

Planning and Zoning Commission

September 8, 2025

Case #: **2025-0030 and 2025-0034**

Case Title: **PZC Case No. 2025-0030, Establishing a
Transit-Supportive Development Overlay
PZC Case No. 2025-0034, Amending the
Comprehensive Plan**

Agenda Item #: **E.1. & E.2.** Supplementary Packet #: **1**

Comments submitted after the packet was finalized.

Additional information

Other:

Sent by email: **X** yes no

PZC Cases 2025-0030 and 2025-0034
September 8, 2025
Supplementary Packet 1 Comments

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Planning & Zoning
MOA — Anchorage Alaska

September 2025

RECEIVED

SEP 05 2025

We have lived in the Huntington Park neighborhood for 35 years. It is well established & family oriented. We raised our children here. The neighborhood continues to attract young families with children. It is safe for kids to play in their yards, ride bikes on the streets and walk their dogs. We know our neighbors.

We are not in favor of houses being torn down to attract multi unit dwellings. There are no provisions for landscaping or parking. There are no requirements for landscaping or set back requirements.

Please respect the well established neighborhoods. Anchorage does need more housing. There are many other areas to build multi family dwellings.

We do not support TSDO.

Gabriana Hill
Property Owner
907 230-1813

2259 Churchill Drive
Anchorage AK 99517

Anchorage2040

From: Robert Butera <rfbutera@icloud.com>
Sent: Friday, September 5, 2025 1:48 PM
To: Anchorage2040
Subject: transit supported development overlay

[EXTERNAL EMAIL]

I spent yesterday walking in the residential university district of Portland with a Landscape architect. There were small single family houses on small lots. There was multi family housing mixed in with commercial on the Main Streets. I am guessing that this is what this ordinance would like to emulate. What they are getting wrong is that tall multi family is ONLY allowed on the lots immediately abutting the main street and is not allowed to be mixed in with the small houses in the residential neighborhood.

Also, both sides of all streets were packed with cars. It works in Portland because all the streets have sidewalks (and street trees) on both sides, and they rarely get snow. It would be a disaster with snow.

So good intent, but needs work. Hopefully we can table this ordinance and have some real discussion.

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
Barbara Baker 1543 E. 26 th Ave Anchorage, AK 99508	barb.baker1951@gmail.com	9072746385	9/5/2025 1:39:16 PM
<p>I do not support the Transit Supportive Development Overlay (TSDO) Ordinances for reasons outlined in the resolution passed by the Rogers Park Community Council on August 25, 2025. It is a major rework of the Comprehensive Plan without the public discourse. Its significant impact on residential neighborhoods throughout the municipality deserves greater dialogue than can be achieved at the Planning and Zoning Commission level. The numerous revisions occurring since the last P&Z meeting is an indication of the inadequacy of the process. As the public becomes better informed of potential consequences to their neighborhoods: reshaping them from single family to high density, changing design standards, increasing burdens of traffic, bringing in commercial and other usages under the guise of more efficient usage of public transit is absurd. TSDO is a part of the Comprehensive Plan but not the driver, as these ordinances seem to direct. It is time to take pause on these proposed ordinances and return them to the Planning Department for a more robust public process. Anchorage's need of affordable housing should not sacrifice thriving neighborhoods, but enhance them.</p>			

Anchorage2040

From: lynn kenealy <lynnkenealy@yahoo.com>
Sent: Friday, September 5, 2025 1:09 PM
To: Anchorage2040
Subject: Support for TSDO

[EXTERNAL EMAIL]

I am writing to express my support of the TSDO. It is consistent with the Anchorage Comprehensive Plan, with some details needing to be updated either way, and addresses urgent issues Anchorage is pertaining to the housing crisis and transportation inaccessibility.

Thank you for all the great work you've done on this.

If there is a different way I should be submitting comment, please let me know. Thanks!

-Lynn Kenealy

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
<p>Jon Isaacs 2418 Forest Park Drive, Anchorage, Anchorage, AK 99517</p>	<p>isaacsmj907@outlook.com</p>	<p>9072231959</p>	<p>9/5/2025 1:02:51 PM</p>
<p>Testimony of Jon Isaacs, Turnagain Resident on Transit Supported Development Overlay Planning and Zoning Cases 2025-0030 and 0034 I am a resident of Turnagain area, on the Board of Turnagain Community Council (TCC), and Co-Chair of the Land Use Committee. I am submitting this testimony on behalf of myself and a homeowner immediately adjacent to the Transit Supported (TSDO) boundary.</p> <ol style="list-style-type: none"> 1. I support the concept of implementing the TSDO ordinance <ol style="list-style-type: none"> a. I am sensitive to the need to develop more housing for Anchorage and wants to see successful progress, including engaging the community to help develop solutions compatible between new development and existing development, and that this will require a study and decision timeline beyond the end of this year 2. I support request to extend public hearing through the second October PZC meeting <ol style="list-style-type: none"> a. PZC 2025-00303 and 0034 were introduced in mid-July when most community Councils were in summer recess b. Community Councils will be meeting throughout month of September, including four during the last week and need time to prepare and ratify comments c. The 4th version of this ordinance was released on September 3rd, with not enough time for the TCC board to review, prepare comments, and submit formal testimony. We will have to do so on our October 2nd meeting. 3. The public engagement for developing this ordinance remains significantly inadequate <ol style="list-style-type: none"> a. There are 30,000 residential parcels within the TSDO who have received no public notice of this action, other seeing the article in the paper, notified by their community council or by word of mouth. b. As written the overlay essentially rezone the overlay area to R-4 mixed use with no property owner notification c. The ordinance remains a moving target. Making it difficult to for residents to keep up and understand the changes d. While the sponsors and the administration have been meeting with stakeholders. There has been no effort to sit down with affected property owners, neighborhoods, and community councils to discuss alternative approaches related to the overlay map, proposed use changes, dimensional standards, and adverse effects such as increased on street park and harm to neighborhood scale 4. The map should be revisited with the participation of stakeholders, look at how increased density can be graduated back from major transit routes, and how implementation might be phased in certain areas to assess effective ness and adverse impacts. 5. Even with the proposed changes in use and separating commercial uses in a separate ordinance, which seems slight of hand, many are still inappropriate for R1/R2 neighborhoods, at a minimum requiring conditional use 6. Even with the proposed changes in dimensional standards, many are still inappropriate for R1/R2 neighborhoods impacting sunlight, increasing on street storage, snow removal and creating pedestrian and public safety issues 7. Finally, why are we rezoning r2m to b3 when we want to create more multi-family housing? 			

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
<p>Cathy L. Gleason 4211 Bridle Cir. Anchorage, AK 99517</p>	dan.gleason@hotmail.com	907-248-0442	9/5/2025 12:54:51 PM
<p>TURNAGAIN COMMUNITY COUNCIL RESOLUTION 2025-09-04 Regarding the Transit Supported Development Overlay Reference PZC Cases #2025-0030 and #2025-0034</p> <p>WHEREAS, TCC is sensitive to the need to develop more housing for Anchorage and wants to see successful progress, including engaging the community to help develop solutions compatible between new development and existing development, and that this will require a study and decision timeline beyond the end of this year;</p> <p>WHEREAS, the Turnagain Community Council (TCC) Board only learned about this proposed ordinance when it was listed for a public hearing in the July 14, 2025, Planning and Zoning Commission (PZC) agenda, introduced when most community councils, including TCC, have a summer recess, and had no input into crafting the proposed TSDO ordinance and Zoning Overlay map;</p> <p>WHEREAS, portions of the TCC area are within the TSDO, including neighborhoods off of West Northern Lights Blvd, Spenard Road and Wisconsin Ave.;</p> <p>WHEREAS, TCC has direct experience with the intended and unintended consequences of permitting mixed use in a residential neighborhood along a major road (the Rustic Goat Restaurant, creating excess parking demand and traffic and pedestrian safety issues that had to be resolved through a second off-road parking lot in what was Municipal parkland);</p> <p>WHEREAS, TSDO as currently written is a defacto large scale zoning change without a requirement for any public notice to community councils or affected adjacent property owners (nearly 30,000 residentially zoned lots under the TSDO), is counter to our adopted West Anchorage District Plan, and would adversely affect our long-established residential neighborhoods by:</p> <ol style="list-style-type: none"> 1. Increasing height limits and lot coverage, and reducing setbacks and minimum lot size, that harm the scale of established residential neighborhoods; 2. Introducing incompatible uses with no or minimal review standards; and 3. Creating on-street parking demand not designed for most of our residential streets and resulting in traffic, vehicle and pedestrian safety, trash and recycling collection, fire safety, and snow storage/ removal issues; <p>WHEREAS, the PZC is in the process of revising the 2020 Comprehensive Plan and 2040 Land Use Plan, and the TSDO is a significant implementation action item that goes beyond the direction of those plans and should be discussed as part of revising those plans; and</p> <p>WHEREAS, despite recent, limited efforts to involve more stakeholders other than housing advocates in crafting the ordinance and developing alternative approaches, the process has occurred too quickly and without sufficient time and notice before the September 8th, 2025, PZC meeting for TCC members to fully understand and develop more thoughtful and comprehensive recommendations;</p> <p>NOW THEREFORE, BE IT RESOLVED THAT THE TCC:</p> <p>I) Strongly opposes the TSDO in its current form due to the lack of an adequate public process and concerns for avoidable land use, scale, road safety, and fiscal impacts to many of our residential neighborhoods;</p>			

2) Requests that further action on the TSDO, including PZC deliberation, be postponed until there can be adequate and comprehensive participation, including TCC and all affected stakeholders, and

3) The recommended action in TSDO be coordinated with revision of the 2020 Comprehensive Plan and 2040 Land Use Plan.

THIS RESOLUTION WAS APPROVED by the Turnagain Community Council on September 4, 2025, by a vote of YES – 18 NO – 1.

Cathy L. Gleason
President
Turnagain Community Council

Anchorage2040

From: galed3e3@gmail.com
Sent: Friday, September 5, 2025 12:53 PM
To: Anchorage2040
Subject: TSDO Comments
Attachments: 2025 09 05 TSDO comments Dave Evans.pdf

[EXTERNAL EMAIL]

Comments on PZC Cases 2025-0034 and 2025-0030 are attached, for both packets. I'd also appreciate a quick reply so I know you got this.

Thank you,
Dave Evans

PS: I'm also providing my comments below, in case that's easier for you. But however you include the comments, please ensure that the paragraphs and other formatting are retained. (The City View portal strips formatting and results in an unreadable block of text.)

September 5, 2025

I am not opposed to a TSDO that is developed with balanced public input and follows adopted plans. The current TSDO **fails on both counts** and should be postponed indefinitely.

While advertising the August 25 RPCC special meeting on the TSDO by distributing fliers, I and others personally encountered over thirty homeowners. Two had heard of the TSDO, but **none were aware of the incredibly impactful proposed changes, and none were aware of the July 14 PZC hearing**. That indicates a **woefully inadequate** community engagement process. Cost of notice is not an excuse for due public process for an action as impactful as this, and it is not appropriate to primarily rely on volunteers (such as community councils or me) to spread the word. Prior to a PZC hearing on land use changes of this magnitude, the city has an **ethical obligation**, if not a legal one, to inform **every** affected landowner and include them in the “conversation,” in a comprehensive community engagement process. TSDO development should be put on hold until that important work has been done.

One of the TSDO ordinances will amend the currently adopted versions of Anchorage’s land use planning documents, so that they are in line with the proposed TSDO. **That is backwards**. The Comprehensive Plan and Land Use Plans should be revised first, and not in parallel with the TSDO, with sufficient time for open and robust public discussion. That is another reason the TSDO process should be postponed indefinitely.

After TSDO development re-starts, rather than applying the revised uses, dimensional standards, and other aspects across the currently proposed overlay area, do the following:

- Start with existing multi-family zones (not R-1/2) and, especially, where district plans support higher densities.
- Look winter cities of comparable size with successful transit/land-use policies for guidance.
- Take a year or five and see if this encourages more density/mixed use; then look at intended and unintended consequences.
- Only then, with lessons learned, consider including or phasing in additional neighborhoods.

Thank you,

Dave Evans, Anchorage

Anchorage2040

From: galexshop@gmail.com
Sent: Friday, September 5, 2025 12:46 PM
To: Anchorage2040
Subject: TSDO Comments PZC Cases 2025-0034 and 2025-0030
Attachments: 2025 09 05 TSDO Comment INFRASTRUCTURE SUITABILITY r1.pdf

[EXTERNAL EMAIL]

Please include the attached PDF comments in the PZC packets for PZC Cases 2025-0034 and 2025-0030. If possible, it would be great if you could send a quick reply so that I know this was received.

Thank you,
Diana Evans

PS: the attached comments are also included below. However you include the comments, please ensure that the paragraphs and other formatting are retained. (The City View portal strips formatting and results in an unreadable block of text.)

INFRASTRUCTURE SUITABILITY

Infrastructure suitability is one aspect of these ordinances that hasn't been examined closely enough, especially for older, low-density neighborhoods (R-1, R-1A, possibly R2?) areas. Density increases in line with the TSDO goals has the possibility of unintended consequences and result in expensive capital outlays and operational impacts to services provided by the MOA.

Two stated assumptions by Mayor's Assistant Chief of Staff, Graham Downey, are not supportable in all areas. He asserted that added density (even to older neighborhoods such as Rogers Park (where I live) would make economic sense, because the utility and road infrastructure is already there. However, can we be sure our water mains were sized for 67% increase in dwelling units per lot in R-1 the proposed ordinances call for 25 DU per acre? The initial oversize capacity was nominally 25% over the per capita usage by the single-family homes at the time the main lines were installed around 1960.

Mr. Downey also pointed out, during the FCC Local Lens presentation on September 2nd, that the AWWU had no comment on the proposed ordinances – implying that water supply or sewer line impact for any future density increase is a non-issue. As it turns out, we have a semi-retired water supply specialist friend who has assisted the MOA on several of the AWWU's water supply master plans, including the update currently underway. His personal observation: it would be impossible for AWWU to comment meaningfully, because the TSDO boundary is so widespread that it would be impossible for AWWU to forecast where the impacts from the ordinances might occur. In other words, there will be no way to plan for the impacts.

My neighborhood stormwater flows to Chester Creek. Since moving here 36 years ago, I've observed that heavy rainstorms have become more common, resulting in "bank to bank" flows and flooding downstream in the Valley of the Moon residential area and even the low spot of Arctic Boulevard. With the proposed 100% lot coverage (up from the previous 30% when most homes were constructed) these proposed ordinances would allow converting an additional 70% of a lot to impervious surface, which would contribute more stormwater and exacerbate an existing problem.

Other infrastructure areas I am concerned with primarily affect the MOA's and other utilities' abilities to provide Operations & Maintenance services. These include:

- Overhead utility lines running down alleys that supply electric power and often telecommunications to houses (from the back of lot)
 - *Problem: Those lines would interfere with dumpster emptying. How would a 4-story apartment dumpster or multiple cans for smaller multi-family units be emptied in this instance? Note that even if it was aesthetically acceptable to have*

dumpsters in the front yard ROW or setback, on-street parking would block access and preclude that option.

- No requirement for off-parking, despite increasing lack of existing off-street spaces already on some streets within the neighborhood (including some with no sidewalks).
 - Problem: This destroys “walkability” on streets, where the remaining ROW is suitable for one car traveling in each direction – but no pedestrians or bicyclists.
 - How is plowing for snow in winter and sweeping to keep curb debris out of the storm sewer system going to be managed, when the street is lined solidly with cars on both sides of the street?
- Five-foot setbacks and lot coverage of 100%
 - Problem: these conditions entice developers to build to the maximum allowable coverage, which eliminates any space that could provide on-site parking, and at the same time would result in inadequate space for garbage service, and maximize the shadow effect on adjacent property owners.

Although these questions have been asked, my neighbors and I have not yet received answers from the Administration or the Planning Department.

A companion ordinance to TSDO will amend the current versions of overarching MOA planning documents in parallel (the Comprehensive Plan and the Land Use Plan), so it can be claimed that this ordinance is in compliance with those (including the absurd assertion that this ordinance will NOT result in the densities of the Land Use Plan!).

This approach is backwards, and is exactly one of the reasons for widespread community opposition to the TSDO. The methodical and comprehensive planning and community engagement that usually occurs for major zoning changes such as the TSDO have been circumvented. The numerous flaws and unintended consequences of this proposed ordinance will wreak havoc on our city and my neighborhood, and I strongly urge you NOT to approve it.

Diana Evans (retired engineer)

Anchorage resident

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
<p>Patrice Parker 1550 H St. Anchorage, AK 99501</p>	<p>patrice.parker@gmail.com</p>		<p>9/5/2025 12:09:58 PM</p>
<p>I strongly oppose the Transit-Supported Development Overlay (TSDO) and urge that it be tabled until affected neighborhoods receive clear notice and genuine opportunities to participate. Three minutes of public testimony is not meaningful engagement.</p> <p>The Overlay is excessively broad, spread across most of the Anchorage Bowl while excluding South Anchorage and the Hillside. Rather than focusing growth near established transit corridors, it disperses density citywide, undermining the goal of efficient and affordable transit.</p> <p>Equally troubling, the TSDO permits extensive commercial activity within residential neighborhoods, effectively eliminating residential zoning. With no meaningful limits on business types or numbers, it disregards neighborhood identity and resident priorities.</p> <p>The proposed building standards are incompatible with Anchorage’s subarctic environment. Structures up to 75 feet tall could be built next to single-family homes, causing loss of sunlight, shadowing, and diminished solar investment. Officials’ dismissive response to these impacts at a recent Local Lens presentation is unacceptable.</p> <p>Parking is another unresolved issue. With minimums already removed, developers could build large apartment complexes with commercial space and no off-street parking, pushing congestion onto neighborhood streets and undermining true walkability.</p> <p>Finally, the legislative process has eroded public trust. Drafts are developed with for-profit developers behind closed doors, then released at the last minute for hearings scheduled during holidays when residents are least able to participate. AO 2023-103 was heard on December 19, 2023, and the TSDO surfaced during the July 4 holiday before going to Planning & Zoning on July 14, 2025. This pattern appears deliberate and prevents fair public input.</p> <p>For these reasons, I respectfully request that the TSDO be tabled and re-introduced only after meaningful neighborhood involvement and a plan that balances growth with community needs.</p>			

Anchorage2040

From: David Wigglesworth <dtwiggs907@icloud.com>
Sent: Friday, September 5, 2025 10:13 AM
To: Anchorage2040
Cc: David Wigglesworth
Subject: TSDO comments - Ordinance 2025-0030/0034
Attachments: TSDO_comments on 2025-00300034.pdf

[EXTERNAL EMAIL]

To whom it may concern - please find attached my comments on the TSDO ordinances currently before the PZC. Please confirm receipt of my comments.

Sincerely,
David Wigglesworth
907-360-3314

**Planning and Zoning Commission (PZC) Case No. 2025-0030 and 2025-0034
regarding Transit Supportive Development Ordinance (TSDO)**

Comments by: David Wigglesworth, Property Owner

September 5, 2025

I have lived in Anchorage for 40 plus years and my family has lived in our home in the North Star neighborhood for nearly 22 years. Our street is a mix of single family and mostly owner-occupied duplexes. It is zoned R2-A.

I found out about TSDO only by chance and only very recently - through the Fruit Growers Association August newsletter of all places. It is disturbing that a land use change of this magnitude is being considered in our community in the absence of direct communication with affected property owners.

Responsible Transit-Supportive Development

The proposed Transit-Supportive Development Ordinance (TSDO) has the potential to be a positive force in our community, but only if it is done responsibly, information driven, and in full transparency. While listening to the recording of the July PZC meeting we heard the claim that the TSDO “does not affect underlying zoning.” The reality is, **it does**— if adopted it will allow taller buildings, higher density, exempt design standards, reduce setbacks and parking requirements, allow commercial uses in residential areas, and execute changes in land use that directly impact our existing neighborhoods. These are real, permanent changes, and we need to treat them with the seriousness they deserve - rather than the somewhat shot gun approach as expressed by some to use TSDO to “open up areas and see what happens”.

The community has no trust in the current process. There remain many unanswered questions. The draft ordinance has changed multiple times in less than a month. It has been a small group pushing this forward and apparently this group has worked on it for at least the last 14 months. Affected property owners have not been included at all. At the July PZC meeting a reference was made to community members stating they had not heard of TSDO and need more time to consider its impacts. Some on the PZC speculated that these property owners were simply “not paying attention and [therefore] maybe are not interested”. I

hope you understand that we can't pay attention when we are not informed in a timely manner. I can assure you we are interested. I would love to be afforded the luxury of 14 months to study, evaluate and comment on this proposal. Instead, I, a property owner affected by this proposed ordinance, have had to come up to speed and attempt to prepare meaningful comments in less than two weeks.

This is why there is no trust with the process. This is why actions on Case No. 2025-0030 and 2025-0034 regarding Transit Supportive Development Ordinance (TSDO) need to be suspended until clear commitments between the city and its residents have been agreed upon to build trust. Some suggested commitments:

1. Ensure transparency and an open process

- Engaging Community Councils is a good start, but even that process has excluded some councils to date and does not comprehensively reach property owners. Direct communication with the thousands of affected homeowners throughout the process is fundamental and has not been done at all. This could be accomplished easily and inexpensively (relative to the cost public concern proponents are now experiencing) through AWWU or SWS bill stuffers, direct mail, or the like. Without this basic communication, residents understandably feel the process is unfair and is a "special interest developer-driven" initiative rather than a legitimate community planning exercise.
- A transparent process means truly engaging the community, publishing a schedule and process for deliberation, informing the process with and making available and explaining decision-support information such as, corridor studies, shadow studies, transit modeling, maps and visual information that provide details up front, in plain language, so residents know what's at stake, what's being proposed, and how to participate and comment.
- A clear rationale for TSDO and its current boundaries has not been presented. Why was TSDO selected over other growth supporting strategies identified in the Comprehensive Land Use plan? Is TSDO the best for developing a high-density urban neighborhood, especially as our

population is predicted to continue declining for the next decade and transit is so poorly supported by our community? Why isn't TSDO following previous public wishes and land use plan direction? A recent City View commenter stated:

*“Both Anchorage 2020 Comprehensive Plan and the Anchorage 2040 Land Use Plan (2040 LUP) suggested Transit Supportive-Development but succinctly stated: **“The exact boundaries will be determined through corridor studies and coordination with residents, businesses and property owners”**. The 2040 LUP also stated: “Future development is encouraged to be generally in the range of 8 to 20 housing units per acre [not 25-36 dwelling units per acre as is proposed in TSDO] over the entire corridor. However, individual parts of the corridor, such as existing single-family and two-family neighborhoods may have less density”. The 2040 LUP further stated: “Transit Supported Development 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.”*

At present, TSDO does not appear to follow any of this guidance. [This] guidance that was developed through robust public discussion.

2. Protect Sunlight and Livability

- Taller buildings allowed under TSDO can block sunlight from existing established homes, yards, parks, and even schoolyards.
- We live in the dark for 5-6 months of the year and we don't want to live in shadows for the other half of the year.
- This isn't just an aesthetic issue — absence of sunlight and eliminating sun access on our properties affects our health and well-being, property values, and energy use by forcing us to rely on artificial lighting and heating; and failure to preserve sunlight access negates property owner investments in solar panels, decks, and windows to capture the sun. In our case about \$25,000 of investment.

- TSDO development approvals should require shadow studies, height restrictions, and transitions that preserve sunlight for residents and public spaces. These studies and other design standards (including setbacks and off-street parking) are central to comprehensive planning and long-term success of TSDO. Residential Design Standards should not be exempted from TSDO.

3. **Respect established neighborhoods, particularly R1 & R2 zones**

- If new multi-story 40-foot or higher dwellings loom directly next to single/two-family blocks or older low-rise apartments and duplexes, it creates resentment. We heard in the last PZC work session that “tall Apartment buildings in neighborhoods are not the intent of the ordinance”. The draft ordinance suggests otherwise.
- The fact that new non-residential uses in the TSDO area will be allowed in residential areas by right - meaning no notice to adjacent property owners, no public notice, and no public hearing requirement - is unacceptable. The allowable use table needs further review. Research facilities, Warehouses, and other proposed uses are not appropriate for residential areas. It should be a requirement that consideration non-residential uses will be through a conditional use permit process to ensure adequate vetting of possible impacts, notice to property owners, and public comment opportunity.

Recently, ordinance proponents separated out the table of non-residential uses [from the draft TSDO 2025-0030] into its own AO. This action has the feel of a split procurement which is not allowed in government purchasing. For good reason. With split procurements the public cannot fully understand the cost of a government purchase. Likewise, the revised TSDO ordinance that excludes the table of uses cannot be approved until these non-residential uses are vetted with and acceptable to the community - otherwise we have no real understanding of the effect of the broader TSDO on our neighborhoods and our property.

- Current R1 and R2 zoning areas are particularly vulnerable. This concern is not NIMBY nor is it a concern about neighborhood demographics as some

argue. Residents in these zoning districts have for decades invested in their homes with reasonable expectations about scale, character (architectural), setbacks, sunlight, parking and garbage collection, to name a few attributes. TSDOs should respect these expectations and include buffers, conforming heights restrictions, and robust design standards to soften the transition into existing neighborhoods. High structures, reduced setbacks, no off-street parking requirements and no design standards would be particularly problematic for the street my family lives on and other neighborhoods. Such developments could reduce the market value of my home. And we have no sidewalks on our street which is not consistent with TSDO walkability goals.

- Since building height is a significant public concern. Perhaps TSDO needs to be less flexible in some zoning areas, and instead follow current zoning requirements, or perhaps stipulate in R1/R2 zoning that TSDO is only suitable for tiny homes and be place-based consistent with architectural character (including style, height, setbacks) of the street for which a project is proposed. One size does not fit all and as much as it may be desirable to simply create a broad TSDO zone where anything goes, not all transit and neighborhoods are the same in this community. TSDO needs to respect this reality.
- The TSDO map should be specific to TSDO needs as informed by community wishes, follow adopted land use plans, and not use the boundary that matches the recently approved Multifamily Tax Incentive's boundary. It may be convenient to do so, but the multifamily tax incentive boundary was not developed for TSDO. And apparently, the 2040 LUP stated that ***the exact [TSDO] boundaries will be determined through corridor studies and coordination with residents, businesses and property owners***". This has not been done. TSDO should also consider now where transit will be in the future. By engaging the public in this discussion, we may find that TSDO is more desirable and community-supported outside the currently proposed boundaries.

4. TSDO is the “Tail Wagging the Comprehensive Planning Dog”

- Anchorage is in the top 100 cities by population in the United States. It cannot plan by the seat of its pants – and use TSDO just to “open up areas and see what happens”.
- We need to pause TSDO and align this process with the current work of the design standards working group looking at sunlight access, building height and transitions, and Nordic designs. There are other efforts underway to update the Anchorage 2020 and 2040 Comprehensive Land Use Plans. These design standards and the related land use planning are interrelated and TSDO should not proceed independently.
- How can TSDO be adopted now when such issues and points of public contention regarding building heights, larger lot coverage, sunlight access, off-street parking, and setbacks have not been resolved? I for one don’t want to leave it to chance for 5/1 development to “sneak in” before these issues are resolved and before the community has a robust discussion on how such development will occur and where.
- TSDO is being pushed without confronting and addressing the realities of living in Alaska and Anchorage. In our neighborhood many streets have no sidewalks. Higher density and walkability are great goals, but in our case, this means pushing people to the streets to walk to the bus stop in the dark for many months. It is irresponsible for TSDO not to require off street parking or to approve TSDO on streets and in neighborhood areas that are without sidewalks. It’s a safety concern for adults walking to work and/or children walking to nearby schools. Moreover, despite the desire for some to walk and have higher density housing this will not reduce reliance on vehicles. These same people who walk to work will still want their car to recreate in the Chugach mountains, go to Costco, or dipnet on the Kenai. Thus, higher density will bring more cars to neighborhoods. Parking additional cars on our street will only exacerbate current parking problems and other concerns relating to trash pickup, winter snow plowing and removal. If 100% of a lot can be used for development how will trash be

handled? Will this necessitate dumpsters along the street? I do not want to look at dumpster, deal with the inevitable litter associated with a dumpster, or have random people dump their trash in the dumpster to avoid fees for solid waste disposal.

5. What can be done in the interim? Pause TSDO. Conduct Pilot Projects.

- Pause TSDO and create a working group that truly engages a cross-section of the community – not just developers, municipal staff, and community councils – but also property owners and others. Fully identify community concerns, information gaps, and address these concerns and information needs to inform TSDO going forward. Ensure there is time for public comment, conduct open houses, and provide other opportunity for public communications.
- Once a credible public process is implemented, start with a TSDO pilot program. Citywide changes are irreversible and can carry major risks. First, pilot a TSDO overlay on certain specific parcels around town rather than the proposed broadcast overlay. A pilot in one or two transit corridors lets us see how TSDO rules play out in practice — giving us a better understanding of impacts on sunlight, on affordability, on traffic, on garbage collection, and parking. For example, work with St. Mary’s Church which has sufficient land and apparently interest in testing TSDO rules. A pilot project narrowly defined along Fireweed Lane itself could create incentives for mixed residential/commercial uses on that specific road. Opportunities include the old fireweed theater property, the empty lots near where the Greek Corner used to be, and the former Ramano’s site. This type of investment is along an actual defined transit corridor (road) – which is more the intent of TSDO and aligns with examples provided to PZC of other communities using TSDO. This investment might also foster support for improved pedestrian amenities so desperately needed along Fireweed Lane.
- If the results are positive, expand pilot initiatives. If problems arise, refine the rules before they irreversibly affect every neighborhood.

- A pilot-first approach is not obstruction; it's responsible, information-driven community planning – particularly if pilot projects include active engagement with the public through-out the process.

TSDO should be about building communities up and fully transparent, not casting shadows and back-room planning. By requiring sunlight protections, guaranteeing transparency, minimizing neighborhood impacts, and starting with a pilot, we can ensure transit-oriented growth is truly sustainable, community-driven and supported.

#####

Mckenna-Foster, Daniel R.

From: Zach Z
Sent: Friday, September 5, 2025 9:36 AM
To: Baldwin Day, Erin; Rivera, Felix; Downey, Graham P.; Babb, Melisa R.K.;
Mckenna-Foster, Daniel R.
Subject: RPCC TSDO Resolution

[EXTERNAL EMAIL]

All -

Please find the signed resolution from the RPCC regarding the proposed TSDO ordinance attached to this email. The community council requests that it is included in the agenda packet for the P&Z meeting scheduled for 9/8/2025.

Let me know if you have any questions

Thank you,
Zach Zaletel
RPCC Secretary
907-306-5062

Rogers Park Community Council
College Village, Woodside East, Rogers Park, & Fireweed Manor

**A RESOLUTION OF THE ROGERS PARK COMMUNITY COUNCIL REGARDING
PROPOSED ORDINANCES RELATING TO THE TRANSIT-SUPPORTIVE DEVELOPMENT OVERLAY**

Reference: PZC Cases #2025-0030 and #2025-0034

WHEREAS, the Rogers Park Community has only recently learned about the proposed Transit-Supportive Development Overlay (TSDO),

WHEREAS, much of the Rogers Park Community Council (RPCC) area is within the TSDO, and

WHEREAS, the TSDO is a zoning change that is counter to our adopted comprehensive plans and would adversely affect our long-established neighborhoods due to:

- 1) increased building heights, small setbacks, and larger lot coverage (blocking sunlight and being out of scale with existing structures);
- 2) higher housing density and commercial uses, with the associated increased on-street parking and increased traffic on streets not designed for it (affecting vehicle safety, pedestrian safety, and snow removal).

WHEREAS, the TSDO process has occurred too quickly and without sufficient time for the RPCC to consider a more nuanced response,

Now therefore, be it resolved that the RPCC:

- 1) Strongly opposes the TSDO as currently proposed (August 18 edition),
- 2) Requests that the TSDO be postponed indefinitely, and
- 3) Supports adopted community values until a comprehensive public process amends them.

THIS RESOLUTION WAS **APPROVED** by the Rogers Park Community Council on August 25, 2025, by a vote of: FOR 90, AGAINST 22, ABSTAIN 1.



Scott McMurren

President

Rogers Park Community Council

Anchorage2040

From: schulze76@mac.com
Sent: Friday, September 5, 2025 8:46 AM
To: Anchorage2040
Subject: TSDO Comments

[EXTERNAL EMAIL]

9/5/25

I am a long time anchorage home owner and am concerned about the Municipalities recent TSDO proposal. If I understand the current proposal, it will be a blanket zoning change, without any allowances for a staged implementation approach to determine its success. The current proposal discusses reduced lot size requirements, reduced set-backs, and reduced open spaces. As a former Seattleite, I can tell you I have seen how mega story building built alongside residential homes, destroy neighborhoods. I grew up in a residential neighborhood in North Seattle near the Edmonds and Alderwood Mall Area. Now, there are mega apartment buildings next to single story homes with no place for cars to park., very little open spaces. The unique neighborhood is gone. A home represents a significant financial investment, by allowing unfettered growth of multi-story buildings next to single story homes, the proposal will negatively affect existing homeowners property values in the area. I am curious about what the notification and appeal process is for residential home owners, the public, or community council. I am against the blanket changes as the proposal stands. A staged approach, with plenty of community and public input is required. Why isn't Anchorage doing what Fairbanks is doing to rehabilitate existing property that are derelict or abandoned.

The current proposal needs work and should not be implemented, especially not without input from the public.

Debbie Schulze

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
<p>Elizabeth Barry</p> <p>Anchorage, AK 99517</p>	<p>sprejb@gmail.com</p>		<p>9/4/2025 3:56:56 PM</p>

The underlying goals of this proposal have the potential to help many in Anchorage find convenient and affordable housing. We support that broad goal. However, the public process used to date is a failure. The Planning and Zoning Commission should recognize this fact and table the proposal until the Municipality can bring back a well thought out and publicly reviewed proposal that has engaged a much larger segment of the public, including all Community Councils, and many more of the thousands of property owners who will be personally affected by the proposal as currently constituted.

We only learned of the TSDO proposal recently from an informed neighbor. We have invested a significant amount of time reviewing the first version, then a second version and as of yesterday we see a third version has been posted. The public cannot review the full meaning and impacts they might face in so little time. The new Allowed Uses table has still not been posted. The drafts are complicated and lengthy and the public deserves a clear presentation of how this might affect them. Thus, we request that each community council be offered one, if not two presentations with significant time to answer their questions.

The point is not to stall this effort, but to make it one that the community can get behind and has a chance to actually succeed. We think the draft proposals fail in that regard. Such dispersed density is unlikely to accomplish the stated goal of mixed use supported by good public transit. It would be much wiser to start with a targeted area near downtown or another transit hub (rather than every poorly served bus stop) to see what developers actually want to build and what works. The potential for unintended consequences in this 29,000+ parcel proposal is huge.

Municipal code speaks to overlays being "supplemental" (Municipal Code 21.03.160J) to existing zoning, not rendering the underlying zoning effectively moot and completely rezoning the affected properties. Process matters.

Myriad specific issues need addressing: greatly increased density without onsite parking will clog residential streets (see Rustic Goat); snow plowing and removal will be more difficult and costly; garbage and recycling pick up may have to revert back to manual handling (more costly) and/or result in dumpsters in front of many parcels (and in the street because of no alleys or sidewalks); mail delivery will be slowed with streets full of parked cars; streets will be busier and thus less safe, especially without sidewalks; sunlight will be blocked; much of the vegetation in affected neighborhoods will be removed and air quality may decrease; noise will increase; and a number of other issues.

We all want housing for everyone, a livable city and a vibrant community. As constituted this proposal simply fails. It assumes if we throw enough housing ideas at the wall as quickly as we can, surely something will work. We can do far better. Please delay consideration of this proposal until the municipality does its homework, fully engages many, many more people in the community and comes forward with a targeted plan with broad community support.

Thank you for considering these comments.

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
<p>Steven Jordan</p> <p>12505 Iris Way Eagle River Eagle River , AK 99577</p>	<p>Steven_andrew_jordan@yahoo.com</p>		<p>9/4/2025 1:30:05 PM</p>
<p>September 5, 2025</p> <p>Planning and Zoning Commission Municipality of Anchorage P.O. Box 196650 Anchorage, AK 99519-6650</p> <p>Dear Members of the Planning and Zoning Commission, Re: Public Comments on PZC Case No. 2025-0030 (Transit-Supportive Development Over- lay) and Case No. 2025-0034 (Comprehensive Plan Amendments) I am writing to provide my thoughts on the proposed Transit-Supportive Development Over- lay (TSDO) as outlined in PZC Cases 2025-0030 and 2025-0034. As a resident and investor familiar with Anchorage’s development landscape, I strongly support the concept of fostering transit-supportive, mixed-use development to address our housing shortage, enhance walkability, and build vibrant communities. This aligns with the goals of the Anchorage 2040 Land Use Plan and could bring significant economic and social benefits. However, I have several concerns and suggestions to ensure the proposal’s success without unintended negative consequences. Below, I outline my key points, drawing from practical experience and observations of Anchorage (my home) of similar developments that I have invested in and elsewhere.</p> <p>Support for Mixed-Use Development and Community Benefits I enthusiastically endorse the emphasis on mixed-use buildings, which can integrate residential and commercial spaces to foster community cohesion. Developments like Creekview off Muldoon and Trailside off Lake Otis succeed partly due to adjacent commercial areas, but incorporating smaller, community-based stores directly into these projects would am- plify their advantages. This approach creates local jobs, encourages social interactions, and provides convenient access to essential services. Concentrating groceries and key services in a few large stores has disproportionately harmed lower income communities, as seen in North Anchorage. Distributing smaller commercial options within developments could mitigate this. However, I caution that extending the overlay a half-mile from corridors may be too broad, potentially leading to uneven devel- opment and diluting the focus on transit hubs. A more targeted boundary would better support the goal of walkable, self-su?icient neighborhoods.</p> <p>Recommendations for Height, Scaling, and Corridors I support “five-over-one” commercial developments on selected arterials, as they can e?iciently add housing and amenities. However, these should be concentrated at major inter- sections and thoroughfares rather than sprawling along entire corridors to avoid overwhelm- ing neighborhoods. I propose identifying development “pockets” with height scaling: for example, 75 feet on the first block, 55 feet on the second, and 35 feet on the third to create smooth transitions.</p> <p>The current definition of major thoroughfares is overly broad and needs refinement to focus on high impact areas. Based on my understanding of tra?ic patterns and growth poten- tial, the proposed corridors—North–South: Muldoon, Boniface, Bragaw, Lake Otis, Seward Highway, C Street/A Street, Minnesota (Hickel) through to L and I, Jewel Lake; East–West: Commercial/Mountain View, 15th Ave–DeBarr, Northern Lights/Benson, 36th (west of El- more), Tudor, International Airport Rd, Dowling, Dimond to Abbott to Lake Otis, O’Malley to Lake Otis, Huffman (Old Seward to Lake Otis)—are too extensive. I recommend select- ing 3–5 key areas to relax standards, focusing on intersections with the following geographic features:</p> <ul style="list-style-type: none"> • Intersection of a major thoroughfare • Green space, such as a park or school, within 2,500 feet of the area (½ to 1 mile from the far side of the zone to the park) 			

- Existing bus stops in the area

Randomly placing 75-foot towers in neighborhoods does not solve problems; development must be methodical and considerate of implementation.

Suggested Construction Requirements

Zone 1: (1,000 feet, 0.25 miles) along the arterial alignment, maximum 500 feet from arterial access (2 blocks), 75 feet maximum height

In Zone 1, I support residential-over-commercial “five-over-one” developments with a maximum height of 75 feet to maintain neighborhood compatibility. At four units per floor, this yields approximately 20 units over a mixed commercial space (4,000+ square feet). The Municipality should review building standards, such as relaxing double points of egress requirements. At six stories, buildings should include an elevator and staircase. With modern building materials and fire suppression systems, this can be done safely.

Zone 2: (1,000–2,000 feet along the arterial alignment, maximum 750 feet from arterial access), 2–3 stories, 55 feet maximum height

In Zone 2, I support residential-over-commercial uses with a maximum height of 55 feet. These buildings do not require elevators and can use a central staircase with appropriate fire suppression.

Zone 3: Residential standards of 35 feet or as already approved

The Municipality must acknowledge that increased density will raise operational and maintenance costs or incorporate these into a reduced taxing scheme to incentivize development.

Development Strategy

To ensure new or redeveloped residential areas become thriving and safe communities, Anchorage must attract investors and retain residents by providing robust infrastructure and opportunities. I propose a partnership model where the Municipality, potentially through the Anchorage Community Development Authority or People Mover, serves as a commercial tenant for a 20-year term. This longterm lease would incentivize developers by guaranteeing

revenue while allowing the city to integrate approximately 1,000 square feet of community-oriented amenities. Below are specific components to address Anchorage’s unique needs, including our harsh winters, diverse population, and public safety challenges.

1. Essential Public Utilities and Hygiene Services Developments should include, at a minimum:

- Public bathrooms with sharps containers to address public health concerns, requiring daily maintenance
 - Clean water fountain for free, accessible drinking water
 - Dedicated trash services to prevent litter accumulation, requiring daily maintenance
- These amenities enhance public health, reduce strain on municipal services, and improve neighborhood aesthetics, encouraging local business patronage.

2. Community Information and Resource Hub

A centralized hub would connect residents to critical resources, addressing challenges like unemployment and mental health access. Components include:

- Public information center with job listings, mental health resources, and community event calendars, potentially using digital kiosks for bus schedules and bulletin boards for updates
- Health resource corner with brochures on affordable healthcare and transit directions to clinics
- Mini library or book exchange to promote literacy and community interaction

3. Enhanced Public Safety through Community Policing

A 10x10 or 10x15-foot office space for a Community-Oriented Policing sub-station would allow Anchorage Police Department officers to use the development as a patrol stop, increasing presence, deterring crime, and building trust.

4. Family-Friendly and Winter-Ready Amenities

An indoor play area for children aged 2–7, with seating for guardians, would provide a safe, heated space for families, promoting transit use and community interaction.

5. Revenue-Generating Features for Sustainability

To ensure financial viability, developments could include:

- Mail lockers/room for residents and nearby community members, with potential user fees
- Leased vending machine spaces (4–6 units) for snacks, beverages, or essentials These features create a self-sustaining model, reducing reliance on taxpayer funds and addressing local issues like package theft.

Concerns with 100% Lot Coverage and Practical Implementation

Allowing 100% lot coverage on arterials could create operational challenges that undermine the proposal's goals. Essential services must be considered:

- Refuse and Services: Without setbacks or alleys for dumpsters, waste management could become chaotic. Buildings need dedicated service access to avoid health and aesthetic issues.
- Commercial Vehicle Services: Delivery access for restaurants and shops is critical.
- Snow Removal: Dense developments must include plans for snow storage and removal to manage costs effectively.
- Parking: Anchorage remains car-dependent, and ignoring this will lead to spillover problems. Sufficient nearby parking is essential, potentially through shared lots or reduced on-site requirements.

Municipal resources should prioritize clearing walkways and bike paths in these areas.

Flaws in Current Code and Need for Practical Design Standards

Certain municipal code aspects, such as mixed-use façade requirements, add unnecessary costs without meaningful benefits. For example, in Eagle River near Grand Canyon Loop and Conquistador Drive, structures are often townhouses disguised to meet aesthetic rules, which is impractical and expensive. Developments should reflect their true purpose without artificial mandates. Transitions between zones are crucial to minimize impacts on adjacent single-family homes, using scaled building heights. Additionally, prioritizing park access is essential for children in denser areas to prevent safety issues. I have reservations about very small homes, as they can deteriorate if not regulated properly. Accessory Dwelling Units (ADUs) are preferable, leveraging existing infrastructure without compromising building standards.

Economic and Social Barriers to Investment

From an investor's perspective, the TSDO has potential, but underlying issues deter capital. In 2018, a team I worked with evaluated a mixed-use project at 36th and Spenard but opted for a similar project in Salt Lake City due to high construction costs and low returns. Rising property and violent crime, open-air drug markets, unchecked squatting, and limited law enforcement response create a sense of helplessness. The Anchorage Police Department's lack of public reporting on certain statistics further erodes investor confidence. The Commission must coordinate with public safety stakeholders to ensure these areas remain attractive for investment.

The TSDO has tremendous potential to revitalize Anchorage by promoting mixed-use, transit oriented growth. With refinements to boundaries, scaling, and practical considerations like safety and services, it can create thriving, inclusive communities. I appreciate the Commission's efforts and urge you to incorporate these suggestions for a more effective outcome.

Sincerely,
Steven A. Jordan

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
Lois Epstein 1108 West 15th Avenue Anchorage, AK 99501	loisepstein@gmail.com	9077480448	9/3/2025 6:40:19 PM
<p>I like increasing density in areas near transit. The details matter, however, so the proposed map will have to be revised. In South Addition, some areas near the L/MN Drive bus route have no way to access L/MN Drive without walking a long distance (for topography and high speed reasons, there's no access to MN Drive except via 13th). See the lower oval on the map I submitted to the Planning Dept.. Second, why is the area near L St. between 10th, 11th, and south not part of the TDSO overlay? L St. is a bus route and this is a prime area for higher density. See the upper oval on the submitted map.</p>			

Anchorage2040

From: Lois Epstein <loisepstein@gmail.com>
Sent: Wednesday, September 3, 2025 6:41 PM
To: Anchorage2040
Subject: Re: PZC Case No. 2025-0030, Transit-Supportive Development Overlay Ordinance (TSDO)
Attachments: tsdocoms225.docx

[EXTERNAL EMAIL]

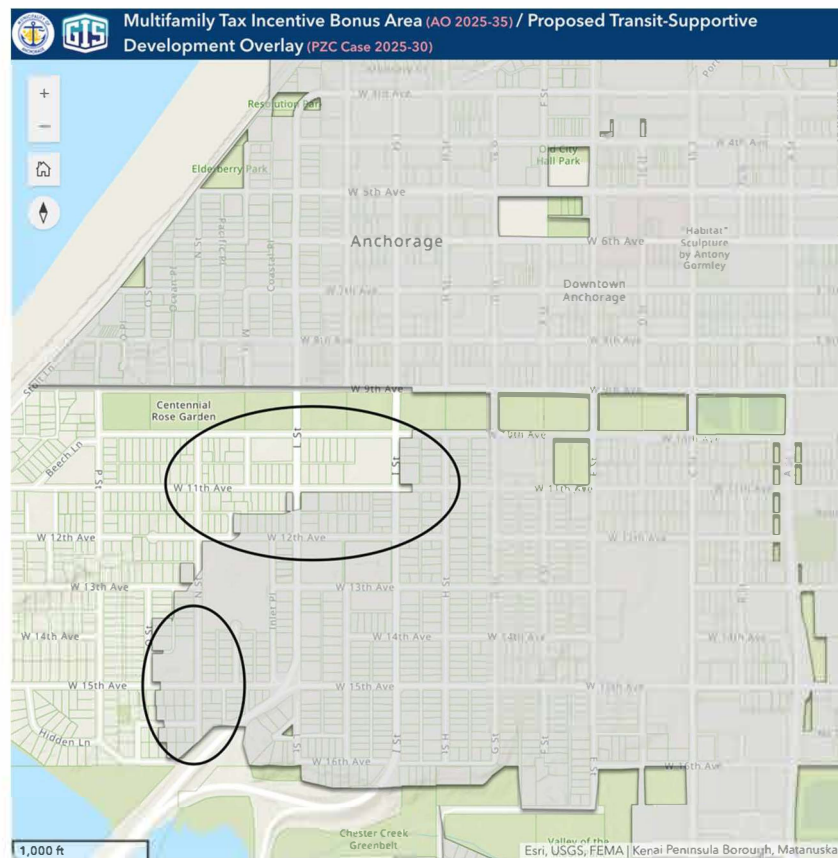
Please accept the attached comment on PZC Case No. 2025-0030, which contains a map that cannot be posted through the CityView Portal. Thank you.

Lois Epstein, P.E.

LNE Engineering
and
Policy

Anchorage, Alaska
(cell) 1.907.748.0448
lneengineering.com

I like increasing density in areas near transit. The details matter, however, so the map will have to be revised. In South Addition, some areas near the L/MN bus route have no way to access L/MN Drive without walking a long distance (for topography and high speed reasons, there's no access to MN Drive except via 13th). See the lower oval on the map below. Second, why is the area near L St. between 10th, 11th, and south not part of the TDSO overlay? L St. is a bus route and this is a prime area for higher density. See the upper oval on the map below.



Public Comments: 2025-0030 & 2025-0034

Commenter	Email	Phone Number	Submitted
<p>Bob Butera 2423 Juneau Street Anchorage, AK 99508</p>	<p>rfbutera@icloud.com</p>		<p>9/3/2025 2:23:23 AM</p>
<p>The Transit Supportive Development Overlay Ordinance (TSDO) is a major rezone of a large swath of residential neighborhoods. It does not follow adopted plans, is flawed, divisive, and is being moved forward with a shoddy public process.</p> <p>Does not follow adopted plans - Both Anchorage 2020 Comprehensive Plan and the Anchorage 2040 Land Use Plan (2040 LUP) suggested Transit Supportive-Development, but succinctly stated: "The exact boundaries will be determined through corridor studies and coordination with residents, businesses and property owners".</p> <p>The 2040 LUP also stated: "Future development is encouraged to be generally in the range of 8 to 20 housing units per acre over the entire corridor. However, individual parts of the corridor, such as existing single-family and two-family neighborhoods may have less density".</p> <p>The 2040 LUP further stated: "Transit Supported Development 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."</p> <p>TSDO does not follow any of this guidance. Guidance that was developed through robust public discussion.</p> <p>Flawed - The goal is housing. The 2040 LUP stated: "Achieving compact infill and development requires that the Municipality identify the most appropriate areas that can absorb more intensive use and compact housing and ensure that infrastructure can serve identified sites and support projects that catalyze other developments." TSDO does none of this. It identifies appropriate areas using a map that was developed for a different purpose, it has not examined infrastructure, and piecemeal projects do not catalyze other developments.</p> <p>This ordinance needs to thoughtfully address questions like the following: A collector street typically does not have on street parking, if a 5 story multifamily and commercial building is allowed on that street, where will the tenants/customers park? There are separation distances between utilities and buildings, where will this create unforeseen problems? Without design standards, what will prevent the building of poor quality housing that degrades the very neighborhoods we are trying to make more livable? Why do the presentations show only the choicest examples from other places? And conversely, if these choice examples are constructed, how will this create affordable housing? Without strong limitations on commercial, why should we expect bakeries instead of 7-elevens? Walk-up businesses instead of businesses that generate high vehical traffic? We have already done much in the R1 zones; we have removed on-site parking requirements, allowed duplexes, and triplexes, (when you include an ADU). When those changes unfold are we already at the limit of roadway parking capacity and ability to clear snow?</p> <p>Divisive - Many of the provisions of TSDO, such as lot coverage, building height and lack of design standards are damaging to residential neighborhoods where these changes are proposed. We need both multi-family housing and solid, thriving, single-family neighborhoods. TSDO in its present form compromises both. By encompassing all of Midtown, Downtown, and East Anchorage, TSDO is too sprawling to produce compact, efficient infill. It would be far better to focus on the neighborhood centers envisioned in</p>			

our 2020 Comp Plan and 2040 Land Use Plan, and not damaging the places that are already thriving.

The TSDO boundary matches the recently approved Multifamily Tax Incentive's boundary. The multifamily tax incentive boundary was developed with little public process and should not be used for TSDO. The TSDO boundary should be tailored to its needs and to follow adopted plans. If the desire is to match map boundaries, the multifamily tax incentive map can be revised later.

Shoddy Public Process - For such a significant rezone, the public process for this ordinance is the worst I have seen in Anchorage. The public is just beginning to know about this and from what I have seen is angry. Proponents have stated that because they said that they were going to work to create housing, that was sufficient public notice. Proponents have misrepresented the comments of community councils. When proponents are flippant with the public they quickly lose credibility.

This ordinance is still undergoing revisions, the public has only just seen it, and there are many unanswered questions. It may be possible to create something that unifies our community instead of divides but only if there is open and robust public discussion. I urge you to postpone this ordinance until this occurs. A rezone this significant should never have gotten as far as the PZC without public discussion. Neither the PZC nor the Assembly are the place for this discussion because their processes are not setup for discussion, but only for comments. Please do not waste our community's time and energy on an assembly battle.

Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
Lois Epstein 1108 West 15th Avenue Anchorage, AK 99501	loisepstein@gmail.com	9077480448	9/2/2025 7:45:18 PM
	I would like to submit a comment with a map but this form does not allow that AND I can't use the email popup box because I don't want to send the comment from my (default) work email which is what the popup box requires. How can I send a comment with a map? Thanks.		