchorage, AK 99501

Dear Members of the Anchorage Assembly,

On behalf of the YWCA Alaska, I am writing to express my strong support for Draft AO: Implementing Centers and Transit-Supportive Development (TSDO) from the 2040 Land Use Plan for Anchorage to facilitate the creation of more accessible housing options for our community.

As you know, Anchorage is a vibrant city with diverse needs. However, many residents face significant challenges in finding affordable and accessible housing. By making less restrictive requirements for zoning, we can pave the way for innovative housing solutions that accommodate a wider range of incomes and lifestyles as outlined in this plan. This proposed TSDO would not only enhance our community's inclusivity but also promote economic growth and sustainability.

It's important to recognize that while some may argue for maintaining current zoning restrictions due to concerns over neighborhood character, the benefits of increased accessibility and diversity in housing far outweigh these considerations. And it seems abundantly clear to the YWCA Alaska that community members want to see these innovative solutions proposed in this plan as well as our own facilitated conversations about housing in Anchorage.

It's long past time that we, as a community, build a community, for all community members. I urge you to consider the positive impact that lessening zoning restrictions can have on our community. Together, we can create a more accessible, inclusive, and thriving Anchorage for all.



Jessie Lavoie, CEO
YWCA Alaska

Blake, Lori A.

From: Theresa Hampton <theresa_m79@hotmail.com>
Sent: Monday, June 30, 2025 11:17 AM
To: cor liss.kimmell@anchorageak.gov; Blake, Lori A.
Subject: 2025-0030 & 2025-0034

[EXTERNAL EMAIL]

Hello

I'm writing ins support of these cases. I'd like to request your approval of these cases, as it will make it easier to build all types of housing in our City Center, Town Centers, and our Transit Corridors. This is an opportunity to encourage investment and create jobs. This will help make Anchorage a better and more affordable place to live.

Thank you,

Theresa Hampton

RECEIVED

Spenard Community Council Resolution

JUN 06 2025

2025-04

2025-0030

A Resolution on Town Centers and Transit Supportive-Development Corridors

WHEREAS, the Spenard Community Council (“SCC”) is an organization representing the interests of the residents of the Spenard area of Anchorage; and

WHEREAS, the purpose of community councils is to provide a direct and continuing means of participation in local government and local affairs; and

WHEREAS, the Anchorage 2040 Land Use Plan designated certain areas of the Anchorage Bowl as Town Centers and Transit Supportive Development Corridors which should be developed in a manner that is mixed-use in nature with densities sufficient to encourage walkability and support both active and public transit; and

WHEREAS, these areas align with the SCC’s vision of areas for additional development and density of housing and entrepreneurial opportunities, including through the Spenard Road Corridor; and

WHEREAS, multiple adopted plans support such development in these areas including the Anchorage 2020 Comprehensive Plan, Anchorage 2040 Land Use Plan, Anchorage Climate Action Plan, and the Spenard Corridor Plan, Anchorage’s first transit-supportive development plan; and

WHEREAS, the Spenard Corridor Plan envisions that “Spenard will be a model for the region for its contribution to the citywide and regional transportation system and its network of urban active transportation facilities. Spenard will serve as an example of how to truly integrate transit-supportive development principles in an already developed, auto-oriented urban setting;” and

WHEREAS, the Spenard Corridor Plan cites optimal housing density within in the corridor as 8-20 dwelling units per acre, and the Anchorage 2040 Land Use plan currently sets similar standards for compact mixed residential areas; and

WHEREAS, significant investment toward these goals has already been made by Cook Inlet Housing Authority; and

WHEREAS, the Planning and Zoning Commission and the Anchorage Assembly are considering Anchorage Ordinances 2025-0030 and 2025-0034;

NOW THEREFORE BE IT RESOLVED the Spenard Community Council supports the Anchorage Assembly taking action to implement Transit-Supportive Development by increasing housing density to 25 dwelling units or more per acre in Transit Supportive Development corridors.

NOW THEREFORE BE IT FURTHER RESOLVED the Spenard Community Council respectfully submits the following comments:

The resulting code should be flexible enough to allow for many different types of housing including, but not limited to:

1. Small-Lot Single Family Homes
 2. Cottage Courts
 3. Apartment buildings that support floor plans that can accommodate young families
 4. Single-Room Occupancy Developments
-
2. These areas should incentivize mixed-use and active transportation for maximum benefit by reducing the dependence on single occupancy vehicles and encouraging safe, comfortable, and affordable active and public transportation options;
 3. Priorities for implementation should include the Spenard Road Corridor;
 4. Changes in code should incentivize development of affordable and workforce housing in ways that do not discourage development in general.

This resolution was APPROVED by Spenard Community Council on June 4, 2025 by a vote of FOR: 12, AGAINST: 0.



Spenard Community Council President



ABBOTT LOOP COMMUNITY COUNCIL

2025-02 Resolution of Support

Town Centers and Transit Supportive Development Corridors

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JUN 04 2025

2025-0030

WHEREAS, the Abbott Loop Community Council, as stated in Article III of the Municipal Charter, exists to afford citizens an opportunity for maximum community involvement and self-determination, and Article IV to provide a direct and continuing means of citizen participation in local affairs and to perform those functions and exercise those powers granted or permitted by the provisions of municipal code 2.40.050 and 2.40.060,

WHEREAS, Abbott Loop Community Council acknowledges Anchorage's ongoing housing crisis is linked to: a decline in population, an increase in homelessness and associated criminal activity, a lack of economic opportunities for young people and entrepreneurs, a lack of housing choices for seniors, a lack of well-paying jobs in the trades, increased traffic safety issues, a lack of resilience in the transportation system, and a lack of housing that is affordable for everyday hardworking Alaskans,

WHEREAS, Abbott Loop has long advocated for the proper development of its Town Center so that residents may enjoy the benefits that come with walkable, people-centered urban design,

WHEREAS, Abbott Loop Community Council desires to see housing and entrepreneurial opportunities developed in areas of the Anchorage Bowl that through a robust public process were determined to be acceptable for such development and additional density while simultaneously relieving pressure to increase density in areas that are predominantly single family in nature,

WHEREAS, the Anchorage 2040 Land Use Plan employed such a robust public participation process in designating certain areas of the Anchorage Bowl as Town Centers and Transit Supportive Development Corridors which should be developed in a manner that is mixed-use in nature with densities sufficient to encourage walkability and support both active and public transit,

WHEREAS, the Anchorage 2020 Comprehensive Plan and Anchorage Climate Action Plan also support Transit-Supportive Development,

WHEREAS, these areas align with Abbott Loop Community Council's vision for areas that are proper for additional development and density of housing and entrepreneurial opportunities,

NOW THEREFORE BE IT RESOLVED Abbott Loop Community Council supports the Anchorage Assembly taking action to implement Transit Oriented Development in the areas designated in the Anchorage 2040 Land Use Plan as Town Center and/or Transit Supportive Development Corridor. It is the position of the Abbott Loop Community Council that the Anchorage Assembly should consider the following items during implementation:

1) The Assembly should consider increasing Abbott Loop Town Center's boundaries to include industrial-zoned lands between Abbott Road and Lore Road between Lake Otis Parkway and the New Seward Highway.

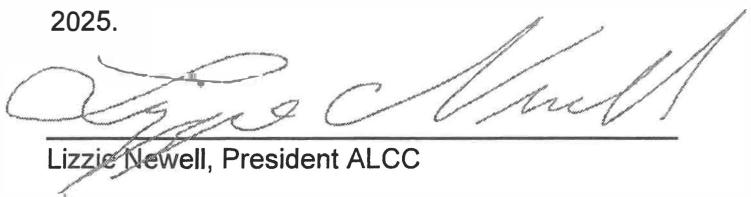
2) The resulting code should be flexible enough to allow for many different types of housing including, but not limited to:

- a. Small-Lot Single Family Homes
- b. Cottage Courts
- c. Mixed-use buildings of reasonable heights
- d. Apartment buildings of reasonable heights which can be configured in a way that support floor plans that can accommodate young families
- e. Single-Room Occupancy Developments

3) These areas should incentive mixed-use and active transportation for maximum benefit by:

- a. Centering the transportation system on people
- b. Studying ways to reduce the dependence on traffic signaling
- c. Encouraging safe, comfortable, and affordable active transportation and public transit options

PASSED and APPROVED by the Abbott Loop Community Council, this 27th day of February 2025.



Lizzie Newell, President ALCC

2-27-2025

Date



Kathleen Easley, Secretary ALCC

02/27/2025

Date

Kimmel, Corliss A.

From: Angelle Lagstrom <aelagstrom@hotmail.com>
Sent: Tuesday, May 27, 2025 12:42 PM
To: Kimmel, Corliss A.
Subject: 2025-0030 and 2025-0034

RECEIVED

MAY 27 2025

[EXTERNAL EMAIL]

Commissioner Kimmel,

I write today in support of Cases 2025-0030 and 2025-0034, which seek to implement Transit Supportive Development. It is clear that Anchorage is enduring a crippling housing crisis and we need to do something big to address it.

My oldest son is headed to college in the Lower 48. His brothers are a couple years away from the same. I worry that they will not have the option of coming back to Anchorage when their education is finished the way that me and their dad did.

Please support these actions to make Anchorage a place where future generations can afford to start a career, a life, and a family.

Thank you,
Angelle Lagstrom

Kimmel, Corliss A.

RECEIVED

From: Alexa Dobson <alexakdobson@gmail.com>
Sent: Sunday, May 25, 2025 9:50 AM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: Testimony in Support of the Transit-Supportive Development Overlay (TSDO)

MAY 27 2025

[EXTERNAL EMAIL]

Hello,

Please find below my testimony in favor of project #2025-0030, Transit-Supportive Development Overlay. Thank you!

My name is Alexa Dobson. I was born and raised in south Anchorage, in a typical suburban neighborhood. I lived just one mile from my high school, but my mom wouldn't let me walk to school because there wasn't a safe route. Getting anywhere meant getting in a car, always.

Today, I live in Fairview. I bought a fourplex here on purpose, because I wanted to live in a higher-density, more walkable part of town. I'm just over a mile from both Fire Island Bakery locations, near bike boulevards, trails, and downtown. I can ride my bike to concerts, restaurants, or to meet friends on the Williwaw rooftop on a sunny afternoon. When the Protected Bike Lane was installed last summer, I'd often bike from my house along the PBL to get ice cream at Wild Scoops in the evening, and see my friends and neighbors along the way who had the same idea. This is the Anchorage I, and so many of my peers, want to live in. We choose Fairview because we want a neighborhood where we don't have to drive for every little thing, and there are so few areas of town where that's possible right now.

I'm writing to support the Transit-Supportive Development Overlay because it moves us closer to the future that I want for our city. It creates the zoning flexibility we need to build vibrant, compact neighborhoods with enough density to support real transit and walkability. And importantly, it does so in targeted corridors that were already identified in the 2040 Land Use Plan as areas with the infrastructure and community desire to accommodate more density.

The ordinance allows mixed-use development at the kinds of densities that can actually sustain public transit: 25 dwelling units per acre in Transit-Supportive Corridors, and 36 or more in Town Centers. That's the scale that starts to make car-free or car-light living viable. And it's not just about housing; it also supports the kind of small-scale commercial presence we need in neighborhoods.

This brings me to the first of two modifications I'd ask for: Under the TSDO, non-residential development up to 2,000 square feet is allowed, as long as it includes at least one dwelling unit. This is intended to open the door for neighborhood businesses, like cafes (see: Fire Island in Airport Heights), groceries (see: New Sagaya City Market in South Addition), and local restaurants (see: Rustic Goat and Fiori d'Italia in Spenard) that make city living delightful, while excluding chain and big-box stores that drain neighborhood character and entrench car dependency. However, the way the ordinance is currently written limits *all* commercial use per building to 2,000 square feet:

3. District-Specific Standards

a. Permitted Uses

See Table 21.05-1: Table of Allowed Uses – Residential, Commercial, Industrial, and Other Districts. All non-residential development except community uses in a residential base zone must have at least one dwelling unit, and all non-residential development shall be no greater than 2,000 gross square feet.

It would be better to establish a limit of 2,000 sq ft per tenant space or establish a per-lot commercial cap rather than per-building, especially if the lot accommodates multiple structures. As much as we love density of housing units, density of small businesses can also be desirable; consider, for example, the K Street market downtown where a physical therapy clinic, bakery, plant shop, wine shop and grocery market all coexist within a building of about 10,000 square feet. My hope is that this minor adjustment will make the ordinance more welcoming to Anchorage's vibrant and beloved small businesses like Wild Scoops, Obsession Records, La Bodega, Butcher Block #9, and so on.

The second modification concerns section 3-b, having to do with drive-through businesses. I appreciate the specification here that drive-throughs will be subject to the "most restrictive standards" of the underlying zone, but we should take this opportunity to go further. Drive-through businesses are antithetical to the type of dense, walkable neighborhoods we're hoping to accomplish with the TSDO for a few reasons:

- They tend to require more curb cuts and driveways across sidewalks, which increases risk of bicyclists and pedestrians being hit by drivers who fail to look both ways before crossing the sidewalk;
- Drive-throughs facilitate long lines of idling cars, spewing pollution and degrading air quality, and this sort of environmental hazard has no business being near people's homes;
- And all the extra pavement to accommodate lines of cars is space that can't be used for higher and more valuable uses like housing or parks.

In light of all this, could we not simply ban drive-throughs from the TSDO areas? There would still be plenty of space throughout the city for drive-through businesses, but this way, we can be sure that we're not placing serious safety and environmental hazards directly in the path of families and their homes.

Finally: Zoning is a great start, but it isn't enough. We have to make walking, biking, and transit not just possible, but excellent. Right now, in too many parts of Anchorage, even the ones already identified for higher density and transit-supportive growth, we still have crumbling or nonexistent sidewalks, disconnected trails, and streets where biking feels somewhere between unpleasant and actively dangerous. If we're serious about creating neighborhoods where people can choose to live without a car, then we have to give them real alternatives.

That means:

- More sidewalks and curb ramps, especially in residential areas that are supposed to be walkable;
- Protected bike infrastructure, not just paint, on key corridors and connections to the greenbelt network;
- Pedestrian-priority streets, like woonerfs or living streets, that calm traffic and invite people out of their cars;
- And frequent, reliable transit service that actually takes people where they need to go without long waits.

Let's design for the kind of everyday life people want, where you can pop down to the corner store for the ingredient you forgot for dinner, walk your dog to a local café, or go out for a drink without having to worry about getting a DUI because you didn't have to drive. (I still can't believe we ever had parking minimum requirements for bars...) People tell stories all the time about traveling to Paris or Barcelona, eating all the pastries and pasta, and still coming home feeling great and a few pounds lighter; it's because they're drawn to these human-scale places built to facilitate a healthy lifestyle full of walking, socializing and being outside. We can have that here in Anchorage, too.

The TSDO is a powerful tool to let Anchorage grow in a way that reflects the real choices many of us are already making. I urge you to pass it, and to keep building on it, so that we all have the option to live in a city where we truly have choices in our transportation, rather than treating cars as the mandatory default. Thank you.

Kimmel, Corliss A.

From: JoBeth Norris <asjan14@hotmail.com>
Sent: Saturday, May 24, 2025 11:28 AM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: 2025-0030 and 2025-0034

RECEIVED

MAY 27 2025

[EXTERNAL EMAIL]

Commissioners,

I write today in support of Cases 2025-0030 and 2025-0034, which seek to implement Transit Supportive Development. It is clear that Anchorage is enduring a crippling housing crisis and we need to do something big to address it.

I have experienced the worst of Anchorage's housing challenges firsthand. I have struggled to find housing I could afford, housing that was in good repair, often dealing with issues that fell under "health and safety" concerns, and struggled to even find housing at all, enduring a period of time where I simply went without.

Please support these actions to make Anchorage a place where our current and future neighbors can avoid the challenges I've faced in trying to make a life here. Life in Alaska is challenging enough without having to worry about finding a decent and affordable place to lay your head at night.

Respectfully,
JoBeth Norris

From: Jason Norris <jasonmnorris@aol.com>
Sent: Saturday, May 24, 2025 8:28 PM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: Cases 2025-0030 and 2025-0034 (Transit Supportive Development Overlay)

MAY 27 2025

[EXTERNAL EMAIL]

Commissioners,

I write to you in support of Cases 2025-0030 and 2025-0034, which together seek to establish and implement the Transit Supportive Development Overlay. My reasons for supporting these cases are detailed below.

It is no understatement to say that Anchorage is experiencing a very deep and pervasive housing crisis. Such a crisis is not abated with any one action, but although we have taken many steps with regards to Title 21, bolder action is still yet required. This is the action that can lead us out of this crisis.

I think the proposed dimensions and uses are very reasonable. Since the areas included in this AO are those we all agreed to in the 2020 Comprehensive Plan and 2040 Land Use Plan, there should be no controversy about this action, though I am also realistic enough to know there will be. The elimination of setbacks, max lot cover, and floor area ratios are all positive features, allowing for more efficient land use and more space on a lot for developers to build housing. The 1400 square foot minimum lot size is noted as a best practice in urban development. Houston, Texas implemented this and saw over 20,000 townhomes built in just a few years. Allowing us, as a geographically-constrained city, to maximize the number of units we place on the land identified in this AO would be very beneficial. It also keeps the dream of single family home ownership alive for many people. Small lot single family homes are an excellent way to develop single family homes in a way that also utilizes a more efficient land use pattern. I also think the requirement of landscaping when TSDO is adjacent to certain types of residential zoning is a fair feature that provides for a buffer and/or transition while not being punitive to development.

I would support TSDO as is, since in my estimation it would be highly beneficial to addressing our housing crisis. That being said, I do have some suggestions for improvement for your consideration.

1) Maximum Heights.

I think the 75 foot maximum height is an excellent starting point for talking about the type of development we want in TSDO. This height equates to the maximization of podium style construction (timber over concrete base), is a natural economic break point in construction costs, and can meet the 36 dwelling units per acre standard that is cited by the WHEREAS clause that references the FTA. It is also a mid-rise height, which balances height with wind and solar considerations.

(A quick aside on solar access, I feel it is an overblown talking point that is convenient for anti-housing advocates. I was out of state in a highly urbanized area just this past week where buildings of great height are everywhere and casting shadows but that did not seem to be a burden to the throngs who flock there

or those who want to live there. Solar access seems most important to those who dislike urban areas while still choosing to live in them.)

However, I think there is room for context-based height limits within TSDO that balance the various needs of the city. I would suggest the following maximum heights within TSDO:

a) In those areas designated as City Centers by the 2040 Land Use Plan, the maximum height should be unlimited. The Merrill Field Airport Height Zone determines the maximum height of many buildings in Downtown. We should not further limit heights beyond those imposed by Merrill Field. For Midtown, there have been many policies, plans, and other points made that Midtown should be an area typified by development of a high-rise nature, and it has the infrastructure to support such a development pattern.

b) In those areas designated as Town Centers by the 2040 Land Use Plan, the maximum height should be 100 feet. Seeing as how TSDO appears to aspire to be a more-permissive B-3 zone, the maximum height in Town Centers should be 100 feet. 100 feet is also approximately equal to the standard Salt Lake City recently enacted in its own version of Transit Supportive Development and a reasonable maximization of height within the context of Town Centers.

c) In TSDO outside of areas designated as Town Centers and City Centers, the maximum height limit should be context-specific and tied to functional classification of the street a lot faces. I would propose the following:

(1) Local Streets: A maximum height of 45 feet, which is the height already allowed for mixed-use in the R-3 and R-4 zones. This allows for a development pattern that can support 25 dwelling units per acre but is also less impactful to established single family neighborhoods.

(2) Collectors: A maximum height of 75 feet, which is the current proposed maximum height in TSDO.

(3) Minor and Major Arterials: A maximum height of 100 feet, which is equal to that I propose in Town Centers since arterials should be capable of servicing the density proposed in Town Centers.

(4) Expressways and Freeways (and their service roads as applicable): A maximum height of 150 feet. Development of a taller nature can have a sound deadening effect on neighborhoods located in the noise shadow of the buildings and these areas are such that their aesthetics and environmental considerations are already highly compromised and therefore are not subject to any perceived or actual degradation.

These heights in TSDO outside of areas designated as Town Centers and City Centers directly correspond to the ability of the development pattern to support nearby transit since transit generally flows along roads with a higher functional classification. However, it still allows for concentrations of development in many areas that can still support transit while employing a still-dense, yet context sensitive approach to height, since that is often a point of contention in any conversation surrounding rezoning.

2) Maximum Commercial Space

I understand the intent behind establishing a maximum square footage of commercial space. After all, we would not want a developer to build a Costco-style building using the dimensional standards of TSDO, place a single dwelling unit in the structure to qualify, and call it a day. However, this may be a bit too restrictive. Having multiple suites in a single structure can be beneficial. What I would propose instead of a 2,000 square foot maximum of commercial space in a structure is a 2,000 square foot maximum per commercial suite and that commercial space cannot make up more than 25 percent of the square footage of any structure in TSDO. This means that we allow the opportunity for small

businesses to grow in our neighborhoods while also ensuring we are constructing at least as much housing as commercial space and achieving the 25 dwelling units per acre that TSDO seeks to achieve.

3) Area

I highly agree with the area proposed for zoning into TSDO. However, I would note that Northway Mall is not included and that is an area of high redevelopment opportunity. I propose including it in the map.

4) Drive Throughs

I think drive throughs are highly detrimental to the walkability of an area and they should not be allowed in TSDO. The idea of TSDO is one of compact and walkable development and drive throughs directly contradict that goal. I propose eliminating them.

I'd like to quickly discuss perceived traffic and snow management impacts. I surmise you will hear many concerns about traffic should TSDO be enacted. I think such concerns are overblown. Anchorage has excess capacity on nearly all its roadways, shown by the fact we are actively downgrading or proposing to downgrade functional classifications on many of our roadways. There is also plenty of room for on-street parking. Snow management will also undoubtedly be raised as an issue. That is a right-of-way management issue and the voters have already passed a special levy to address the need for additional snow management equipment. If a city like Montreal, with an older and denser development pattern, can manage their snow load, which is much greater than Anchorage's, then we can do it too. If Calgary and Edmonton and Minneapolis can do it successfully, then so can we. We should not artificially limit our development pattern over a right-of-way management issue.

One last item I would like to note is that child care centers would have many more opportunities to operate at scale and in various neighborhoods should TSDO be enacted, effectively addressing a secondary issue of access to child care. This is a point highly in favor of TSDO.

Thank you for your time and consideration of these matters. Please vote to send this forward to the Assembly.

Respectfully,
Jason Norris
South Anchorage

MEMORANDUM

DATE: June 17, 2025

TO: Elizabeth I. Appleby, AICP, Manager & Platting Officer, Planning Department, Current Planning Division

FROM: Kaleigh Jones, Engineering Technician III, Planning Section, AWWU

RE: Zoning Case Comments

Decision date: July 14, 2025

Agency Comments due: June 17, 2025

RECEIVED

JUN 17 2025

AWWU has reviewed the materials and has the following comments:

2025-0030 AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04: ZONING DISTRICTS; 21.05: USE REGULATIONS; 21.06: DIMENSIONAL STANDARDS AND MEASUREMENTS; AND 21.07: DEVELOPMENT AND DESIGN STANDARDS; IN ORDER TO CREATE A NEW TRANSIT-SUPPORTIVE DEVELOPMENT OVERLAY WHICH WILL IMPLEMENT THE TOWN CENTERS AND TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS ESTABLISHED BY THE ANCHORAGE 2040 LAND USE PLAN

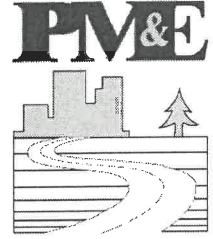
1. AWWU has no comments on this amendment.

If you have any questions pertaining to public water or sewer, please call (907) 564-2717 or send an e-mail to kaleigh.jones@awwu.biz.





Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: June 16, 2025
TO: Elizabeth Appleby
FROM: Kyle Cunningham
SUBJECT: Cases 2025-0030 & 2025-0034: Comments from Watershed Management Services.

RECEIVED

JUN 17 2025

Watershed Management Services (WMS) has the following comments for the July 14, 2025 Planning and Zoning Commission hearing:

- 2025-0030 - Creation of a New Transit-Supportive Development Overlay;
 - WMS has no comments on or objections to this request.
- 2025-0034 - Updates to the Anchorage 2020—Anchorage Bowl Comprehensive Plan and the Anchorage 2040 Land Use Plan;
 - WMS has no comments on or objections to this request.



METROPOLITAN PLANNING ORGANIZATION
MEMORANDUM

RECEIVED

DATE: 6/16/2025
TO: Megan Rohlfling, Associate Planner, MOA Planning
THROUGH: Aaron Jongenelen, AMATS Coordinator
FROM: AMATS Staff
SUBJECT: Comments on Cases 2025-0030 and 2025-0034

JUN 16 2025

Thank you for giving us this opportunity to comment on this effort by the Municipality of Anchorage (MOA). This Transit Supportive Development Overlay is a critical piece in helping to implement the AMATS Metropolitan Transportation Plan (MTP) and we support the efforts by the MOA. Staff comments are provided below:

Table 21.05-1 allowed uses:

- Appreciate the swath of permitted (gentle) commercial uses along with residential; this will help reduce daily travel needs, thus supporting 2050 MTP Goal 3 by improving access and mobility options and reducing congestion for motorized vehicles by reducing the number of trips by car.
- Additional uses could be permitted by-right for internal consistency (similarities to other permitted uses) and to further support increased residential densities. For example, manufactured home community; adult care (9+ people), child care (9+ people), neighborhood rec center, and social service facility are shown as C or S, but seem, at least from a transportation perspective, to be gentler uses than some of those currently shown as P (such as aquarium). Consider allowing more of these uses by-right or providing justification for why these uses need additional review compared to the P uses.

Interaction between TSDO and streetscapes: With higher residential density and potentially also more commercial properties, more people will be present along these corridors (compared to now, and compared to other corridors). Mixed use will encourage more walking, and the emphasis on transit will also result in more people spending more time on the sidewalks (walking to or waiting for the bus). The TSD corridors are typically along major arterials, coinciding with our high-crash network and higher noise levels, which will affect the safety, health, and quality of life of people living along or visiting the TSD corridors. The streetscapes in these areas may therefore need to be reconsidered. One logical change could be to repurpose one lane into a buffer between the sidewalk and the road, which will improve pedestrian safety and comfort as well as providing space for snow storage (thus improving winter maintenance). Previous policy guidance has prioritized several corridors that coincide with the TSDO and would be particularly justified locations for projects to create a more walkable and livable streetscape:

- TSD corridors that coincide with the high-crash network: Minnesota, Spenard, A and C, Ingra/Gambell/Seward Hwy, Tudor, and 5th Ave.
- TSD areas that correspond with high-priority pedestrian corridors in the AMATS Non-Motorized Plan: multiple streets in Downtown, Fairview, and Midtown; Bragaw; and sections of Tudor and Muldoon.



To clarify, I do not see this as a problem for the TSDO, and this AO would not be the place to implement changes to the streetscapes. Instead, the TSDO could inform future transportation plans.

The following 2050 MTP Goals and associated objectives are supported by the creation of a Transit-supportive Development Overlay:

Goal #3 - Improve Access and Mobility Options: Support an efficient, reliable, and connected transportation system that equitably improves access and mobility to all activities.

- Objective 3B - Provide facilities to encourage transit use and improve pedestrian and bicycle travel.
- Objective 3C - Implement transportation facilities that are appropriate for the intended adjacent land use and contribute to their placemaking opportunities.

Goal #4 – Support the Economy: Develop a transportation system that supports a thriving, sustainable, broad-based economy, while maintaining or enhancing the surrounding area’s land use character.

- Objective 4B - Attract community investment and tourism through improved transportation system accessibility, aesthetics, placemaking and wayfinding.
- Objective 4C - Promote an adaptable transportation system that supports the local and regional economy, job growth and livability.

Goal #5 – Promote a Healthy Environment: Protect, preserve, and enhance the natural environment to promote sustainability and public health.

- Objective 5A – Improve air quality and reduce greenhouse gas emissions.
- Objective 5C - Coordinate transportation and land use planning to support connections that reduce reliance on auto trips and encourage active transportation.
- Objective 5E - Promote healthy lifestyles by connecting everyday destinations through increased active transportation.

Goal #6# - Advance Equity: Promote equitable transportation options, improvements, and maintenance activities for vulnerable populations.

- Objective 6A - Improve multi-modal access to employment, education, recreation, and essential services for underserved neighborhoods.

Exhibit A: PZC Case No. 2025-0030 Transit-Supportive Development Overlay

The Overlay map includes parts of the Anchorage Bowl that currently lack frequent transit service. Since Transit-Supportive Development Corridors are more effective along frequent transit routes, please coordinate with the Public Transportation Department to see if they intend to propose frequent service along these corridors if land-use supports it.

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Wednesday, June 4, 2025 6:34 AM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2025-0030 Request for Reviewing Agency Comments

ROW has the following comments for case number 2025-0030:

ROW has no comment or objections on the proposed action.

Regards,

Michael S Walters
Senior Plan Reviewer
Right of Way Section
michael.walters@anchorageak.gov
Office: 907-343-8226
Cell: 907-727-7637
Fax: 907-249-7910

RECEIVED

JUN 04 2025

#ANCWORKS!

An online tool for Anchorage

Need help? Got a problem?



May 30, 2025

Elizabeth Appleby, Current Planning Manager
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

[Sent Electronically]

Re: MOA Zoning Case Review

Dear Ms. Appleby:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning case and have no comments:

- **2025-0075 – CUP 5420 MLK Jr Dr – Stormwater Sediment Management Facility (DOT&PF)**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning cases and has the following comments:

- **2025-0030 – Title 21 Amendment – TSDO creation**
 - Most of the proposed Transit-Supportive Development Corridors (TSDCs) within the Transit-Supportive Development Overlay (TSDO) fall within DOT&PF-managed facilities. While the intent of the TSDO and TSDCs is to promote higher-density, walkable neighborhoods and increase the use of public transportation, the ordinance removes key development standards—including residential design guidelines, minimum lot sizes, setback requirements, and open space provisions—in these areas. DOT&PF has the following concerns and comments:
 - With the removal of these standards, what safeguards are in place to ensure developments provide adequate pedestrian and vehicular access? What mechanisms will ensure internal circulation functions effectively for both motorized and non-motorized travel, including internal connectivity?
 - With open space requirements exempt in the TSDO, are there alternative provisions to address residents' recreational needs, particularly for children?

DOT&PF is concerned that the absence of designated open space may lead children to play in the streets due to a lack of safe, accessible alternatives.

- **2025-0034 – Anchorage 2040 Comprehensive Plan Amendment for TSDC and TSDO**
 - No objection to the proposed Comprehensive Plan amendment.

- **2025-0073 – Lois Drive Reconstruction – CSS Review**
 - No objection or comments on the CSS Review
 - Please continue coordination with the DOT&PF Project Manager for the AMATS 32nd Ave upgrade connection. Current Project Manager is Travis Holmes (travis.holmes@alaska.gov (907) 269-0543).

- **2025-0081 – 1504 I St, Design Variance**
 - No objection to the proposed design variance provided that the proposed fence is not built in a way that affects the shown sight distance in Attachment 1.

All properties accessing DOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all section line easements and DOT&PF road rights-of-way adjacent to their property. For assistance, the petitioner may contact the Engineering group within the Right of Way section in DOT&PF at (907) 269-0700. The petitioner is liable to remove any improvements within the easements and rights-of-way that impede the operation and maintenance of those facilities even if they are not shown on the plat, so it is in the petitioner's best interest to identify the exact locations and widths of any such easements or rights-of-way before they improve the property.

If any section line easements or road rights-of-way exist within the bounds of their plat, we recommend the petitioner dedicate them. If there is an existing right-of-way or easement, the petitioner is unable to develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

If there are any questions regarding these comments please feel free to contact me at (907) 269-0522 or mark.eisenman@alaska.gov.

Sincerely,



Mark Eisenman
Anchorage Area Planner, DOT&PF

cc:

Sean Baski, P.E., Highway Design Group Chief, DOT&PF
Matt Walsh, Property Management Supervisor CR, Right of Way, DOT&PF
Corliss Kimmel, Office Associate, Current Planning, MOA
Lori Black, Office Associate, Current Planning, MOA
Devki Rearden, Engineering Associate, DOT&PF
Anna Bosin P.E, Traffic & Safety Engineer, DOT&PF

Kimmel, Corliss A.

From: Wes Canfield <wcanfield@local341.com>
Sent: Wednesday, May 28, 2025 11:48 AM
To: Kimmel, Corliss A.
Cc: Blake, Lori A.; Zack Fields
Subject: Testimony to Planning and Zoning Commission

RECEIVED

MAY 28 2025

[EXTERNAL EMAIL]

Commissioners,

I'm writing on behalf of Laborer's Local 341 in support of 2025-0030 and 2025-0034, which would expand the area where mixed-use multifamily structures are allowed by right in Anchorage. Not only would such an action create much needed housing in our city, helping to address our ongoing housing crisis, it would create much needed well-paying jobs for skilled tradespeople, the true backbone of the American economy. As the organization representing the construction trades in Anchorage, we stand ready and willing to assist the Municipality and its residents in working together to end the housing shortage. Please vote to send this on to the Assembly.

Respectfully,

Wes Canfield
Business Representative
Apprentice Coordinator
Laborers' Local 341
Cell: (907) 441-9183
Direct: (907) 341-0304
Fax: (907) 341-0342



MEMORANDUM

DATE: May 28, 2025

TO: Current Planning Division Supervisor.
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department

FROM: Randy Ribble PE, Assistant Traffic Engineer

SUBJECT: Traffic Engineering Department Comments

RECEIVED

MAY 28 2025

2025-0030 Creation of new Transit Supportive Development Overlay

Traffic Engineering recommends approval of the proposed ordinance that will create a Transit development overlay for portions of the Municipality of Anchorage with the following comment.

The proposed ordinance creates an overlay map to allow parcels within the overlay to increase density of the number of units allowed when developing in these areas. The ordinance does show any changes to site access requirements for these lots form adjacent rights of ways. Any redevelopment with these overlays will need to meet current site access requirements, municipal and state driveway standards and any existing underlying plat note.

Kimmel, Corliss A.

From: Wilson, Karleen K.
Sent: Tuesday, May 27, 2025 3:32 PM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: 2025-0030 Address Reviewing Agency Comment
Attachments: 2025-0030 TSDO Overlay Creation AO-Agency Review Cover Memo.pdf

No Addressing comments.

Regards,

Karleen Wilson

Addressing Official

907.343.8168 (desk)

907.343.8466 (shared Addressing)

[Official Address Map](#)

Proposed Draft Ordinance

PZC Case No. 2025-0034

**Amending the Comprehensive Plan to
Implement a Transit-Supportive
Development Overlay (TSDO)**

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: _____

ANCHORAGE, ALASKA
AO NO. 2025-_____

1 **AN ORDINANCE AMENDING THE ANCHORAGE 2020—ANCHORAGE BOWL**
2 **COMPREHENSIVE PLAN AND THE ANCHORAGE 2040 LAND USE PLAN TO**
3 **REFLECT UPDATED HOUSING DENSITY MINIMUMS IN TRANSIT-**
4 **SUPPORTIVE DEVELOPMENT CORRIDORS; AND AMENDING ANCHORAGE**
5 **MUNICIPAL CODE SECTION 21.01.080, TABLE 21.01-1 COMPREHENSIVE**
6 **PLAN ELEMENTS.**

7
8 (Planning and Zoning Commission Case No. 2025-0034)
9

10 **WHEREAS**, the Anchorage Assembly adopted the *Anchorage 2020 – Anchorage*
11 *Bowl Comprehensive Plan* (Anchorage 2020) with AO No. 2000-119(S) on
12 February 20, 2001; and

13
14 **WHEREAS**, the Anchorage Assembly adopted the *Anchorage 2040 Land Use*
15 *Plan* (2040 LUP) with AO No. 2017-116 on September 26, 2017; and

16
17 **WHEREAS**, Anchorage 2020 recommends “an overall average of equal to or
18 greater than 8 dwelling units per acre” for residential development located within a
19 Transit-Supportive Development Corridor; and

20
21 **WHEREAS**, the 2040 LUP calls for the creation of Transit-Supportive
22 Development (TSD) corridors where “expanded public transit service will support
23 a compact, walkable pattern of commercial, residential and/or mixed-use
24 development”; and

25
26 **WHEREAS**, the Federal Transit Administration (FTA) studied 25 successful
27 transit-supportive developments and identified an average of 36 dwelling units per
28 acre can contribute to a successful TSD in FTA Report No 0057; and

29
30 **WHEREAS**, the Capitol Region Council of Governments (CRCOG) Best Practices
31 note “a tripling in ridership as average residential densities approach 30 units per
32 acre”; and

33
34 **WHEREAS**, the Metropolitan Council local planning handbook indicates that local
35 bus routes on high frequency networks should have a target density of 15-60+
36 dwelling units per acre; and

37
38 **WHEREAS**, Anchorage 2020 and the 2040 LUP reference lower dwelling density
39 requirements for a TSD; now, therefore,

40
41 **THE ANCHORAGE ASSEMBLY ORDAINS:**

1
2 **Section 1.** The text of the *Anchorage 2020—Anchorage Bowl Comprehensive*
3 *Plan* is hereby amended to read as follows:

- 4
5 1. Page 55
6 • medium-to high-density housing (25[OVER 8] dwelling units
7 per acre or more on average throughout the corridor) within
8 one-fourth mile of the major street at the center of the corridor.
9
10 2. Page 72
11 Policy # 9: New residential development located within 1/4 mile of
12 the major street at the center of a Transit-Supportive Development
13 Corridor should[SHALL] achieve an overall average of equal to or
14 greater than 25 dwelling units per acre. [INDIVIDUAL LOT
15 DENSITIES SHALL BE FURTHER DEFINED THROUGH
16 DEVELOPMENT OF IMPLEMENTATION STRATEGIES.]
17
18 3. Page 79
19 Policy #34: Transit-Supportive Development Corridors, as identified
20 on the Land Use Policy Map, may[SHALL] be characterized as
21 follows:
22
23 a) Average residential densities equal to or greater than 25[8]
24 du/acre throughout the corridor occur within [UP TO] 1/4-mile of the
25 major street at the center of the corridor.
26

27 **Section 2.** The text of the *Anchorage 2040 Land Use Plan* is hereby amended
28 to read as follows:

- 29
30 1. Page 38
31 Density
32 • 5 to 15 housing units per gross acre, with 8 or more near
33 Centers and 25 dwelling units per acre or more in[OR]
34 Transit-supportive Development corridors.
35
36 2. Page 40
37 Density
38 • 10 to 30 housing units per gross acre, with 15 or more near
39 Centers and 25 dwelling units per acre or more in[OR]
40 Transit-supportive Development corridors[;].
41
42 3. Page 43
43 Density
44 • [BUILDINGS: ½ TO 2 FAR.]
45 • Dwellings: 25[15 TO 40] dwellings per net acre or more.
46
47 4. Page 60

Transit-supportive Development (TSD) identifies corridors where expanded opportunities for housing will help create[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.

5. Page 60
TSD could affect the design of streets, pedestrian facilities, and the property developments for up to a half[QUARTER] mile or a 5- to 15-minute walk or bike ride from the transit route.

6. Page 60
Future development is encouraged to be [GENERALLY IN THE RANGE OF 8 TO 20] equal to or greater than 25 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.]

Section 3. That Anchorage Municipal Code section 21.01.080, Table 21.01-1: Comprehensive Plan Elements, is amended to read as follows (*the remainder of the section is not affected and therefore not set forth*):

21.01.080 Comprehensive plan.

*** **

B. Elements.

*** **

TABLE 21.01-1: COMPREHENSIVE PLAN ELEMENTS			
Area/Topic	Plan	Adoption Date ¹	Amendments
Anchorage Bowl	Anchorage 2020, Anchorage Bowl Comprehensive Plan	AO 2000-119(S); 2-20-2001	AO 2002-119; 9-10-2002; AO 2025- ; (<i>insert effective date of this ordinance</i>)
	Anchorage 2040 Land Use Plan	AO 2017-116; 9-26-2017	AO 2019-142, as amended; 12-17-2019; AO 2021-40, 5- 12-2021; AO 2021-78, 11-1- 2021; AO 2021-80, 11-1-2021; AO 2022-1, 2-15-2022; AO 2022-54, 5-24-2022; AO 2023- 21, 4-11-2023; AO 2023-83, 9- 12-2023; AO 2024-1, 3-5-2024; AO 2024-10, 2-27-24; AO 2025-2, 2-11-25; AO 2025- ; (<i>insert effective date of this ordinance</i>)
***	***	***	

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2013-132(S), 7-8-14; AO 2013-151, 1-14-14; AO 2014-63, 6-24-14; AO 2014-79, 7-22-14; AO 2014-108, 9-9-14; AO 2014-134, 11-18-14; AO 2014-139(S), 12-2-14; AO 2015-46, 5-14-15; AO 2015-17, 3-3-15; AO 2015-18, 3-3-15; AO 2015-140, 3-22-16; AO 2016- 32, 4-12-16; AO 2016-101, 9-13-16 AO 2017-67; 5-9-17; AO 2017-116, as amended; 9-26-17; AO 2017- 134, 11-7-17; AO 2018-23, 3-20-18; AO 2019-123, 11-5-19; AO 2019-142, 12-17-19; AO 2021-40, 5-12- 21; AO 2021-25(S), 8-24-21; AO 2021-78, 11-1-21; AO 2021-80, 11-1-21; AO 2022-1, 2-15-22; AO 2022- 27, 4-26-22; AO 2022-54, 5-24-22; AO 2023-21, 4-11-23; AO 2023-22, 4-11-23; AO 2023-83, 9-12-23; AO 2024-21, 2-27-24; AO 2024-1, 2-27-24; AO 2024-10, 2-27-24; AO 2025-2, 2-11-25; AO 2025-44AA, 4-16- 25)

Section 4. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2025.

Chair of the Assembly

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2025-0034)

Comments Received

PZC Case No. 2025-0034

**Amending the Comprehensive Plan to
Implement a Transit-Supportive
Development Overlay (TSDO)**

Public Comments: 2025-0034

Commenter	Email	Phone Number	Submitted
Alexa Dobson 1240 E 11th Ave Anchorage, AK 99501	alexakdobson@gmail.com	9073018708	5/25/2025 9:52:35 AM
Hello! I'm writing in support of this case for the purpose of facilitating the TSDO ordinance, project #2025-0030. I wrote a pretty long comment in favor of that one that I won't repeat here, but suffice to say the TSDO is excellent and very much needed and I support this Comp Plan amendment so that we can get the TSDO passed. Thank you!			
Sean McDowell 1741 Skilak Cir Anchorage , AK 99504	seanvmcdowell@gmail.com		6/26/2025 8:19:19 PM
As a resident of East Anchorage, I am fully in support of the Transit-Supportive Development Overlay. I would love to see more transportation options in my neighborhood, as well as design changes to future developments that encourage housing density, small business opportunities, and more walkable areas.			
I believe that more dense housing and greater access to a wider variety of transit options feed off of and encourage one another in a positive feedback loop as seen in other areas of the country. This AO would help the city meet it's goals as laid out in the 2040 land use plan and I think that is a major step towards making Anchorage an even better place to live.			
Alaina Plauche 1741 Skilak Cir Anchorage, AK 99504	haplauche@gmail.com		7/7/2025 2:13:50 PM
I urge the PZC to recommend the approval of this case to the Anchorage Assembly. Greater freedom in our options of good transportation relies on greater density and a Transit-Supportive Development policy. Most of Anchorage is built for the ease and efficiency of cars as a response to sprawling development. This mode of transportation (car-centrism) is overly isolating! As a young person, I would much rather take the bus, ride my bike, or walk to where I'm going. I might stop in somewhere unexpected to buy a book that grabs my eye, try a new lunch spot that smells lovely, grab a drink as I hear a song I like passing by, or simply stop and talk with an acquaintance I run into. When I'm in a car speeding by all these possibilities, it's much more likely I'll just go from point A to point B. The PZC should support this case because it's good for small businesses, having a diversity of transportation options, climate smart city planning, and building a stronger, more connected Anchorage community.			

Blake, Lori A.

From: Jessie Lavoie
Sent: Wednesday, July 2, 2025 12:26 PM
To: Kimmel, Corliss A.
Cc: Blake, Lori A.
Subject: Case 2025-0030+2025-0034

[EXTERNAL EMAIL]

Hello there,

YWCA Alaska is submitted written testimony in support of the TSDO plan to be discussed with the Assembly soon.

Please let us know what else you may need and thank you!

Jessie Lavoie
CEO

Main: 907.644.9600
Extension: 1007
3400 Spenard Road, Suite 211
Anchorage, AK 99503

eliminating racism
empowering women
ywca alaska
Until Justice Just Is.

06/30/2025

YWCA Alaska
3400 Spenard Road, Suite 211
Anchorage, AK 99503
jlavoie@ywcaak.org

Anchorage Assembly
632 W 6th Ave, Ste 830
Anchorage, AK 99501

Dear Members of the Anchorage Assembly,

On behalf of the YWCA Alaska, I am writing to express my strong support for Draft AO: Implementing Centers and Transit-Supportive Development (TSDO) from the 2040 Land Use Plan for Anchorage to facilitate the creation of more accessible housing options for our community.

As you know, Anchorage is a vibrant city with diverse needs. However, many residents face significant challenges in finding affordable and accessible housing. By making less restrictive requirements for zoning, we can pave the way for innovative housing solutions that accommodate a wider range of incomes and lifestyles as outlined in this plan. This proposed TSDO would not only enhance our community's inclusivity but also promote economic growth and sustainability.

It's important to recognize that while some may argue for maintaining current zoning restrictions due to concerns over neighborhood character, the benefits of increased accessibility and diversity in housing far outweigh these considerations. And it seems abundantly clear to the YWCA Alaska that community members want to see these innovative solutions proposed in this plan as well as our own facilitated conversations about housing in Anchorage.

It's long past time that we, as a community, build a community, for all community members. I urge you to consider the positive impact that lessening zoning restrictions can have on our community. Together, we can create a more accessible, inclusive, and thriving Anchorage for all.



Jessie Lavoie, CEO
YWCA Alaska

Blake, Lori A.

From: Theresa Hampton <theresa_m79@hotmail.com>
Sent: Monday, June 30, 2025 11:17 AM
To: corliss.kimmell@anchorageak.gov; Blake, Lori A.
Subject: 2025-0030 & 2025-0034

[EXTERNAL EMAIL]

Hello

I'm writing ins support of these cases. I'd like to request your approval of these cases, as it will make it easier to build all types of housing in our City Center, Town Centers, and our Transit Corridors. This is an opportunity to encourage investment and create jobs. This will help make Anchorage a better and more affordable place to live.

Thank you,

Theresa Hampton

RECEIVED

Spenard Community Council Resolution

JUN 06 2025

2025-04

2025-0034

A Resolution on Town Centers and Transit Supportive-Development Corridors

WHEREAS, the Spenard Community Council (“SCC”) is an organization representing the interests of the residents of the Spenard area of Anchorage; and

WHEREAS, the purpose of community councils is to provide a direct and continuing means of participation in local government and local affairs; and

WHEREAS, the Anchorage 2040 Land Use Plan designated certain areas of the Anchorage Bowl as Town Centers and Transit Supportive Development Corridors which should be developed in a manner that is mixed-use in nature with densities sufficient to encourage walkability and support both active and public transit; and

WHEREAS, these areas align with the SCC’s vision of areas for additional development and density of housing and entrepreneurial opportunities, including through the Spenard Road Corridor; and

WHEREAS, multiple adopted plans support such development in these areas including the Anchorage 2020 Comprehensive Plan, Anchorage 2040 Land Use Plan, Anchorage Climate Action Plan, and the Spenard Corridor Plan, Anchorage’s first transit-supportive development plan; and

WHEREAS, the Spenard Corridor Plan envisions that “Spenard will be a model for the region for its contribution to the citywide and regional transportation system and its network of urban active transportation facilities. Spenard will serve as an example of how to truly integrate transit-supportive development principles in an already developed, auto-oriented urban setting;” and

WHEREAS, the Spenard Corridor Plan cites optimal housing density within in the corridor as 8-20 dwelling units per acre, and the Anchorage 2040 Land Use plan currently sets similar standards for compact mixed residential areas; and

WHEREAS, significant investment toward these goals has already been made by Cook Inlet Housing Authority; and

WHEREAS, the Planning and Zoning Commission and the Anchorage Assembly are considering Anchorage Ordinances 2025-0030 and 2025-0034;

NOW THEREFORE BE IT RESOLVED the Spenard Community Council supports the Anchorage Assembly taking action to implement Transit-Supportive Development by increasing housing density to 25 dwelling units or more per acre in Transit Supportive Development corridors.

NOW THEREFORE BE IT FURTHER RESOLVED the Spenard Community Council respectfully submits the following comments:

The resulting code should be flexible enough to allow for many different types of housing including, but not limited to:

1. Small-Lot Single Family Homes
 2. Cottage Courts
 3. Apartment buildings that support floor plans that can accommodate young families
 4. Single-Room Occupancy Developments
-
2. These areas should incentivize mixed-use and active transportation for maximum benefit by reducing the dependence on single occupancy vehicles and encouraging safe, comfortable, and affordable active and public transportation options;
 3. Priorities for implementation should include the Spenard Road Corridor;
 4. Changes in code should incentivize development of affordable and workforce housing in ways that do not discourage development in general.

This resolution was APPROVED by Spenard Community Council on June 4, 2025 by a vote of FOR: 12, AGAINST: 0.



Spenard Community Council President



Town Centers and Transit Supportive Development Corridors

RECEIVED

JUN 04 2025

2025-0034

WHEREAS, the Abbott Loop Community Council, as stated in Article III of the Municipal Charter, exists to afford citizens an opportunity for maximum community involvement and self-determination, and Article IV to provide a direct and continuing means of citizen participation in local affairs and to perform those functions and exercise those powers granted or permitted by the provisions of municipal code 2.40.050 and 2.40.060,

WHEREAS, Abbott Loop Community Council acknowledges Anchorage’s ongoing housing crisis is linked to: a decline in population, an increase in homelessness and associated criminal activity, a lack of economic opportunities for young people and entrepreneurs, a lack of housing choices for seniors, a lack of well-paying jobs in the trades, increased traffic safety issues, a lack of resilience in the transportation system, and a lack of housing that is affordable for everyday hardworking Alaskans,

WHEREAS, Abbott Loop has long advocated for the proper development of its Town Center so that residents may enjoy the benefits that come with walkable, people-centered urban design,

WHEREAS, Abbott Loop Community Council desires to see housing and entrepreneurial opportunities developed in areas of the Anchorage Bowl that through a robust public process were determined to be acceptable for such development and additional density while simultaneously relieving pressure to increase density in areas that are predominantly single family in nature,

WHEREAS, the Anchorage 2040 Land Use Plan employed such a robust public participation process in designating certain areas of the Anchorage Bowl as Town Centers and Transit Supportive Development Corridors which should be developed in a manner that is mixed-use in nature with densities sufficient to encourage walkability and support both active and public transit,

WHEREAS, the Anchorage 2020 Comprehensive Plan and Anchorage Climate Action Plan also support Transit-Supportive Development,

WHEREAS, these areas align with Abbott Loop Community Council’s vision for areas that are proper for additional development and density of housing and entrepreneurial opportunities,

NOW THEREFORE BE IT RESOLVED Abbott Loop Community Council supports the Anchorage Assembly taking action to implement Transit Oriented Development in the areas designated in the Anchorage 2040 Land Use Plan as Town Center and/or Transit Supportive Development Corridor. It is the position of the Abbott Loop Community Council that the Anchorage Assembly should consider the following items during implementation:

1) The Assembly should consider increasing Abbott Loop Town Center's boundaries to include industrial-zoned lands between Abbott Road and Lore Road between Lake Otis Parkway and the New Seward Highway.

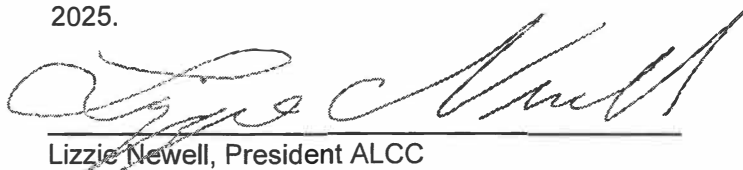
2) The resulting code should be flexible enough to allow for many different types of housing including, but not limited to:

- a. Small-Lot Single Family Homes
- b. Cottage Courts
- c. Mixed-use buildings of reasonable heights
- d. Apartment buildings of reasonable heights which can be configured in a way that support floor plans that can accommodate young families
- e. Single-Room Occupancy Developments

3) These areas should incentive mixed-use and active transportation for maximum benefit by:

- a. Centering the transportation system on people
- b. Studying ways to reduce the dependence on traffic signaling
- c. Encouraging safe, comfortable, and affordable active transportation and public transit options

PASSED and APPROVED by the Abbott Loop Community Council, this 27th day of February 2025.



Lizzie Newell, President ALCC

2-27-2025

Date



Kathleen Easley, Secretary ALCC

02/27/2025

Date

Kimmel, Corliss A.

From: Angelle Lagstrom <aelagstrom@hotmail.com>
Sent: Tuesday, May 27, 2025 12:42 PM
To: Kimmel, Corliss A.
Subject: 2025-0030 and 2025-0034

RECEIVED

MAY 27 2025

[EXTERNAL EMAIL]

Commissioner Kimmel,

I write today in support of Cases 2025-0030 and 2025-0034, which seek to implement Transit Supportive Development. It is clear that Anchorage is enduring a crippling housing crisis and we need to do something big to address it.

My oldest son is headed to college in the Lower 48. His brothers are a couple years away from the same. I worry that they will not have the option of coming back to Anchorage when their education is finished the way that me and their dad did.

Please support these actions to make Anchorage a place where future generations can afford to start a career, a life, and a family.

Thank you,
Angelle Lagstrom

Kimmel, Corliss A.

From: JoBeth Norris <asjan14@hotmail.com>
Sent: Saturday, May 24, 2025 11:28 AM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: 2025-0030 and 2025-0034

[EXTERNAL EMAIL]

Commissioners,

I write today in support of Cases 2025-0030 and 2025-0034, which seek to implement Transit Supportive Development. It is clear that Anchorage is enduring a crippling housing crisis and we need to do something big to address it.

I have experienced the worst of Anchorage's housing challenges firsthand. I have struggled to find housing I could afford, housing that was in good repair, often dealing with issues that fell under "health and safety" concerns, and struggled to even find housing at all, enduring a period of time where I simply went without.

Please support these actions to make Anchorage a place where our current and future neighbors can avoid the challenges I've faced in trying to make a life here. Life in Alaska is challenging enough without having to worry about finding a decent and affordable place to lay your head at night.

Respectfully,
JoBeth Norris

From: Jason Norris <jasonmnorris@aol.com>
Sent: Saturday, May 24, 2025 8:28 PM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: Cases 2025-0030 and 2025-0034 (Transit Supportive Development Overlay)

MAY 27 2025

[EXTERNAL EMAIL]

Commissioners,

I write to you in support of Cases 2025-0030 and 2025-0034, which together seek to establish and implement the Transit Supportive Development Overlay. My reasons for supporting these cases are detailed below.

It is no understatement to say that Anchorage is experiencing a very deep and pervasive housing crisis. Such a crisis is not abated with any one action, but although we have taken many steps with regards to Title 21, bolder action is still yet required. This is the action that can lead us out of this crisis.

I think the proposed dimensions and uses are very reasonable. Since the areas included in this AO are those we all agreed to in the 2020 Comprehensive Plan and 2040 Land Use Plan, there should be no controversy about this action, though I am also realistic enough to know there will be. The elimination of setbacks, max lot cover, and floor area ratios are all positive features, allowing for more efficient land use and more space on a lot for developers to build housing. The 1400 square foot minimum lot size is noted as a best practice in urban development. Houston, Texas implemented this and saw over 20,000 townhomes built in just a few years. Allowing us, as a geographically-constrained city, to maximize the number of units we place on the land identified in this AO would be very beneficial. It also keeps the dream of single family home ownership alive for many people. Small lot single family homes are an excellent way to develop single family homes in a way that also utilizes a more efficient land use pattern. I also think the requirement of landscaping when TSDO is adjacent to certain types of residential zoning is a fair feature that provides for a buffer and/or transition while not being punitive to development.

I would support TSDO as is, since in my estimation it would be highly beneficial to addressing our housing crisis. That being said, I do have some suggestions for improvement for your consideration.

1) Maximum Heights.

I think the 75 foot maximum height is an excellent starting point for talking about the type of development we want in TSDO. This height equates to the maximization of podium style construction (timber over concrete base), is a natural economic break point in construction costs, and can meet the 36 dwelling units per acre standard that is cited by the WHEREAS clause that references the FTA. It is also a mid-rise height, which balances height with wind and solar considerations.

(A quick aside on solar access, I feel it is an overblown talking point that is convenient for anti-housing advocates. I was out of state in a highly urbanized area just this past week where buildings of great height are everywhere and casting shadows but that did not seem to be a burden to the throngs who flock there

or those who want to live there. Solar access seems most important to those who dislike urban areas while still choosing to live in them.)

However, I think there is room for context-based height limits within TSDO that balance the various needs of the city. I would suggest the following maximum heights within TSDO:

a) In those areas designated as City Centers by the 2040 Land Use Plan, the maximum height should be unlimited. The Merrill Field Airport Height Zone determines the maximum height of many buildings in Downtown. We should not further limit heights beyond those imposed by Merrill Field. For Midtown, there have been many policies, plans, and other points made that Midtown should be an area typified by development of a high-rise nature, and it has the infrastructure to support such a development pattern.

b) In those areas designated as Town Centers by the 2040 Land Use Plan, the maximum height should be 100 feet. Seeing as how TSDO appears to aspire to be a more-permissive B-3 zone, the maximum height in Town Centers should be 100 feet. 100 feet is also approximately equal to the standard Salt Lake City recently enacted in its own version of Transit Supportive Development and a reasonable maximization of height within the context of Town Centers.

c) In TSDO outside of areas designated as Town Centers and City Centers, the maximum height limit should be context-specific and tied to functional classification of the street a lot faces. I would propose the following:

(1) Local Streets: A maximum height of 45 feet, which is the height already allowed for mixed-use in the R-3 and R-4 zones. This allows for a development pattern that can support 25 dwelling units per acre but is also less impactful to established single family neighborhoods.

(2) Collectors: A maximum height of 75 feet, which is the current proposed maximum height in TSDO.

(3) Minor and Major Arterials: A maximum height of 100 feet, which is equal to that I propose in Town Centers since arterials should be capable of servicing the density proposed in Town Centers.

(4) Expressways and Freeways (and their service roads as applicable): A maximum height of 150 feet. Development of a taller nature can have a sound deadening effect on neighborhoods located in the noise shadow of the buildings and these areas are such that their aesthetics and environmental considerations are already highly compromised and therefore are not subject to any perceived or actual degradation.

These heights in TSDO outside of areas designated as Town Centers and City Centers directly correspond to the ability of the development pattern to support nearby transit since transit generally flows along roads with a higher functional classification. However, it still allows for concentrations of development in many areas that can still support transit while employing a still-dense, yet context sensitive approach to height, since that is often a point of contention in any conversation surrounding rezoning.

2) Maximum Commercial Space

I understand the intent behind establishing a maximum square footage of commercial space. After all, we would not want a developer to build a Costco-style building using the dimensional standards of TSDO, place a single dwelling unit in the structure to qualify, and call it a day. However, this may be a bit too restrictive. Having multiple suites in a single structure can be beneficial. What I would propose instead of a 2,000 square foot maximum of commercial space in a structure is a 2,000 square foot maximum per commercial suite and that commercial space cannot make up more than 25 percent of the square footage of any structure in TSDO. This means that we allow the opportunity for small

businesses to grow in our neighborhoods while also ensuring we are constructing at least as much housing as commercial space and achieving the 25 dwelling units per acre that TSDO seeks to achieve.

3) Area

I highly agree with the area proposed for zoning into TSDO. However, I would note that Northway Mall is not included and that is an area of high redevelopment opportunity. I propose including it in the map.

4) Drive Throughs

I think drive throughs are highly detrimental to the walkability of an area and they should not be allowed in TSDO. The idea of TSDO is one of compact and walkable development and drive throughs directly contradict that goal. I propose eliminating them.

I'd like to quickly discuss perceived traffic and snow management impacts. I surmise you will hear many concerns about traffic should TSDO be enacted. I think such concerns are overblown. Anchorage has excess capacity on nearly all its roadways, shown by the fact we are actively downgrading or proposing to downgrade functional classifications on many of our roadways. There is also plenty of room for on-street parking. Snow management will also undoubtedly be raised as an issue. That is a right-of-way management issue and the voters have already passed a special levy to address the need for additional snow management equipment. If a city like Montreal, with an older and denser development pattern, can manage their snow load, which is much greater than Anchorage's, then we can do it too. If Calgary and Edmonton and Minneapolis can do it successfully, then so can we. We should not artificially limit our development pattern over a right-of-way management issue.

One last item I would like to note is that child care centers would have many more opportunities to operate at scale and in various neighborhoods should TSDO be enacted, effectively addressing a secondary issue of access to child care. This is a point highly in favor of TSDO.

Thank you for your time and consideration of these matters. Please vote to send this forward to the Assembly.

Respectfully,
Jason Norris
South Anchorage

MEMORANDUM

DATE: June 17, 2025

TO: Elizabeth I. Appleby, AICP, Manager & Platting Officer, Planning Department, Current Planning Division

FROM: Kaleigh Jones, Engineering Technician III, Planning Section, AWWU

RE: Zoning Case Comments

Decision date: July 14, 2025

Agency Comments due: June 17, 2025



AWWU has reviewed the materials and has the following comments:

2025-0034 AN ORDINANCE AMENDING THE ANCHORAGE 2020—ANCHORAGE BOWL COMPREHENSIVE PLAN AND THE ANCHORAGE 2040 LAND USE PLAN TO REFLECT UPDATED HOUSING DENSITY MINIMUMS IN TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS; AND AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.01.080, TABLE 21.01-1 COMPREHENSIVE PLAN ELEMENTS.

1. AWWU has no comments on this amendment.

If you have any questions pertaining to public water or sewer, please call (907) 564-2717 or send an e-mail to kaleigh.jones@awwu.biz.





Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: June 16, 2025

TO: Elizabeth Appleby

FROM: Kyle Cunningham

SUBJECT: Cases 2025-0030 & 2025-0034: Comments from Watershed Management Services.

Watershed Management Services (WMS) has the following comments for the July 14, 2025 Planning and Zoning Commission hearing:

- 2025-0030 - Creation of a New Transit-Supportive Development Overlay;
 - WMS has no comments on or objections to this request.
- 2025-0034 - Updates to the Anchorage 2020—Anchorage Bowl Comprehensive Plan and the Anchorage 2040 Land Use Plan;
 - WMS has no comments on or objections to this request.

Anchorage2040

From: LaFrance, Paul J.
Sent: Monday, June 16, 2025 3:49 PM
To: Anchorage2040
Subject: Review Comments for 2025-0030 and 2025-0034

Private Development has no comments/objections to either of the above referenced cases.

Thank you,

[Paul LaFrance, PE](#)
*Private Development Engineer
Development Services Department
Municipality of Anchorage
(907) 343-8310*



METROPOLITAN PLANNING ORGANIZATION
MEMORANDUM

RECEIVED

DATE: 6/16/2025
TO: Megan Rohlfling, Associate Planner, MOA Planning
THROUGH: Aaron Jongenelen, AMATS Coordinator
FROM: AMATS Staff
SUBJECT: Comments on Cases 2025-0030 and 2025-0034

JUN 16 2025

Thank you for giving us this opportunity to comment on this effort by the Municipality of Anchorage (MOA). This Transit Supportive Development Overlay is a critical piece in helping to implement the AMATS Metropolitan Transportation Plan (MTP) and we support the efforts by the MOA. Staff comments are provided below:

Table 21.05-1 allowed uses:

- Appreciate the swath of permitted (gentle) commercial uses along with residential; this will help reduce daily travel needs, thus supporting 2050 MTP Goal 3 by improving access and mobility options and reducing congestion for motorized vehicles by reducing the number of trips by car.
- Additional uses could be permitted by-right for internal consistency (similarities to other permitted uses) and to further support increased residential densities. For example, manufactured home community; adult care (9+ people), child care (9+ people), neighborhood rec center, and social service facility are shown as C or S, but seem, at least from a transportation perspective, to be gentler uses than some of those currently shown as P (such as aquarium). Consider allowing more of these uses by-right or providing justification for why these uses need additional review compared to the P uses.

Interaction between TSDO and streetscapes: With higher residential density and potentially also more commercial properties, more people will be present along these corridors (compared to now, and compared to other corridors). Mixed use will encourage more walking, and the emphasis on transit will also result in more people spending more time on the sidewalks (walking to or waiting for the bus). The TSD corridors are typically along major arterials, coinciding with our high-crash network and higher noise levels, which will affect the safety, health, and quality of life of people living along or visiting the TSD corridors. The streetscapes in these areas may therefore need to be reconsidered. One logical change could be to repurpose one lane into a buffer between the sidewalk and the road, which will improve pedestrian safety and comfort as well as providing space for snow storage (thus improving winter maintenance). Previous policy guidance has prioritized several corridors that coincide with the TSDO and would be particularly justified locations for projects to create a more walkable and livable streetscape:

- TSD corridors that coincide with the high-crash network: Minnesota, Spenard, A and C, Ingra/Gambell/Seward Hwy, Tudor, and 5th Ave.
- TSD areas that correspond with high-priority pedestrian corridors in the AMATS Non-Motorized Plan: multiple streets in Downtown, Fairview, and Midtown; Bragaw; and sections of Tudor and Muldoon.



To clarify, I do not see this as a problem for the TSDO, and this AO would not be the place to implement changes to the streetscapes. Instead, the TSDO could inform future transportation plans.

The following 2050 MTP Goals and associated objectives are supported by the creation of a Transit-supportive Development Overlay:

Goal #3 - Improve Access and Mobility Options: Support an efficient, reliable, and connected transportation system that equitably improves access and mobility to all activities.

- Objective 3B - Provide facilities to encourage transit use and improve pedestrian and bicycle travel.
- Objective 3C - Implement transportation facilities that are appropriate for the intended adjacent land use and contribute to their placemaking opportunities.

Goal #4 – Support the Economy: Develop a transportation system that supports a thriving, sustainable, broad-based economy, while maintaining or enhancing the surrounding area’s land use character.

- Objective 4B - Attract community investment and tourism through improved transportation system accessibility, aesthetics, placemaking and wayfinding.
- Objective 4C - Promote an adaptable transportation system that supports the local and regional economy, job growth and livability.

Goal #5 – Promote a Healthy Environment: Protect, preserve, and enhance the natural environment to promote sustainability and public health.

- Objective 5A – Improve air quality and reduce greenhouse gas emissions.
- Objective 5C - Coordinate transportation and land use planning to support connections that reduce reliance on auto trips and encourage active transportation.
- Objective 5E - Promote healthy lifestyles by connecting everyday destinations through increased active transportation.

Goal 6# - Advance Equity: Promote equitable transportation options, improvements, and maintenance activities for vulnerable populations.

- Objective 6A - Improve multi-modal access to employment, education, recreation, and essential services for underserved neighborhoods.

Exhibit A: PZC Case No. 2025-0030 Transit-Supportive Development Overlay

The Overlay map includes parts of the Anchorage Bowl that currently lack frequent transit service. Since Transit-Supportive Development Corridors are more effective along frequent transit routes, please coordinate with the Public Transportation Department to see if they intend to propose frequent service along these corridors if land-use supports it.

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Wednesday, June 4, 2025 6:36 AM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2025-0034 Request for Reviewing Agency Comments

ROW has the following comments for case number 2025-0034:

ROW has no comment or objections on the proposed action.

Regards,

Michael S Walters
Senior Plan Reviewer
Right of Way Section
michael.walters@anchorageak.gov
Office: 907-343-8226
Cell: 907-727-7637
Fax: 907-249-7910





May 30, 2025

Elizabeth Appleby, Current Planning Manager
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

[Sent Electronically]

Re: MOA Zoning Case Review

Dear Ms. Appleby:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning case and have no comments:

- **2025-0075 – CUP 5420 MLK Jr Dr – Stormwater Sediment Management Facility (DOT&PF)**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning cases and has the following comments:

- **2025-0030 – Title 21 Amendment – TSDO creation**
 - Most of the proposed Transit-Supportive Development Corridors (TSDCs) within the Transit-Supportive Development Overlay (TSDO) fall within DOT&PF-managed facilities. While the intent of the TSDO and TSDCs is to promote higher-density, walkable neighborhoods and increase the use of public transportation, the ordinance removes key development standards—including residential design guidelines, minimum lot sizes, setback requirements, and open space provisions—in these areas. DOT&PF has the following concerns and comments:
 - With the removal of these standards, what safeguards are in place to ensure developments provide adequate pedestrian and vehicular access? What mechanisms will ensure internal circulation functions effectively for both motorized and non-motorized travel, including internal connectivity?
 - With open space requirements exempt in the TSDO, are there alternative provisions to address residents' recreational needs, particularly for children?

DOT&PF is concerned that the absence of designated open space may lead children to play in the streets due to a lack of safe, accessible alternatives.



- **2025-0034 – Anchorage 2040 Comprehensive Plan Amendment for TSDC and TSDO**
 - No objection to the proposed Comprehensive Plan amendment.

- **2025-0073 – Lois Drive Reconstruction – CSS Review**
 - No objection or comments on the CSS Review
 - Please continue coordination with the DOT&PF Project Manager for the AMATS 32nd Ave upgrade connection. Current Project Manager is Travis Holmes (travis.holmes@alaska.gov (907) 269-0543).

- **2025-0081 – 1504 I St, Design Variance**
 - No objection to the proposed design variance provided that the proposed fence is not built in a way that affects the shown sight distance in Attachment 1.

All properties accessing DOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all section line easements and DOT&PF road rights-of-way adjacent to their property. For assistance, the petitioner may contact the Engineering group within the Right of Way section in DOT&PF at (907) 269-0700. The petitioner is liable to remove any improvements within the easements and rights-of-way that impede the operation and maintenance of those facilities even if they are not shown on the plat, so it is in the petitioner's best interest to identify the exact locations and widths of any such easements or rights-of-way before they improve the property.

If any section line easements or road rights-of-way exist within the bounds of their plat, we recommend the petitioner dedicate them. If there is an existing right-of-way or easement, the petitioner is unable to develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

If there are any questions regarding these comments please feel free to contact me at (907) 269-0522 or mark.eisenman@alaska.gov.

Sincerely,

Mark Eisenman
Anchorage Area Planner, DOT&PF

cc:

Sean Baski, P.E., Highway Design Group Chief, DOT&PF
Matt Walsh, Property Management Supervisor CR, Right of Way, DOT&PF
Corliss Kimmel, Office Associate, Current Planning, MOA
Lori Black, Office Associate, Current Planning, MOA
Devki Rearden, Engineering Associate, DOT&PF
Anna Bosin P.E, Traffic & Safety Engineer, DOT&PF

Kimmel, Corliss A.

From: Mayer, Jennifer (P&R)
Sent: Wednesday, May 28, 2025 12:35 PM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: 2025-0034 Request for Reviewing Agency Comment

Hi,

The MOA Parks and Recreation Department has No Comment on 2025-0034.

Thank you for the opportunity to comment,
Jennifer



Jennifer A. Mayer
Land Administrative Coordinator
Municipality of Anchorage Parks and Recreation
P 907.343.4503 W www.muni.org/Parks



Kimmel, Corliss A.

From: Wes Canfield <wcanfield@local341.com>
Sent: Wednesday, May 28, 2025 11:48 AM
To: Kimmel, Corliss A.
Cc: Blake, Lori A.; Zack Fields
Subject: Testimony to Planning and Zoning Commission

RECEIVED

MAY 28 2025

[EXTERNAL EMAIL]

Commissioners,

I'm writing on behalf of Laborer's Local 341 in support of 2025-0030 and 2025-0034, which would expand the area where mixed-use multifamily structures are allowed by right in Anchorage. Not only would such an action create much needed housing in our city, helping to address our ongoing housing crisis, it would create much needed well-paying jobs for skilled tradespeople, the true backbone of the American economy. As the organization representing the construction trades in Anchorage, we stand ready and willing to assist the Municipality and its residents in working together to end the housing shortage. Please vote to send this on to the Assembly.

Respectfully,

Wes Canfield
Business Representative
Apprentice Coordinator
Laborers' Local 341
Cell: (907) 441-9183
Direct: (907) 341-0304
Fax: (907) 341-0342



MEMORANDUM

DATE: May 28, 2025

TO: Current Planning Division Supervisor.
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department

FROM: Randy Ribble PE, Assistant Traffic Engineer

SUBJECT: Traffic Engineering Department Comments

2025-0034 Updates to 2020 Anchorage Bowl Comprehensive Plan and Anchorage 2040 Land Use Plan

Traffic Engineering recommends approval of the proposed ordinance that will update the current planning documents to support the creation a Transit development overlay for portions of the Municipality of Anchorage with the following comment.

The proposed ordinance creates an overlay map to allow parcels within the overlay to increase density of the number of units allowed when developing in these areas. The ordinance does show any changes to site access requirements for these lots form adjacent rights of ways. Any redevelopment with these overlays will need to meet current site access requirements, municipal and state driveway standards and any existing underlying plat note.

Kimmel, Corliss A.

From: Wilson, Karleen K.
Sent: Tuesday, May 27, 2025 3:23 PM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: FW: 2025-0034 Request for Reviewing Agency Comment
Attachments: 2025-0034 TSDO Comp Plan Amendments-Agency Review Cover Memo.pdf

No Addressing comments

Regards,

Karleen Wilson

Addressing Official
907.343.8168 (desk)
907.343.8466 (shared Addressing)

[Official Address Map](#)

From: Rohlfig, Megan E. <Megan.Rohlfig@anchorageak.gov>
Sent: Friday, May 23, 2025 10:35 AM
Cc: Rohlfig, Megan E. <Megan.Rohlfig@anchorageak.gov>
Subject: 2025-0034 Request for Reviewing Agency Comment

Hello, all,

Attached please find our Routing Coversheet for the above referenced Title 21 AO (Case 2025-0034), which is scheduled as a Public Hearing before the Planning and Zoning Commission on 07/14/2025.

Routing materials can be viewed by clicking on the link below, scrolling to the bottom of the page, and selecting 2025-0034 Reviewing Agency Routing – TSDO Comp Plan Amendments AO. **PLEASE REMIT COMMENTS EITHER BY MAIL OR EMAIL AS FOLLOWS:** by email to Corliss Kimmel & Lori Blake (Corliss.kimmel@anchorageak.gov & lori.blake@anchorageak.gov) or by USPS to the address listed in the upper righthand corner of the Routing Coversheet.

20252-0034: <https://www.muni.org/CityViewPortal/Planning/Status?planningId=18164>

Thank you,



Planning Department
MUNICIPALITY OF ANCHORAGE

Megan Rohlfig
Associate Planner • Planning Department
Current Planning Division - Zoning & Platting

Email: Megan.rohlfig@anchorageak.gov
Phone: (907) 343-8329
4700 Elmore Road, Anchorage, AK 99507
www.muni.org/planning