



# Municipality of Anchorage

## Planning Department

### Memorandum



---

---

**Date:** October 6, 2025

**To:** Planning and Zoning Commission

**Thru:** Mélisa Babb, Planning Director

**From:** Daniel Mckenna-Foster, Long-Range Planning Manager

**Subject:** October 2025 Updates to PZC Case No. 2025-0030, Establishing a Transit-Supportive Development Overlay (TSDO), and PZC Case No. 2025-0034, Amending the Comprehensive Plan

#### INTRODUCTION

The concept of Transit Supportive Development Corridors originates with the 2020 Comprehensive Plan adopted in 2001. The 2040 Land Use Plan, adopted in 2017, listed Transit Supportive Development as one of: "...four features...intended to provide an area-specific focus and intent." The text notes that the Transit Supportive Development Corridors and the three other comprehensive plan features were "gaining private and public support because of their potential ability to increase long-term property values." This is all to say that TSDO is meant to guide growth in specific areas.

In October of 2023, Assembly members requested information regarding the implementation and effectiveness of Transit Supportive Development Corridors as a comprehensive plan feature up to that point. The Planning Department's January 12, 2024 memo in response to this request indicated that the corridors had not played a significant role in development since the adoption of the 2040 Land Use Plan. Staff analysis of CAMA data also shows that 78.8% of all development since 2017 has occurred outside of designated centers or corridors, indicating that so far this tool has not been well used.

In 2024, Assembly Member Martinez and Assembly Member Sulte brought a draft Transit Supportive Development Overlay ordinance to the Administration for coordination with the Planning Department to write the ordinance in a way that would maximize the effectiveness of corridors and fully implement the Comprehensive Plan. The sponsors and the Planning Department determined that the draft ordinance should be split into an ordinance to address changes to the comprehensive plan and an ordinance to address corresponding changes to Title 21, as is customary for rezone ordinances requiring an update to the comprehensive plan or land use plan map. Assembly Member Sulte was an original sponsor but completed his term during the development process, Assembly Member Baldwin-Day stepped in to take his place. This memorandum covers both ordinances, each with its own project number. While this memo focuses on 2025-00030, there have also been small changes to 2025-0034 since both ordinances were originally

introduced on June 2, 2025. This memo collectively refers to both ordinances as the TSDO Proposal.

**TIMELINE OF THE PZC PROCESS UP TO THIS POINT**

- June 2, 2025: The Planning Department sent out a newsletter publicizing the posting of TSDO Proposal case materials for hearing at the PZC. All community council presidents were included on this email list. As of this writing, the Department has 264 subscribers receiving direct updates through this newsletter.
- July 14, 2025: The PZC reviewed the original TSDO Proposal work session and then heard public testimony and discussed the proposal at their regular meeting on the same date.
- September 8, 2025: The PZC heard testimony, reviewed the updated TSDO Proposal at the regular meeting, and discussed the proposal under committee of the whole.
- October 6, 2025: The PZC will hear testimony and review a newly updated TSDO Proposal (version 5) at their regular meeting.

**PUBLIC MEETINGS OR OTHER EVENTS RELATED TO TSDO SINCE JUNE 2025**

<b>Date</b>	<b>Meeting/Event</b>
June 2, 2025	Planning Department sent an announcement about TSDO to all Community Council presidents
June 5, 2025	TSDO Proposal announced at the Assembly Community and Economic Development Committee (CEDC) meeting.
July 7, 2025	Transit Supportive Development Overlay Meeting at the Anchorage Lutheran Church on N Street. 7:00pm-9:00pm
July 24, 2025	AMATS Community Advisory Committee Meeting online. 5:00pm-7:00pm
August 1, 2025	Anchorage Homebuilders Association Lunch and Learn
August 4, 2025	TSDO Collaborative Conversation #1
August 18, 2025	TSDO Collaborative Conversation #2
August 25, 2025	Rogers Park CC presentation
September 2, 2025	FCC Local Lens Presentation
September 3, 2025	Downtown Community Council
September 3, 2025	University Area Community Council
September 4, 2025	Turnagain Community Council
September 10, 2025	North Star Community Council
September 11, 2025	Meeting with Mountain View Community Council leadership
September 18, 2025	Airport heights Community Council
September 22, 2025	Turnagain Community Council Land Use Committee
September 24, 2025	Muldoon Transit Center Open House
October 2, 2025	AMATS Technical Advisory Committee Meeting
October 16, 2025 (planned)	AMATS Policy Committee Meeting

**NEWS COVERAGE RELATED TO TSDO SINCE JUNE 2025**

<b>Date</b>	<b>Title</b>	<b>Media</b>
August 26, 2025	<i>"New Anchorage zoning initiative could allow taller buildings and small businesses in many residential neighborhoods"</i>	Anchorage Daily News
September 7, 2025	<i>"Opinion: Resisting change or guiding it — Anchorage faces a choice"</i>	Anchorage Daily News
September 9, 2025	<i>"Letter: TSDO opinion piece was insulting"</i>	Anchorage Daily News
September 9, 2025	<i>" Letter: Higher-density housing will hurt Anchorage neighborhoods"</i>	Anchorage Daily News
September 10, 2025	<i>"Letter: A bold leap forward for Anchorage housing"</i>	Anchorage Daily News
September 23, 2025	<i>"Alaska News Nightly: Tuesday, September 23, 2025"</i>	Alaska Public Media
September 25, 2025	<i>" The mayor's office wants to make it easier to build homes in Anchorage, but not everyone's on board"</i>	Alaska Public Media

**CHANGES TO PZC CASE 2025-0030 SINCE PZC LAST SAW THIS PROPOSAL ON SEPTEMBER 8, 2025**

The table below shows changes by category to different versions of Case No. 2025-0030, which establishes the new overlay. Staff proposes these changes after the second round of public feedback in response to some of the comments provided. An overview of public comments and Department responses can be found starting on page 6 of this memo.

<b>Thematic Area</b>	<b>Original Posted Version for 2025-0030</b>	<b>October 6, 2025 PZC Meeting Version of 2025-0030</b>
<b>TSDO Mapped Area</b>	<ul style="list-style-type: none"> <li>○ Proposed to align with the map adopted with AO 2025-35 (Multifamily Tax Incentive Bonus Area)</li> </ul>	<ul style="list-style-type: none"> <li>● Simplified to the original 2040 Land Use Plan Transit Supportive Corridors north of International Airport Road, plus ¼ mile off of Muldoon and Tudor.</li> <li>● Downtown Anchorage removed due to a previous recommendation by the Planning and Zoning Commission. Commenters stated that Downtown recently underwent a code change and thus already has more flexible zoning.</li> </ul>

Thematic Area	Original Posted Version for 2025-0030	October 6, 2025 PZC Meeting Version of 2025-0030
<b>Driveways</b>	<ul style="list-style-type: none"> <li>○ No changes</li> </ul>	<ul style="list-style-type: none"> <li>● Driveways limited to 20' for plowing ease and better walkability.</li> <li>● The most recent version allows a new provision for exceptions in case of fire safety needs.</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>○ 75 feet throughout the overlay</li> </ul>	<ul style="list-style-type: none"> <li>● 40 feet throughout the overlay.</li> </ul>
<b>Lot Size</b>	<ul style="list-style-type: none"> <li>○ 1,400 square feet</li> </ul>	<ul style="list-style-type: none"> <li>● No minimum lot size requirement</li> </ul>
<b>Lot Coverage</b>	<ul style="list-style-type: none"> <li>○ 100% lot coverage allowed.</li> </ul>	<ul style="list-style-type: none"> <li>● 80% lot coverage allowed.</li> </ul>
<b>Mixed Uses (Non-residential uses in residential zones)</b>	<ul style="list-style-type: none"> <li>○ Required at least one dwelling unit per lot</li> <li>○ Limited to 2,000 square feet per lot. Community uses exempt from this restriction.</li> <li>○ Based on those uses allowed in R-4A.</li> </ul>	<ul style="list-style-type: none"> <li>● This version focuses on expanding residential uses and does not add additional non-residential uses.</li> </ul>
<b>Multiple AOs</b>	<ul style="list-style-type: none"> <li>○ Proposed as a single ordinance that covered all dimensional standards and uses.</li> </ul>	<ul style="list-style-type: none"> <li>● This version focuses on an initial ordinance that will create the overlay and establish new dimensional standards and expand options for residential uses. Sponsors may bring a subsequent ordinance forward later to address non-residential uses within the overlay.</li> </ul>
<b>Natural Protections</b>	<ul style="list-style-type: none"> <li>○ No change to natural protections regulations.</li> </ul>	<ul style="list-style-type: none"> <li>● No change to natural protections regulations.</li> </ul>
<b>Overlay being more restrictive or less restrictive than existing zones</b>	<ul style="list-style-type: none"> <li>○ The overlay was generally permissive and did not establish new restrictions where uses had previously been allowed.</li> <li>○ The overlay restricted drive-through service.</li> </ul>	<ul style="list-style-type: none"> <li>● The overlay is generally more permissive except for a new restriction on driveway width.</li> <li>● The new drive-through service restriction has been removed as the new version does not allow new non-residential uses in the TSDO.</li> </ul>
<b>Residential Design Standards</b>	<ul style="list-style-type: none"> <li>○ Exempted</li> </ul>	<ul style="list-style-type: none"> <li>● No longer exempted</li> </ul>
<b>Setbacks</b>	<ul style="list-style-type: none"> <li>○ Unrestricted</li> </ul>	<ul style="list-style-type: none"> <li>● Setback requirements that reappeared in versions 2 or 3 were removed in favor of</li> </ul>

Thematic Area	Original Posted Version for 2025-0030	October 6, 2025 PZC Meeting Version of 2025-0030
		more flexibility and deference to other existing regulations (such as building code). This was also a point of discussion by the Planning and Zoning Commission at their September meeting.

**CHANGES TO PZC CASE 2025-0034 SINCE PZC LAST SAW THIS PROPOSAL ON SEPTEMBER 8, 2025**

The table below shows changes by category to different versions of Case No. 2025-0034, which updates the 2040 Land Use Plan to be consistent with the establishment of the overlay. Staff proposes these changes in order to allow the flexibility of the overlay to work in concert with the text of the 2040 Land Use Plan.

Thematic Area	Original Posted Version for 2025-0034	October 6, 2025 PZC Meeting Version of 2025-0034
<b>Text proposing how to establish the TSDO boundary</b>	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. "	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. Exact boundaries will be determined through [CORRIDOR STUDIES AND] coordination with residents, businesses, and property owners [(SEE SECTION 3.3 ACTIONS)]."
<b>Text explanations of allowable dwelling units per acre</b>	Throughout: Up to 25 dwelling units per acre or more	<ul style="list-style-type: none"> <li>• Up to 36 dwelling units per acre or more</li> </ul>

**PUBLIC COMMENT ON THE PROPOSAL**

The Department has received a wide range of comments on the proposal in support, in opposition, or asking for additional information. All comments received are available as attachment 1, the table below provides an overview of general themes and a Departmental response.

Comment	Department Response
<i>General support for more housing and density</i>	This aligns with the goals of the 2020 Comprehensive Plan and 2040 Land Use plan.
<i>The proposal goes too far/the proposal doesn't go far enough</i>	<p>The Department has heard both comments that the proposal goes too far and also that it does not go far enough.</p> <p>The Department has been working with the sponsors of this proposal to develop the ordinance since late 2024. The</p>

Comment	Department Response
	current version 5 is the result of numerous community meetings and conversations since June 2025 to adapt the proposal to something that implements the goals of the Comprehensive Plan, addresses community concerns, and is also likely to be effective in facilitating the production of more housing and walkable environments over time.
<i>Not enough public outreach</i>	See the section " <b>OVERVIEW OF PUBLIC OUTREACH AND DEVELOPING THE ORDINANCE UP TO THIS POINT</b> " above.
<i>Changes to character</i>	<p>The legal basis of zoning is that it is a legitimate use of the police power of a local government as long as it has a clear relationship to health, safety, and welfare of the community. Anchorage has identified lack of housing as a major problem for the community, and the lack of housing as having a negative impact on health, safety, and welfare.</p> <p>"Character" is not a defined term in Title 21, and as such it does not translate well into clear and objective zoning language. Initial versions of the TSDO called for broader flexibility in the types of uses allowed in different parts of the area—this could, over time, impact the overall character of those areas. In response to the concerns about this, TSDO version 5 has tightened restrictions on uses relative to the original proposal in order to limit the types of uses that might be possible in existing neighborhoods.</p>
<i>On-street parking</i>	<p>The Department received a number of comments related to concerns about vehicular traffic on public streets, or the storage of private vehicles on public streets (on-street parking). Both these issues can only be adequately addressed through right-of-way management, which the MOA is focusing on through the forthcoming right-of-way management strategy. A fundamental piece of Transit Supportive Development is also that it facilitates more people making the decision to use other types of transportation than single-occupancy vehicles.</p> <p>Initial data from the Municipality's Right-Of-Way Management Project shows that in the years after the Assembly removed parking mandates with AO 2022-80(S), Anchorage does not have significant problems with on-street parking. However, the Municipality does have resources available to address parking issues, such as signage and parking permits, if those problems do occur. The Municipality's Right-Of-Way Management Project is looking at ways to provide additional solutions to address issues on a case-by-case basis to fit the needs of each neighborhood.</p>
<i>Covenants/Deed Restrictions/Other Private Agreements</i>	Covenants and other types of land use restrictions, such as HOAs, are legal agreements between private parties that are enforced by the judicial system. This change to the zoning does not overrule covenants.

<b>Comment</b>	<b>Department Response</b>
<i>Not enough analysis</i>	Staff began work developing the Transit-Supportive Development Overlay in late 2024. Research from the Federal Transit Administration on the interaction between land use development and transportation systems played a key role in developing the proposal. The process up to this point has included a wide range of analysis including consideration of transit routes, land suitability, natural risk, accessibility to goods and services, infrastructure requirements, and overall implementation of the Comprehensive Plan.
<i>Affordability</i>	As outlined in the Comprehensive Plan, to achieve the benefits of transit supportive development, more residences (including workforce and affordable housing) and commercial building space are needed in the corridor to support more frequent, all-day transit service. Housing affordability is a complicated issue that requires a range of implementations, many of which are outside of the purview of zoning itself. However, allowing organic housing production over time is a major factor in ensuring that a larger pool of attainable and affordable housing is available. Zoning restrictions have traditionally been a significant factor in limiting housing supply.
<i>Need for corresponding road improvements</i>	<p>The Transit Supportive Development Overlay applies to private property and where private properties intersect with the street (property lines and driveways).</p> <p>Other sets of rules and guidelines, such as the Design Criteria Manual, the Official Streets and Highways Plan, and traffic and civil engineering standards, apply to road/sidewalk/path improvements. In the long term, right-of-way design issues should be addressed through planning tools outside of Title 21, including the Municipality's Right-of-Way Management project and the Municipality's Long Range Transportation Strategy. Planning staff continue to coordinate on desired right-of-way improvements with the PM&amp;E and Traffic departments as well as municipal partners at AMATS.</p>
<i>Mixed uses: comments both supporting and opposing increasing mixed uses</i>	Staff have received comments both supporting a wider mixture of uses and also restricting the mixture of uses. Earlier versions of the ordinance explored limiting mixed uses by type, or by square footage, or by hours of operation, or by location. Due to the complexity of this conversation, version 5 of the TSDO focuses only on residential uses and leaves the larger mixed-use conversation to a subsequent ordinance.
<i>Infrastructure suitability: water/sewer/roads</i>	The TSDO is focused in areas where the MOA already has infrastructure and where it makes fiscal sense to continue investing in infrastructure improvements. Reviewing agencies, such as AWWU, Fire, and Chugach Electric, did not note any issues to allowing more housing development on existing infrastructure.

Comment	Department Response
<p><i>Too broad/Disperses density citywide</i></p>	<p>The TSDO map is highly targeted based on transit routes and best practices for urban planning.</p> <p>The TSDO is based in part off of the Transit-Supportive Corridors identified and mapped in the 2040 Land Use Plan. However, in the most recent map version, these areas have been reduced to only those original corridors north of International Airport Road.</p> <p>The most recent version of the TSDO map includes approximately 9% of Anchorage Bowl parcels by area and approximately 3% of Anchorage Municipality parcels by area.</p>
<p><i>Heights are too high or too low</i></p> <p><i>Shadows/Solar Access</i></p>	<p>Some comments stated that heights were too high, others that heights were too low. Building heights has been a discussion in Anchorage for several years, however, there remains no codified right to sunlight or solar access. At the same time, special rules to calibrate specific height controls have proven infeasible and unpopular (AO 2025-35).</p> <p>The original TSDO proposal allowed for heights of up to 75' across the overlay area in order to meet the vision of the "5 over 1" envisioned in the 2040 Land Use Plan. A subsequent version of the proposal set height limits based on the functional classification of adjacent roadways. Due to feedback from the process, the height limit has since been reduced to a uniform 40 feet for all areas within the overlay. This lower height limit provides a compromise by allowing one more story to residential zones, addressing some of the most vocal concerns about taller buildings while still also providing an incremental improvement for additional flexibility.</p> <p>If a higher height limit is currently allowed in an underlying zoning district within the TSDO area, that underlying height limit would still be allowed under TSDO.</p>
<p><i>Property values</i></p>	<p>Some comments have expressed concern that property values would go down, while others have expressed concern that property taxes might increase.</p> <p>Reducing zoning restrictions that are not strictly related to health, safety, and welfare generally leads to increased property values because of the increased flexibility for developing the property. Transit Supportive Corridors were identified in the 2040 Land Use Plan as one of <i>"four features...intended to provide an area-specific focus and intent and are gaining private and public support because of their potential ability to increase long-term property values."</i></p>

Comment	Department Response
<i>Stormwater/Runoff</i>	Stormwater/runoff rules are unaffected by this ordinance. Existing stormwater regulations will remain unchanged by this ordinance.

**REQUEST FOR COMMISSION GUIDANCE**

The existing proposed map is based off of the 2040 Land Use Plan Transit Supportive Development Corridors north of International Airport Road, plus parcels within ¼ mile of the centerlines of Tudor Road and Muldoon road. These maps were created using a simple buffer using ArcGIS software and so include some boundaries which may look inconsistent. Staff requests the Commission's insight on whether to leave these boundaries as-is, or amend the boundaries to be more inclusive or exclusive where the Commission feels more contiguity might make more sense.

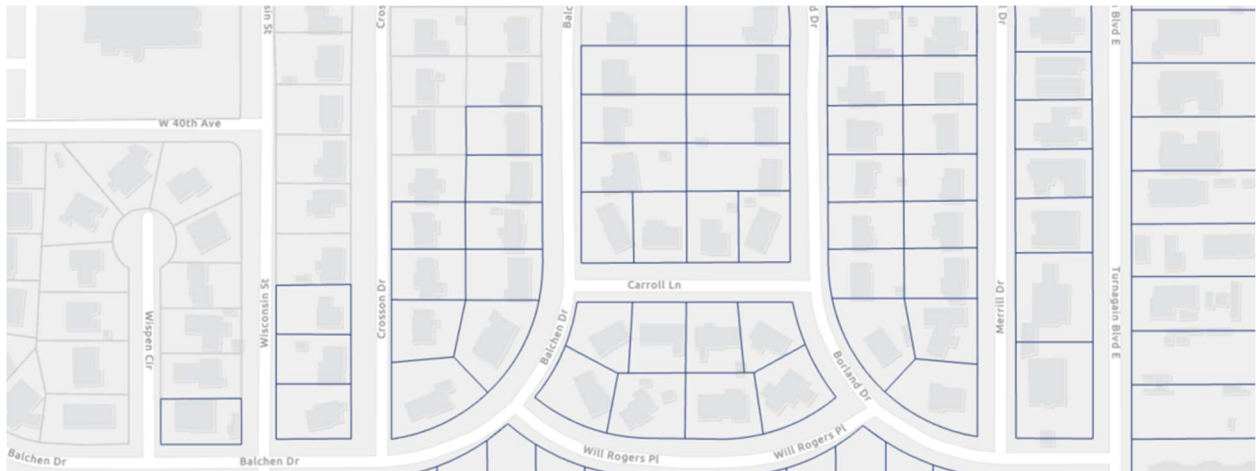


Figure 1 Part of the current TSDO boundary that includes some properties on a street but not others.

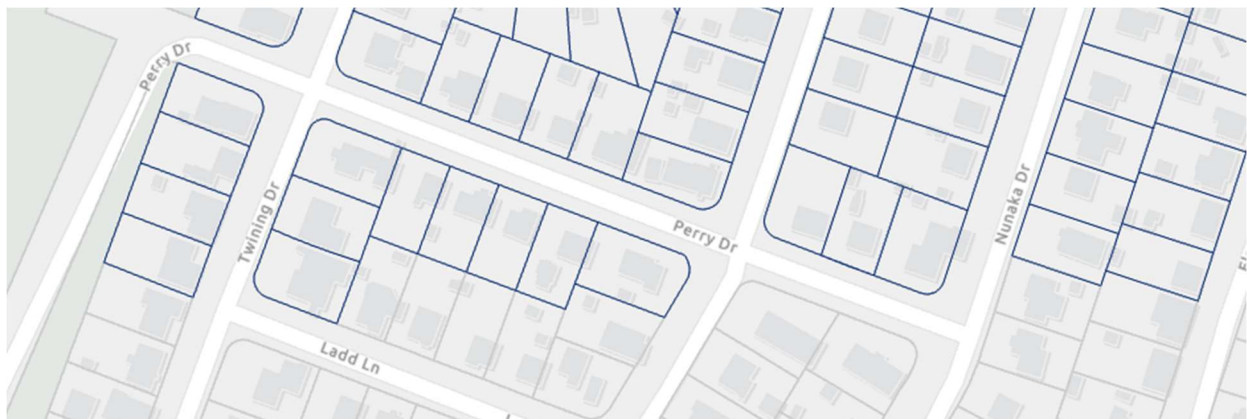


Figure 2 Part of the current TSDO boundary that includes some properties on a street but not others.

## **RECOMMENDATION**

The Department recommends approval of this ordinance as-is without further changes. Additional changes, especially to dimensional standards, would render the proposal significantly less effective in implementing the Comprehensive Plan and achieving needed housing production over time.

If moving the proposal forward proves infeasible, the Department recommends a reconsideration of the TSDO concept in the 2020 and 2040 Land Use Plan policy documents and convening a larger conversation with other departments, agencies, and the public about moving land use and transportation planning forward in a different direction.

## **FINDINGS OF FACT FOR CONSIDERATION**

The findings of fact below are provided for the Planning and Zoning Commission's consideration. The Commission is empowered to make any findings they agree upon.

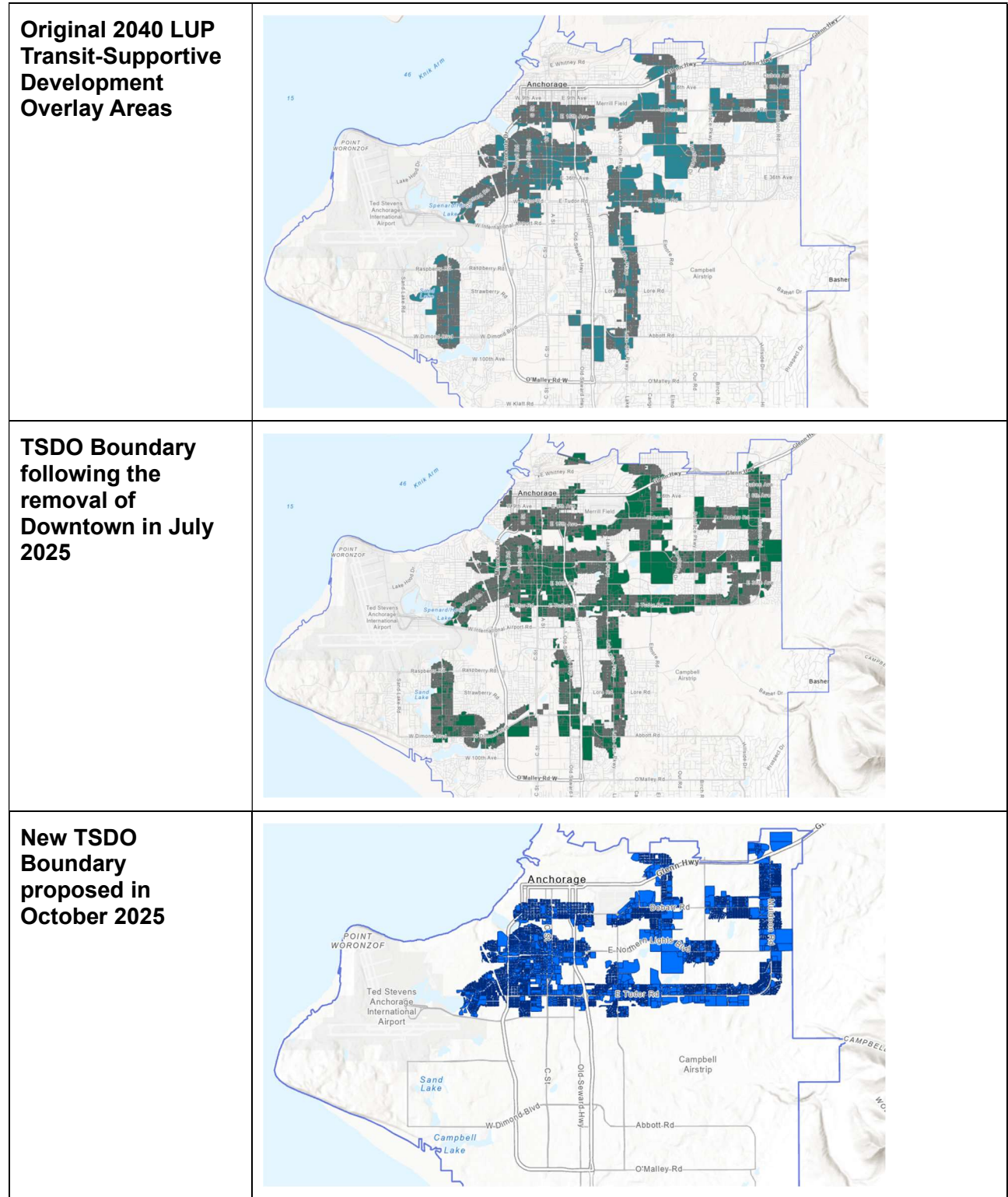
1. The transit-supportive corridor concept was identified in the 2020 Comprehensive Plan adopted in 2001 and outlined more specifically in the 2040 Land Use Plan adopted in 2017.
2. The Planning and Zoning Commission has reviewed and discussed this case at the July 14, 2025 Regular Meeting, September 8, 2025 Regular Meeting, and October 6, 2025 Regular Meeting.
3. The Planning Department has conducted outreach to all known parties that requested a meeting or dialog.
4. This item has been discussed in the local press and community.
5. The most recent version of the TSDO ordinance has been changed in response to feedback received during the public process.

## **Appendix 1: Maps & Reference Materials**

### **Attachments:**

1. Draft ordinance for AO 2025-0030
2. Draft ordinance for AO 2025-0034
3. Public comments for both cases
4. Public comments received after the packet was prepared

**MAP COMPARISONS**

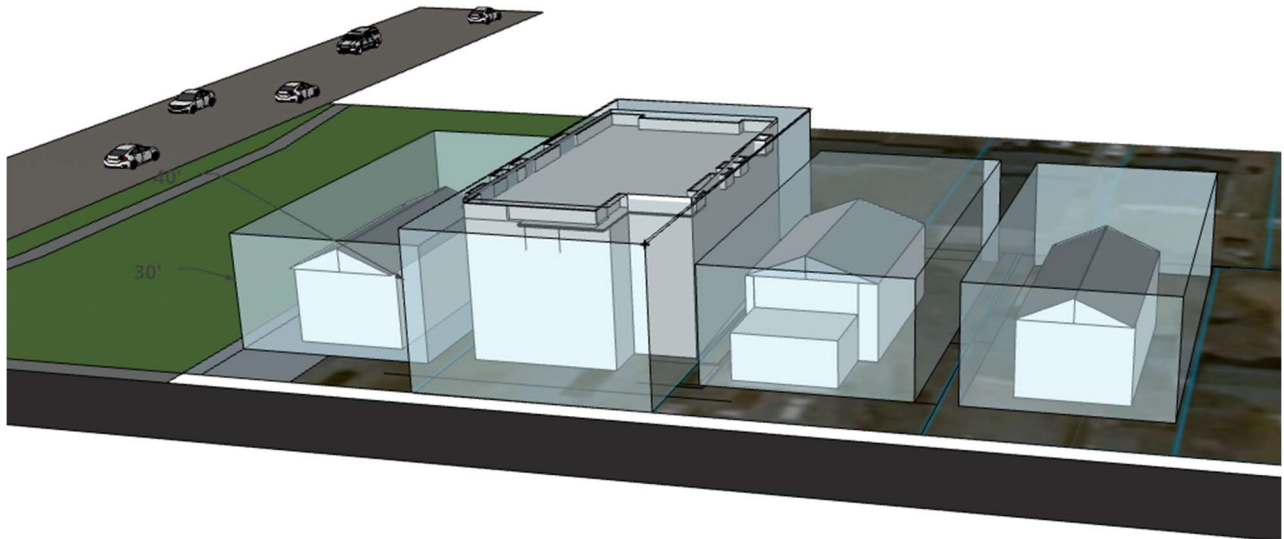


**RANGE OF HOUSING TYPES ALLOWABLE BY THE TSDO**

<b>Cottage Cluster on W 11<sup>th</sup> Ave</b>	<b>Multiunit at W 16<sup>th</sup> Ave</b>
	
<b>Multiunit in Spenard</b>	<b>Multiunit off 36th</b>
	
<b>Multiunit on Old Seward</b>	<b>Multiunit off E. Northern Lights</b>
	

## TSDO VERSION 5 BUILDABLE ENVELOPE

The image below shows the buildable envelope of current dimensional standards for R-2D lots and what might be possible for the same lots under TSDO. While most developments never build to the full buildable envelope, the transparent boxes show what could be technically possible absent easements, covenants, slopes, or other restrictions.

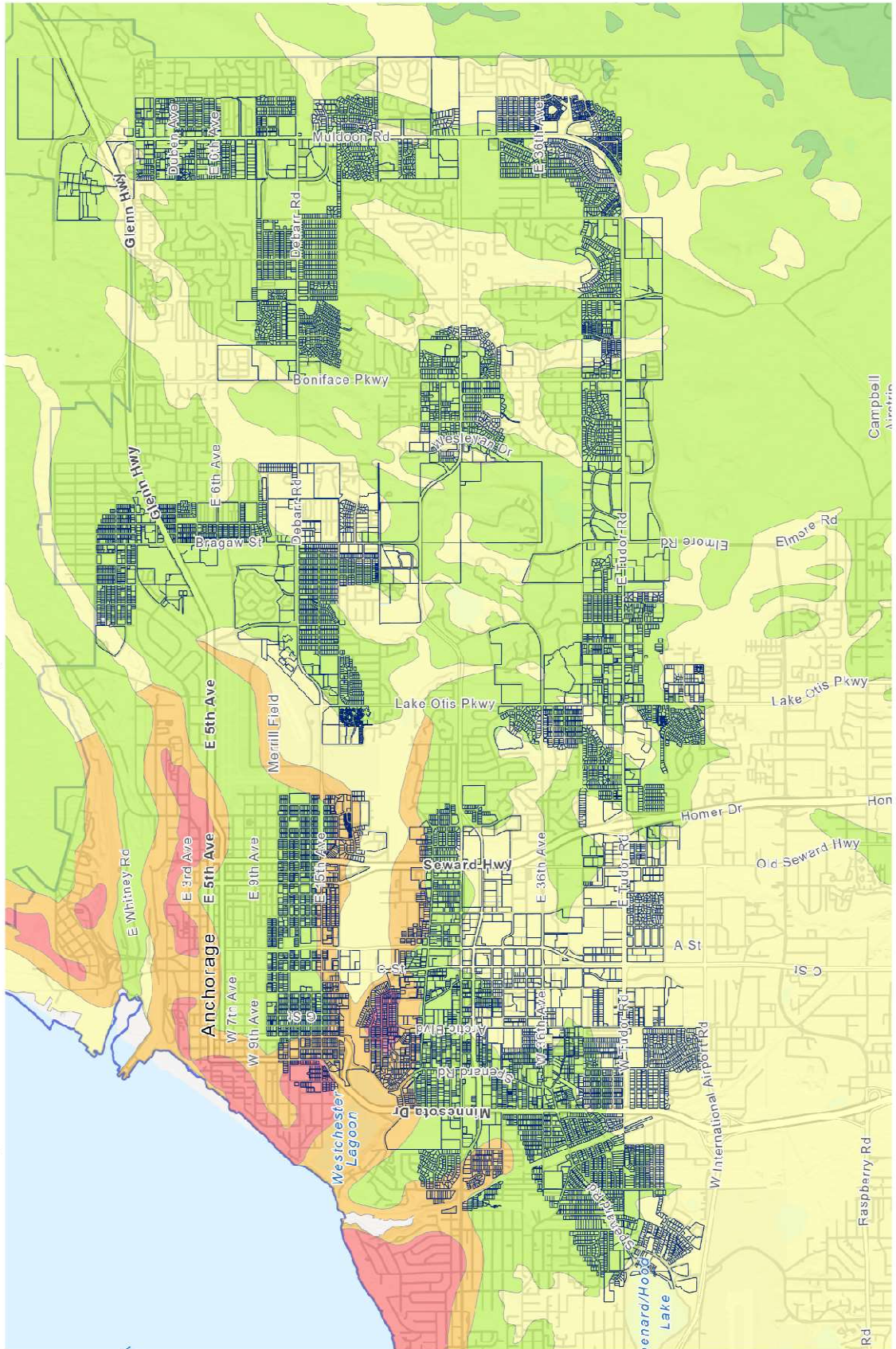


*Figure 3: An example of the buildable envelope for the TSDO under version 5. This would be a 40' building envelope in comparison with 30' building envelopes allowed by the existing zoning on either side.*

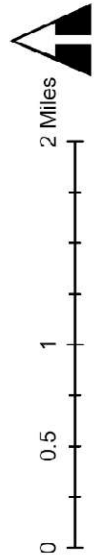
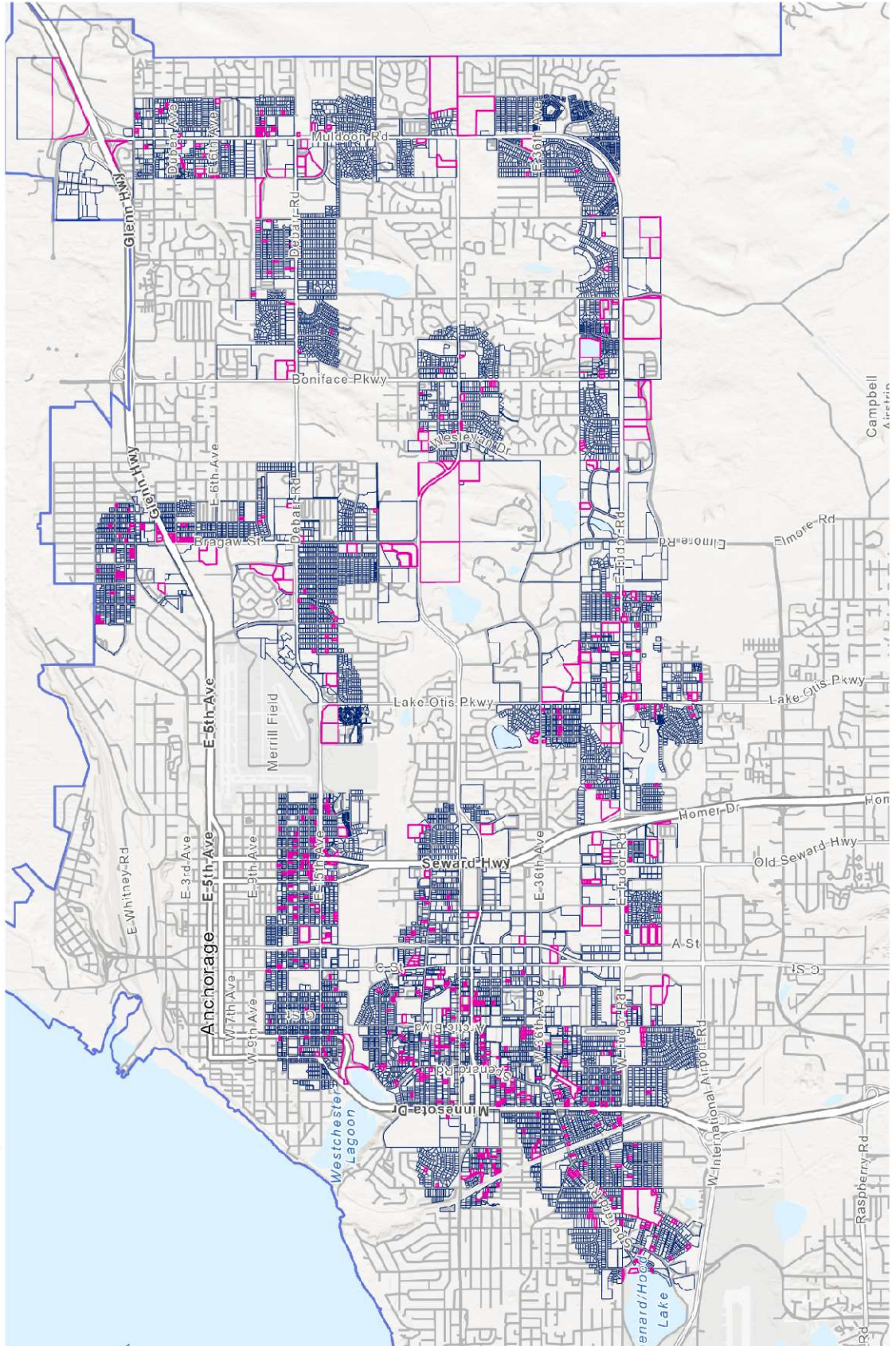
## MAPS OF THE UPDATED TSDO AREA



# TSDO Map 2025-09-28: Vacant Properties



# TSDO Map 2025-09-25: Flood Zones



- TSDO Parcels September 2025
- CAMA Category: "Vacant Land", "Vacant Exempt Land", "Residential Vacant Land"

**Draft Ordinance for PZC Case No.  
2025-0030 (Overlay Creation)**

**PZC Case No. 2025-0030 and PZC Case  
2025-0034**

**Transit Supportive Development Overlay  
and Comprehensive Plan Updates**

Submitted by: Mayor LaFrance,  
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 TRANSIT-**  
7 **SUPPORTIVE DEVELOPMENT CORRIDORS ESTABLISHED BY THE**  
8 **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

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 Section 21.04.070, Overlay Zoning  
23 Districts, is hereby amended to read as follows (*the remainder of the chapter is not*  
24 *affected and therefore not set out*):  
25

26 **21.04.070. Overlay Zoning Districts**  
27 \*\*\* \*\*

28 A. General Purpose/Intent  
29

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 provide entitlements, or [AND] impose regulations and  
33 standards, for specific areas in addition to what is required by the  
34 base districts. The requirements and entitlements of an overlay  
35 district shall govern [APPLY] whenever they are in conflict with those  
36 in the base district. The following overlay districts are [IS]  
37 established:  
38

- 39 1. Commercial center overlay district.  
40 2. Transit-supportive development overlay district.  
41 \*\*\* \*\*

42  
43 **D. Transit-Supportive Development Overlay (TSDO)**  
44 \*\*\* \*\*

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

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

9  
10 2. Applicability

11  
12 This section applies to:

- 13  
14 a. Any property within the Transit Supportive  
15 Development Overlay Map, except as outlined in  
16 sections b and c below. The attached map shall be  
17 adopted as part of the official zoning map of the  
18 Municipality. This map shall be considered a drawing  
19 along parcel boundaries indicating those parcels for  
20 inclusion, per AMC Section 21.03.160F.2.  
21  
22 b. The overlay shall only be available in residential or  
23 commercial districts.  
24  
25 c. The overlay shall not be available in designated or  
26 dedicated parks or the downtown Central Business  
27 District.

28  
29 3. District-Specific Entitlements

30  
31 The intent of this section is to allow flexibility in uses, design,  
32 and construction. Where there are conflicts with the base  
33 zoning district, the more flexible of the two standards may  
34 apply, except as outlined in 21.04.070D.4. below.

- 35  
36 a. Permitted Uses  
37 See Table 21.05-1: Table of Allowed Uses –  
38 Residential, Commercial, Industrial, and Other  
39 Districts.  
40  
41 b. Permitted Accessory Uses  
42 Permitted accessory uses shall be per Table 21.05-3.  
43  
44 c. Dimensional Standards  
45  
46 i. See Table 21.06-C. Table of Dimensional  
47 Standards – Other Districts.

1  
2                   ii. Developments shall be exempt from  
3 21.06.030D.9. Height Transitions for  
4 Neighborhood Compatibility.

5  
6                   d. Design Standards

7  
8                   i. TSDO shall be exempt from open space  
9 requirements in 21.07.030.

10  
11                   ii. See Table 21.07-4 for landscaping  
12 requirements.

13  
14                   iii. Multiple primary uses and multiple structures  
15 are allowed on a lot.

16  
17                   e. Subdivisions

18  
19                   Subdivisions in the TSDO are not subject to  
20 21.08.030K. Lot Dimensions.

21  
22                   4. District-Specific Standards

23  
24                   Where the district-specific standards of this section conflict  
25 with the base zoning district, the following standards govern,  
26 except that if there are any conflicts between provisions of the  
27 Transit-Supportive Development Overlay and the provisions  
28 of Natural Resource Protection in 21.07.020, the provisions of  
29 21.07.020 shall govern.

30  
31                   a. Subdivisions

32  
33                   If a lot is to be served by an on-site wastewater  
34 disposal system, the lot shall have the minimum area  
35 required for such a lot under AMC chapter 15.65

36  
37                   b. Driveway Design and Dimensions

38  
39                   Driveways shall meet the requirements of Section  
40 21.07.090H.11. except that, within residential zoning  
41 districts, driveways for all uses shall not exceed 20 feet.  
42 The director may provide relief from this standard for  
43 developments with the agreement of the Fire Marshal  
44 and the Traffic Engineer.

1  
2  
3  
4  
5  
6  
7

(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 Section 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*):

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
Use Category	Use Type	OTHER	Definitions and Use-Specific Standards
		TSDO	
<b>RESIDENTIAL USES</b>			
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	<u>C</u>	21.05.030A.7.
	Manufactured home community	<u>C</u>	21.05.030A.8.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
Group Living	Assisted living facility (3-8 residents)	<u>P</u>	21.05.030B.1.
	Assisted living facility (9 or more residents)		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)		21.05.030B.3.
	Habilitative care facility, large (26+ residents)		21.05.030B.3.
	Rooming-house		21.05.030B.4.
	Transitional living facility		21.05.030B.5.
<b>COMMUNITY USES</b>			
Adult Care	Adult care facility (3 to 8 persons)	<u>P</u>	21.05.040A.

**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.

		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Adult care facility (9 or more persons)		21.05.040A.
Child Care	Child care center (9 or more children)		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		21.05.040C.2.
	Crematorium		21.05.040C.3.
	Government administration and civic facility		21.05.040C.4.
	Homeless and transient shelter		21.05.040C.5.
	Neighborhood recreation center		21.05.040C.6.
	Religious assembly		21.05.040C.7.
	Social service facility		21.05.040C.8.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
Cultural Facility	Aquarium		21.05.040D.1.
	Botanical gardens		21.05.040D.2.
	Library		21.05.040D.3.
	Museum or cultural center		21.05.040D.4.
	Zoo		21.05.040D.5.
Educational Facility	Boarding school		21.05.040E.1.
	College or university		21.05.040E.2.
	Elementary school or middle school		21.05.040E.3.
	High school		21.05.040E.4.
	Instructional services		21.05.040E.5.
	Vocational or trade school		21.05.040E.6.
Health Care Facility	Health services		21.05.040F.1.
	Hospital/health care facility		21.05.040F.2.

**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.

		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Nursing facility		21.05.040F.3.
Parks and Open Area	Community garden		21.05.040G.1.
	Park, public or private		21.05.040G.2.
Public Safety Facility	Community or police substation		21.05.040H.1.
	Correctional institution		21.05.040H.2.
	Fire station		21.05.040H.3.
	Public safety facility		21.05.040H.4.
Transportation Facility	Airport		21.05.040I.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		21.05.040I.6.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Transit center		21.05.040I.7.
Utility Facility	Tower, high voltage transmission		21.05.040J.1.
	Utility facility		21.05.040J.2.
	Utility substation		21.05.040J.3.
	Wind energy conversion system (WECS), utility		21.05.040J.4.
Telecommunication Facilities	Antenna only, large <sup>4</sup>		21.05.040K.
	Antenna only, small <sup>4</sup>		21.05.040K.
	Type 1 tower <sup>4</sup>		21.05.040K.
	Type 2 tower <sup>4</sup>		21.05.040K.
	Type 3 tower <sup>4</sup>		21.05.040K.
	Type 4 tower <sup>4</sup>		21.05.040K.
Agricultural Uses	Commercial horticulture		21.05.050A.1.

**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.

		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
Animal Sales, Service & Care <sup>2</sup>	Animal Boarding <sup>2</sup>		21.05.050B.1.
	Animal shelter <sup>2</sup>		21.05.050B.2.
	Large domestic animal facility, principal use <sup>2</sup>		21.05.050B.3.
	Retail and pet services <sup>2</sup>		21.05.050B.4.
	Veterinary clinic <sup>2</sup>		21.05.050B.5.
Assembly	Civic/convention center		21.05.050C.1. 21.05.020A.
	Club/lodge/meeting hall		21.05.050C.2. 21.05.020A.
Entertainment and recreation <sup>2</sup>	Amusement establishment <sup>2</sup>		21.05.050D.1. 21.05.020A.
	Entertainment facility, major <sup>2</sup>		21.05.050D.2. 21.05.020A.
	Fitness and recreational sports center <sup>2</sup>		21.05.050D.3.
	General outdoor recreation, commercial <sup>2</sup>		21.05.050D.4.
	Golf course <sup>2</sup>		21.05.050D.5.

**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.

		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Motorized sports facility <sup>2</sup>		21.05.050D.6. 21.05.020A.
	Movie theater <sup>2</sup>		21.05.050D.7. 21.05.020A.
	Nightclub <sup>2</sup>		21.05.050D.8. 21.05.020A.
	Shooting range, outdoor <sup>2</sup>		21.05.050D.9.
	Skiing facility, alpine <sup>2</sup>		21.05.050D.10.
	Theater company or dinner theater <sup>2</sup>		21.05.050D.11. 21.05.020A.
Food and Beverage Service <sup>2</sup>	Bar <sup>2</sup>		21.05.050E.1. 21.05.020A.
	Food and beverage kiosk <sup>2</sup>		21.05.05 E.2. 21.05.020A.
	Restaurant <sup>2</sup>		21.05.050E.3. 21.05.020A.
Office	Broadcasting facility		21.05.050F.1.
	Financial institution		21.05.050F.2.
	Office, business or professional		21.05.050F.3.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
Personal Services, Repair, and Rental	Business service establishment		21.05.050G.1.
	Funeral/mortuary services		21.05.050G.2.
	General personal services		21.05.050G.3.
	Small equipment rental		21.05.050G.4.
Retail Sales <sup>2</sup>	Auction house <sup>2</sup>		21.05.050H.1.
	Building materials store <sup>2</sup>		21.05.050H.2.
	Convenience store <sup>2</sup>		21.05.050H.3. 21.05.020A.
	Farmers market <sup>2</sup>		21.05.050H.4.
	Fueling station <sup>2</sup>		21.05.050H.5. 21.05.020A.
	Furniture and home appliance store <sup>2</sup>		21.05.050H.6.
	General retail <sup>2</sup>		21.05.050H.7.
	Grocery or food store <sup>2</sup>		21.05.050H.8. 21.05.02A.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Liquor store <sup>2</sup>		21.05.050H.9. 21.05.020A.
	Pawnshop <sup>2</sup>		21.05.05H.10.
Vehicles and Equipment	Aircraft and marine vessel sales		21.05.050I.1.
	Parking lot or structure (50+ spaces)		21.05.050I.2. or I.3.
	Parking lot or structure (less than 50 spaces)		21.05.050I.2. or I.3.
	Vehicle parts and supplies <sup>2</sup>		21.05.050I.4.
	Vehicle-large, sales and rental <sup>2</sup>		21.05.050I.5.
	Vehicle-small, sales and rental <sup>2</sup>		21.05.050I.6.
	Vehicle service and repair, major		21.05.050I.7.
	Vehicle service and repair, minor		21.05.050I.8.
	Camper park		21.05.050J.1.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
Visitor Accommodations	Extended-stay lodgings		21.05.050J.2.
	Hostel		21.05.050J.3.
	Hotel/motel		21.05.050J.4. 21.05.020A.
	Inn		21.05.050J.5. 21.05.020A.
	Recreational and vacation camp		21.05.050J.6.
<b>COMMERCIAL MARIJUANA USES</b>			
	Marijuana cultivation facility		21.05.055B.1. <a href="#">21.03.105</a>
	Marijuana manufacturing facility		21.05.055B.2. <a href="#">21.03.105</a>
	Marijuana testing facility		21.05.055B.3. <a href="#">21.03.105</a>
	Marijuana retail sales establishment <sup>2</sup>		21.05.055B.4. <a href="#">21.03.105</a>
<b>INDUSTRIAL USES</b>			
Industrial Service	Contractor and special trades, light		21.05.060A.1.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	Data processing facility		21.05.060A.2.
	Dry cleaning establishment		21.05.060A.3.
	General industrial service		21.05.060A.4.
	Governmental service		21.05.060A.5.
	Heavy equipment sales and rental		21.05.060A.6.
	Research laboratory		21.05.060A.7.
Manufacturing and Production	Commercial food production		21.05.060B.1.
	Cottage crafts		21.05.060B.2.
	Manufacturing, general		21.05.060B.3.
	Manufacturing, heavy		21.05.060B.4.
	Manufacturing, light		21.05.060B.5.
	Natural resource extraction,		21.05.060B.6.

**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.**

		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	organic and inorganic		
	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.
	Marine wholesaling		21.05.060C.4.
Warehouse and Storage	Bulk storage of hazardous materials <sup>7</sup>		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		21.05.060D.9.

<b>TABLE 21.05-1: TABLE OF ALLOWED USES - RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS</b> 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 <a href="#">21.04.060</a> . All other uses not shown are prohibited.			
		OTHER	
Use Category	Use Type	TSDO	Definitions and Use-Specific Standards
	associated with a community use		
	Self-storage facility		21.05.060D.4.
	Storage yard		21.05.060D.5.
	Warehouse or wholesale establishment, general		21.05.060D.6.
	Warehouse or wholesale establishment, light		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.
	Junkyard or salvage yard		21.05.060E.4.
	Land reclamation		21.05.060E.5.
	Landfill		21.05.060E.6.

**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	OTHER	Definitions and Use-Specific Standards
		TSDO	
	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

<sup>1</sup> See subsections 21.04.050B. and C. for interim provisions allowing for additional uses in the I-2 district.  
<sup>2</sup> Uses with structures with a gross floor area over 20,000 square feet require a major site plan review through subsection 21.07.120A., *Large Commercial Establishments*.  
<sup>3</sup> Marijuana cultivation facilities are permitted in the B-3 district when collocated with and attached to a marijuana retail sales establishment. Marijuana manufacturing facilities producing extracts using water-based, food-based, closed-loop carbon dioxide extraction systems, or other methods not employing solvents or gases, as described in 3 AAC 306.555, are permitted in the B-3 district. Marijuana retail sales establishments are permitted in the I-2 district when collocated with and attached to a marijuana cultivation facility or a marijuana manufacturing facility.  
<sup>4</sup> In accordance with subsection 21.05.040K.3.g., a tower or antenna that is not permitted in a district may be requested through the conditional use process.  
<sup>5</sup> In the AF district, three towers per lot are permitted by right (or, for Type 2 towers, by administrative site plan review). The installation of more than three towers per lot requires a conditional use permit.  
<sup>6</sup> Health services facilities not to exceed 15,000 gross square feet per individual parcel.  
<sup>7</sup> See subsection 21.05.060D.1.b for specific use provisions applicable within the Port of Anchorage Security Area0

1  
2  
3  
4  
5  
6  
7  
8

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-139, § 1, 1-28-14; AO No. 2014-58, § 2(Att. A), 5-20-14; AO No. 2015-133(S), § 3(Exh. A), 2-23-16; AO No. 2015-142(S-1), § 3(Exh. B), 6-21-16; AO No. 2016-3(S), §§ 6, 7, 2-23-16; AO No. 2016-131, § 1, 11-15-16; AO No. 2016-136am, § 2, 11-15-16; AO No. 2016-156, § 1, 12-20-16; AO No. 2017-10, § 1, 1-24-17; AO No. 2017-57, § 1, 4-11-17; AO No. 2017-74, § 1, 5-23-17;

AO No. 2017-176, § 4, 1-9-18; AO No. 2017-175(S), § 3(Exh. A), 2-13-18; AO No. 2020-38, § 6, 5-28-20; AO No. 2020-56, § 2, 6-23-20; AO No. 2021-54, § 1, 6-22-21; AO No. 2023-77, §§ 5, 18, 7-25-23; AO No. 2023-42, § 2, 8-22-23; AO No. 2023-87(S-1), § 2(Exh. B), 6-25-24)

**Section 3.** Anchorage Municipal Code Section 21.06.020 Dimensional Standards Tables, 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 <sup>14</sup>		Max lot coverage (%)	Minimum setback requirements (ft)			Maximum height (ft)
	Area (sq ft)	Width (ft)		Front	Side	Rear	
***	***	***	***	***	***	***	***
TSDO: Transit-Supportive Development Overlay	Unrestricted	0	80%	0'	0'	0'	40'
***	***	***	***	***	***	***	***

(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 4.** Anchorage Municipal Code Section 21.06.030, Measures and Exceptions, 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 and two-family, compact mixed residential-medium, and urban residential-high.

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-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,” “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 5.** Anchorage Municipal Code Section 21.07.030, 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**

\*\*\* \*\*

**C. Exemptions**

The following are exempt from the private open space requirement:

\*\*\* \*\*

**8. Any development in the Transit Supportive Development Overlay.**

\*\*\* \*\*

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

**Section 6.** Anchorage Municipal Code Section 21.07.080, Landscaping, Screening, and Fences, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

**21.07.080 Landscaping, Screening, and Fences**

\*\*\* \*\*

**E. Types of Landscaping**

\*\*\* \*\*

**1. Site Perimeter Landscaping Requirements**

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

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

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

<b>PR</b>						L1	L2	L2		<u>L1</u>	L4	L1	L1	L1
<b>TSDO</b>	<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>

**NOTES:**

- <sup>1</sup> 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.
- <sup>2</sup> 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.
- <sup>3</sup> 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.

(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 7.** Anchorage Municipal Code Section 21.07.110, 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 8.** Anchorage Municipal Code Section 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 9.** 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.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15

**Section 10.** This ordinance shall become effective immediately upon adoption.

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

\_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
Municipal Clerk

TSDO Version 5

**Draft Ordinance for PZC Case No.  
2025-0034 (Comprehensive Plan  
Updates)**

**PZC Case No. 2025-0030 and PZC Case  
2025-0034**

**Transit Supportive Development Overlay  
and Comprehensive Plan Updates**

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 36 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 36[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  
33 NEAR CENTERS] and 36 dwelling units per acre or more  
34 in[OR] \_Transit-supportive Development corridors.  
35
- 36 2. Page 40  
37 Density  
38 • 10 to 30 housing units per gross acre[, WITH 15 OR MORE  
39 NEAR CENTERS] and 36 dwelling units per acre or more  
40 in[OR] \_Transit-supportive Development corridors[;].  
41
- 42 3. Page 43  
43 Density  
44 • [BUILDINGS: ½ TO 2 FAR.]  
45 • Dwellings: 36[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. Exact boundaries will be determined through [CORRIDOR STUDIES AND] coordination with residents, businesses, and property owners [(SEE SECTION 3.3 ACTIONS)].

6. Page 60

Future development is encouraged to be [GENERALLY IN THE RANGE OF 8 TO 20] equal to or greater than 36 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 <sup>1</sup>	Amendments
<b>Anchorage Bowl</b>	Anchorage 2020, Anchorage Bowl Comprehensive Plan	AO 2000-119(S); 2-20-2001	AO 2002-119; 9-10-2002; <u>AO 2025- ; (insert effective date of this ordinance)</u>
	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

			<u>2025- : (insert effective date of this ordinance)</u>
***	***	***	

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33

\*\*\*      \*\*\*      \*\*\*

(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 Since September  
8, 2025**

**PZC Case No. 2025-0030 and PZC Case  
2025-0034**

**Transit Supportive Development Overlay  
and Comprehensive Plan Updates**

## **Anchorage2040**

---

**From:** buckets.lockers-8g@icloud.com  
**Sent:** Monday, September 8, 2025 11:57 AM  
**To:** Anchorage2040  
**Subject:** Testimony re Case nos. 2025-34 & 2025-0030  
**Attachments:** 2025.09 EG Testimony re draft TSDO AO.pdf

[EXTERNAL EMAIL]

Attached please find my comments concerning PZC case nos. 2025-34 & 2025-0030 providing overall support for, after amendments to, the August 18, 2025 draft AO that would establish a Transit-supportive Development Overlay.

Thank you.

Best,  
Eric Glatt  
Anchorage District 4

To: Anchorage Planning & Zoning Commission  
From: Eric Glatt, Anchorage District 4  
Sent to: Anchorage2040@muni.org  
Date: September 8, 2025

Re: Case nos. 2025-34 & 2025-0030. Overall support after amendments to August 18, 2025 draft AO that would establish a Transit-supportive Development Overlay

WHEREAS I own a home, work, and most frequently recreate in Midtown and would be directly affected by the changes proposed here; and

WHEREAS I agree that Anchorage is suffering from a housing shortage; and

WHEREAS my vision for Anchorage includes seeing its central core—i.e., Downtown and Midtown—become more unified and integrated; easier and safer to walk, bike, and otherwise move about in without a car; and less divided by large, highly trafficked, hard-to-cross, high-speed roads; and

WHEREAS I also believe Anchorage should give property owners more flexibility than it currently does, in general, especially once an area has been developed and its individual parcels sold off, and especially as to property situated in more populated areas; and

WHEREAS I believe such greater flexibility should be given to property owners not as a function of a fundamental individual right, but for the good of the community, because developers and individual property owners are better positioned than the government to respond to their own and to community needs in creative ways in real time, as needs, demographics, and circumstances continue to change; and

WHEREAS I have made what I consider a reasonable effort to understand the intended relationship between Anchorage’s comprehensive plans (collectively the “Comp Plan”); AMC Title 21; and the roles of the Planning & Zoning Committee, the Mayor’s office, the Planning Department, the Assembly, and the public in adopting or amending comprehensive plans or Title 21; and

WHEREAS my understanding of these relationships and roles may be imperfect, but I nevertheless hope these comments prove valuable and I welcome any opportunity to continue learning; and

WHEREAS I understand that within the Comp Plan is the *2040 Land Use Plan*, which amends but does not replace the *Anchorage 2020–Anchorage Bowl Comprehensive Plan* and which describes its adopters’ vision of what land use in Anchorage should look like by the year 2040; and

WHEREAS the vision as articulated in the 2040 LUP can be overly aspirational and vague in some parts, and can contain details that are unhelpful in other parts, but nevertheless suggests a general direction Anchorage should take in amending its land use laws; and

WHEREAS my vision for Anchorage aligns with some of the elements of the vision articulated in the 2040 LUP, including to allow for higher density in more-developed areas and to promote more creativity and flexibility in Anchorage's housing profile; and

WHEREAS I understand that the Comp Plan does not legally obligate the Assembly to make any changes to Title 21, but does describe what changes to Title 21 are legally allowed, thereby serving, essentially, as a menu of options that sponsor(s) may choose from when proposing Assembly Ordinances that would amend Title 21; and

WHEREAS I have not analyzed how closely an AO amending Title 21 must reflect the Comp Plan to survive a legal challenge or what form a successful legal challenge might take, but suspect that an AO that is reasonably consistent with any of the menu options provided in the Comp Plan should survive a legal challenge and, more importantly, trust that anything that is legally questionable will be reviewed by the Municipal Attorney's office or by Assembly Counsel; and

WHEREAS I have made what I believe is a reasonable effort to understand what I believe is the current (August 18) draft of the Transit-supportive Development Overlay AO that is before PZC and to understand how it is meant to relate to the 2040 LUP; and

WHEREAS I find that the draft AO does a poor job grounding its proposed changes in the 2040 LUP, but I support the overall direction of the changes it proposes and trust that it will be subjected to legal analysis before being adopted, e.g., for assurance that it is reasonably consistent enough with the 2040 LUP if reasonable consistency is the appropriate legal standard of analysis; and

WHEREAS I believe the poor fit between the AO and the 2040 LUP can sow confusion, distract, make it harder to understand and therefore support, and give opponents more legitimate points of contention to raise than they would otherwise have; and

WHEREAS much of what I consider a poor fit between the draft AO and the 2040 LUP has to do with the former's "Whereas" clauses (pp.1-2) and its "Purpose" paragraph (pp.2-3), which can be amended; and

WHEREAS I believe that the area covered by the draft TSDO is entirely or almost entirely well-developed and, as a consequence, any changes to the built

environment within it will be incremental—largely through ad hoc infill and redevelopment of individual lots—and will not be wildly transformational; and

WHEREAS I am familiar with the aphorism “Laws are like sausages; it is better not to see them being made”; and

WHEREAS I do not want perfect to be the enemy of the good enough; now, therefore:

**I urge the Planning and Zoning Commission to recommend** the following to the Assembly as concerns the August 18 draft AO that would create a TSDO:

- **Town Centers.** Recommend scrubbing all reference to Town Centers as part of the justification for the AO. I made a good-faith effort to identify Anchorage’s “existing Town Centers” (AO p.1, l.36) as contemplated by the 2040 LUP. All I found were seven relatively small locations that I have a difficult time imagining as “focal point[s] of activity for a group of neighborhoods, and the regional ‘heart’ for major parts of the Bowl [that] will serve as destinations for shopping, entertainment, and services in cohesive, pedestrian-friendly urban settings.” (2040 LUP, *Section 2: Plan – The Land Use Plan Map*, p.43). I have attached one color and one black-and-white map showing the Town Centers I found as Appendix A.
- **Corridors & the Overlay Map.** Recommend reducing as much as possible any reference to or suggestion of a relationship between the proposed Overlay Map and (unidentified\*) corridors. (\*I have attached as Appendix B a markup reflecting my best guess as to what roads might be the targeted corridors.) Especially north of Tudor, the map itself does not appear to be a representation of corridors as people might reasonably expect to see. Instead, it looks like a relatively sweeping rezone, which I support. Furthermore, I think Anchorage would benefit from a reconsideration of its road and traffic patterns such that appearing to commit to a vision of unspecified TSD “corridors”—without greater exploration first of anticipated effects on traffic patterns, non-motorized mobility patterns, whether traffic can be diverted from some roads and areas to others, how such corridors might have a different character, for example, in Downtown & Midtown from that in East Anchorage, etc.—would be premature.

Furthermore, I again find tension between the 2040 LUP and the draft AO. First, the 2040 LUP appears to describe two capital-“C” corridor types (Commercial and Main Street), and to describe one small-“c” corridor type, in reference to Transit-supportive Development. (2040 LUP, *Section 2: Plan – The Land Use Plan Map*). The distinction, if any is intended, appears unexplained. Second, the 2040 LUP states as to TSD corridors that: “Exact boundaries will be determined through corridor studies and [in] coordination with residents, businesses, and property owners.” The AO does not explain

whether any such studies or coordination have been conducted. And it states that: “Future development is encouraged to be generally in the range of 8 to 20 housing units per acre on average over the entire corridor. However, individual parts of the corridor, such as in existing single-family and two-family neighborhoods, may have less density.” Again, these density targets are inconsistent with the AO.

If the AO sponsors prefer to leave such tension unresolved, I think that it can at least be lessened by making the AO appear less reliant on an asserted relationship to TSD corridors, just as the AO would benefit from removing reference to density targets. Recommend minimizing if not altogether eliminating any reference to TSD corridors as justification for the AO, to the extent such an asserted relationship is not deemed legally necessary.

- **Mixed-Use.** Recommend carefully reviewing all references to mixed-use in the AO in light of my understanding that the draft is meant to go forward without making any amendments to Title 21 that will introduce mixed-use development where it is not already allowed. But mixed-use continues to be referenced in the “Whereas” clauses, in the “Purpose” paragraph, and in the substantive text amending Title 21. Although some references might be warranted in the substantive amendments—e.g., to address mixed-use that is already allowed—all other references should be scrubbed if, in fact, the intent is not to introduce new mixed-use development with this AO.
- **Target Densities.** Recommend scrubbing all references to specific average density targets. References to density targets in the AO are inconsistent with each other and with the 2040 LUP. Furthermore, the AO suggests that a certain unspecified form of success turns on reaching one of those average density targets. (p.1, l.31, identifying 36 units/acre “on average as a threshold for the success of Transit-Supportive Development”). But, given any reasonable projection of Anchorage’s population, achieving such an average density throughout the TSDO appears to be unrealistic, as I imagine it would be even if using the lowest-cited number in the AO, 25 units/acre. (p.3. l.9). Instead, I would argue that *any* increased density in the area covered by the TSDO is beneficial for Anchorage, including by improving the potential to increase ridership of and financial support for the People Mover bus network. There is no need to include targets, whether for allowable density or achieved density, in order for this to be beneficial for Anchorage.
- **Section 1. AMC 21.04.070 - Overlay Zoning Districts** (pp.2–5). Other than the “Purpose” section (pp.2–3)—which, as mentioned above, contains inappropriate references to targeted densities, mixed-use development, and transit corridors—this appears appropriate. Recommend amending the “Purpose” section and keeping the rest.

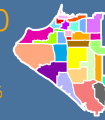
- **Section 2. AMC 21.05.010 - Table of Allowable Uses** (pp.6–19). Recommend keeping the broadly expanded allowable uses, especially as to Residential Uses and as to those Community and Commercial Uses that are appropriate in largely residential neighborhoods, such as: for child, adult, and pet care; for community and neighborhood recreation centers; for parks and gardens; and for professional offices and general personal services.
- **Section 2. AMC 21.05.070 - Accessory Uses and Structures** (pp.19–20). These appear reasonable.
- **Section 3. AMC 21.05.030 - Residential Uses: Definitions and Use-Specific Standards** (pp.20–22). Recommend keeping this targeted suspension of Residential Design Standards.
- ***Possibly needed but missing.* AMC 21.06.020 - Dimensional Standards Tables. Table 21.06-1: Table of Dimensional Standards - Residential Districts.** This might not be necessary given the provision in the AO that the “requirements and entitlements of an overlay district shall govern whenever they are in conflict with those in the base district.” But I saw that Table 21.06-1 in the current Title 21 includes provisions limiting the maximum “number of principal structures per lot or tract.” And I understand that the intent of the AO includes lifting such principal-structure limits. Just as the AO contains several sections that appear to explicitly resolve other possible conflicts, therefore, I wonder if a section explicitly lifting the principal-structure limits within the TSDO would be appropriate.
- **Section 4. AMC 21.06.020 - Dimensional Standards Tables. Table 21.06-3: Table of Dimensional Standards - Other Districts** (pp.22–23).
  - **Minimum lot dimensions.** Recommend keeping the elimination of minimum lot sizes. Give developers and individual property owners the flexibility to decide how best to meet their needs and to meet community needs, i.e., to respond to market demand. This also appears to be addressed in **Section 9. AMC 21.08.030 - Design Standards** (p.27). Recommend keeping there, too.
  - **Max lot coverage.** Recommend keeping significant increase of allowable lot coverage. I can understand why some people might find a 100% allowance extreme, even if actual 100% coverage cannot be achieved given other constraints, such as required setbacks, utility easements, fire separation distances, etc. But, for example, limiting so many residential lots to 40%, 50%, or 60% coverage, as the current Title 21 does, interferes with the kind of imaginative flexibility that individual property owners should be allowed to exercise. I therefore support a significant increase in allowable lot coverage. If 100% proves

unpalatable to a majority, recommend that it be brought down no lower than 80%.

- **Maximum height.** Here I have some sympathy for those who don't wish to see, say, 7-story buildings go up in the immediate midst of older 1-story homes, especially if allowable lot coverage is expanded as I hope will be true. Although I do not have a solid understanding of how to distinguish local, collector, and arterial roads from each other, to the extent that they are well defined somewhere and to the extent that those definitions appear logical and intuitively "correct," I support the kind of tapered approach reflected in this draft AO. I do not think it would be profoundly detrimental to the AO if the height limit on local streets was reduced further, but it should not go below 36 ft.
- **Section 5. AMC 21.06.030 - Measurements and Exceptions** (pp.23–24). I infer that this suspends in the TSDO certain "height transition" standards that could otherwise reduce maximum height limits along the boundaries of the TSDO, precisely where lots are more likely to otherwise benefit from higher height limits because of the road type. Recommend keeping.
- **Sections 6–9.** (pp.24–27). These appear to help effectuate elements of the AO I support by removing what would otherwise be contradicting provisions in Title 21. To the extent that is true: Recommend keeping.
- **Sections 10, 11.** (pp.27–28). Recommend keeping.

## **Appendix A**

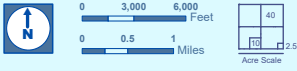
Attempt to identify what locations the 2040 Land Use Plan considers designated “Town Centers”



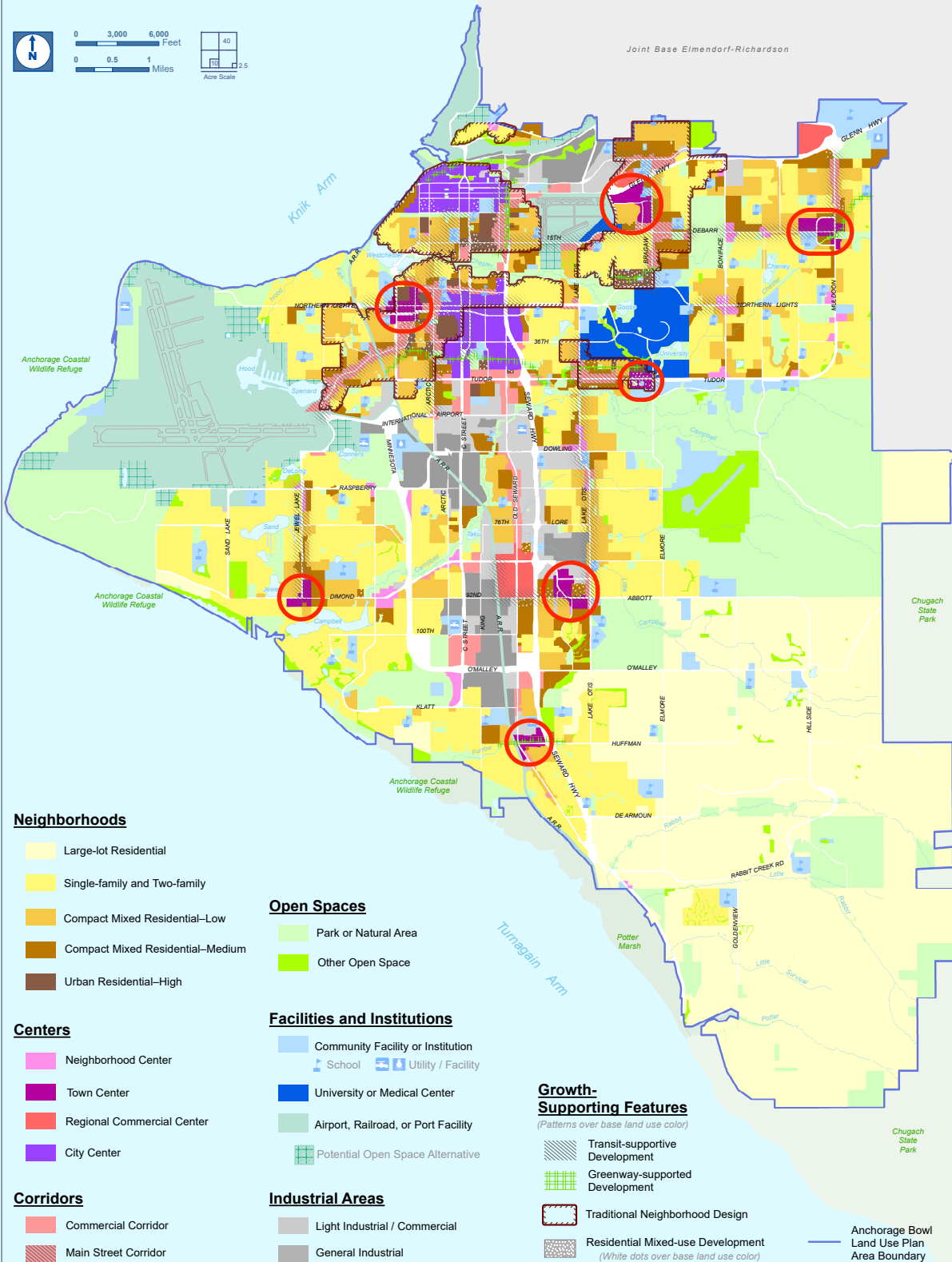
# Anchorage 2040 Land Use Plan Map

A Supplement to the Anchorage 2020 Comprehensive Plan

As Adopted by AO 2017-116  
September 26, 2017



Joint Base Elmendorf-Richardson



### Neighborhoods

- Large-lot Residential
- Single-family and Two-family
- Compact Mixed Residential—Low
- Compact Mixed Residential—Medium
- Urban Residential—High

### Open Spaces

- Park or Natural Area
- Other Open Space

### Centers

- Neighborhood Center
- Town Center
- Regional Commercial Center
- City Center

### Facilities and Institutions

- Community Facility or Institution
- School
- Utility / Facility
- University or Medical Center
- Airport, Railroad, or Port Facility
- Potential Open Space Alternative

### Corridors

- Commercial Corridor
- Main Street Corridor

### Industrial Areas

- Light Industrial / Commercial
- General Industrial

### Growth-Supporting Features

- (Patterns over base land use color)
- Transit-supportive Development
  - Greenway-supported Development
  - Traditional Neighborhood Design
  - Residential Mixed-use Development  
(White dots over base land use color)

Anchorage Bowl Land Use Plan Area Boundary

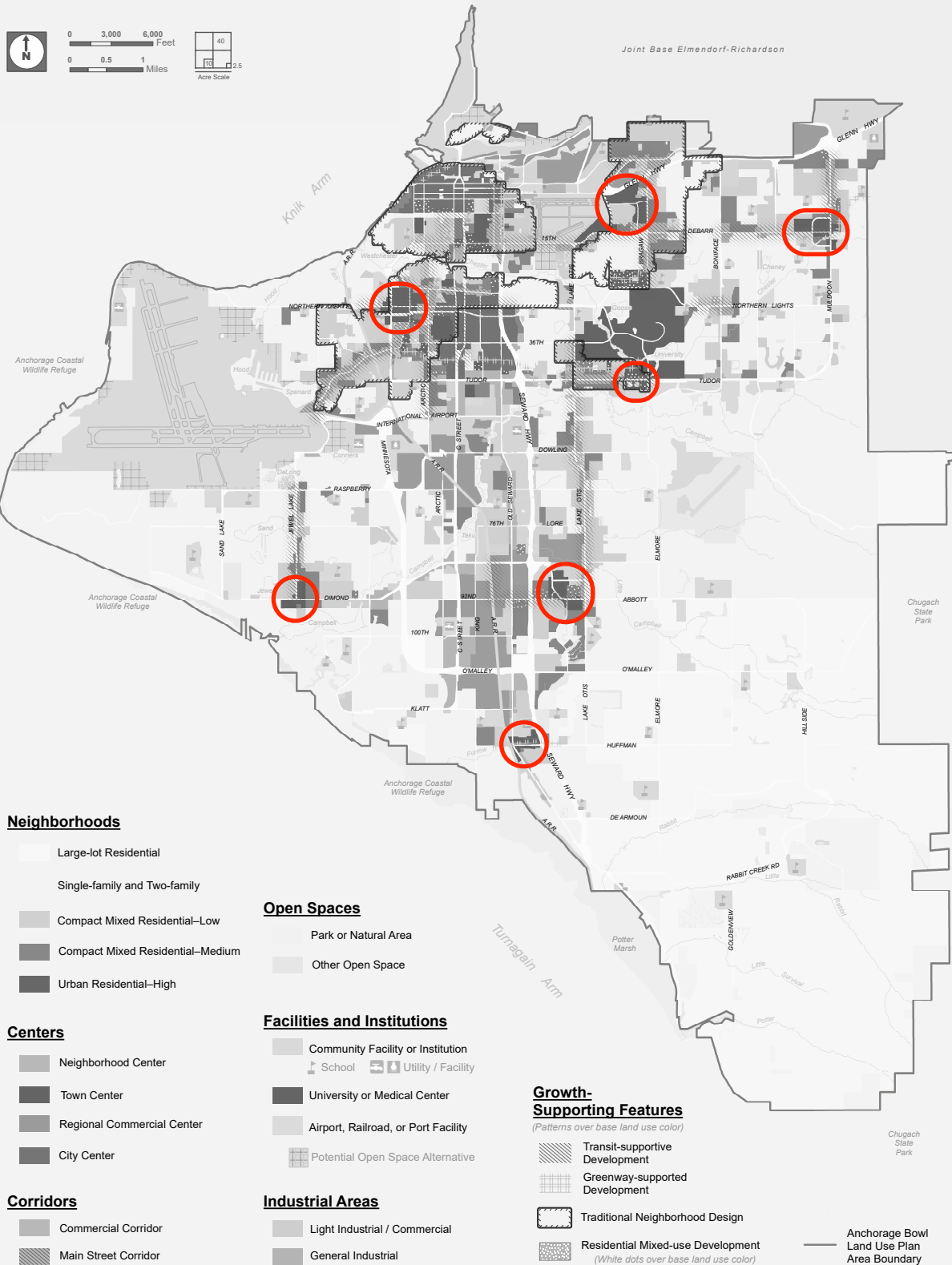
This map is a part of Section 2 of the Anchorage 2040 Land Use Plan narrative. Section 2 of the Plan provides definitions and guidance regarding the land use designations and other features on this map.





# Anchorage 2040 Land Use Plan Map

A Supplement to the Anchorage 2020 Comprehensive Plan



### Neighborhoods

- Large-lot Residential
- Single-family and Two-family
- Compact Mixed Residential-Low
- Compact Mixed Residential-Medium
- Urban Residential-High

### Centers

- Neighborhood Center
- Town Center
- Regional Commercial Center
- City Center

### Corridors

- Commercial Corridor
- Main Street Corridor

### Open Spaces

- Park or Natural Area
- Other Open Space

### Facilities and Institutions

- Community Facility or Institution
- School
- Utility / Facility
- University or Medical Center
- Airport, Railroad, or Port Facility
- Potential Open Space Alternative

### Industrial Areas

- Light Industrial / Commercial
- General Industrial

### Growth-Supporting Features

(Patterns over base land use color)

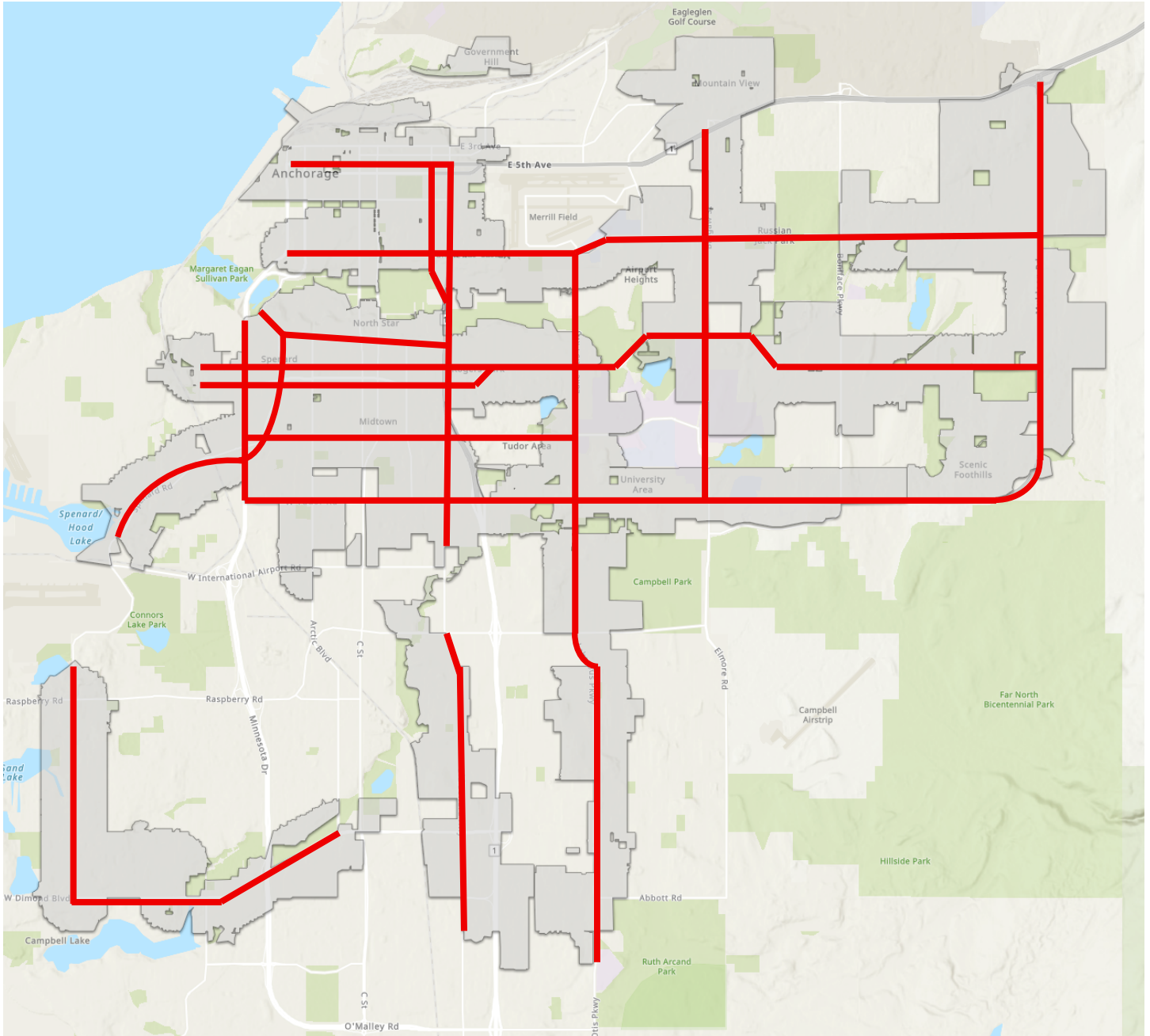
- Transit-supportive Development
- Greenway-supported Development
- Traditional Neighborhood Design
- Residential Mixed-use Development  
(White dots over base land use color)

This map is a part of Section 2 of the Anchorage 2040 Land Use Plan narrative. Section 2 of the Plan provides definitions and guidance regarding the land use designations and other features on this map.



## Appendix B

Attempt to discern what roads are intended to serve as  
Transit-supportive Development Corridors



## **Anchorage2040**

---

**From:** jimholte <jimholte@gmail.com>  
**Sent:** Monday, September 8, 2025 4:12 PM  
**To:** Anchorage2040  
**Subject:** TSDO Comments

### **[EXTERNAL EMAIL]**

I own a duplex on Virginia Court. I live in the upstairs unit. I am opposed to the proposed TSDO as written and executed. I am unsure if the TSDO has violated notice requirements, but the first I learned of this was speaking with neighbors. Please work with us to develop this plan. As is, I am surprised by the assertion that there is "ample street parking" within the proposed zone. This is 100% inaccurate for our little street. A multi-unit development, even one, without a requirement that the developer must provide a garage, would jam up Virginia Court. There is very little by way of street parking.

I am also concerned about the very limited setbacks.

I also believe this proposal, without requiring mixed-income developments, will only bring more high-cost housing to Anchorage. The idea that a developer is going to build affordable housing in South Addition is preposterous.

If the city wishes to create more affordable housing and encourage density, I encourage them to be more creative and consider areas with pre-existing density, as many other cities have done. If the city wishes to see increased pedestrian and bike commuting, the first step would be creating a meaningful bike infrastructure and, oh, I don't know, clearing snow off of sidewalks in the winter.

Like anyone with eyes, I can see the dire need for affordable, quality housing in Anchorage. I do not believe the TSDO plan, as written, will achieve that. Moreover, the way this has unfolded without apparent input from the impacted communities is concerning.

Best,  
Jane Imholte

## Anchorage2040

---

**From:** Mckenna-Foster, Daniel R.  
**Sent:** Tuesday, September 9, 2025 9:53 AM  
**To:** Anchorage2040  
**Subject:** FW: TSDO - Comments on AO

---

**From:** LaQuita Chmielowski <lchmielowski@dowl.com>  
**Sent:** Tuesday, September 9, 2025 9:33 AM  
**To:** Mckenna-Foster, Daniel R. <daniel.mckenna-foster@anchorageak.gov>  
**Cc:** Babb, Melisa R.K. <melisa.babb@anchorageak.gov>  
**Subject:** TSDO - Comments on AO

### [EXTERNAL EMAIL]

Hi, Daniel,

I know you are dealing with a lot of input on the TSDO and it must be very challenging to balance everything.

I did want to provide some input on a few technical items that I saw in the current AOs for TSDO for consideration, as follows:

#### **AO without non-residential uses**

4.b restricting driveways to 20 feet in residential zones.

- If a building is over 3 stories, aerial fire apparatus access is required. This requires a 26-foot-wide drive. Also, depending on the density of housing, there may be a need for a wider driveway (24 is typical). 21.90 also had private access drive requirements for multiple multi-family dwellings on a single lot. I am assuming there are concerns with driveway widths in areas where it may be mainly single-family homes. However, there are many residential zoning districts that would allow different uses that may require additional driveway width. Can this restriction be taken out since we already have driveway standards through the traffic department? Could this be a requirement for traffic to approve the driveway width for the development so that the development type and context could be considered?.

#### **AO with non-residential uses**

21.04.070.4.b Hours of operation

- I agree with comments from the commission last night. I understand what this is trying to accomplish but does seem like it could cause problems and restrict the potential uses that may be considered in a neighborhood. If there is an entitlement, you could require the applicant outline the hours of operation and any negative impacts would be mitigated. This would allow flexibility and the ability to review the non-residential use as it relates to the surrounding neighborhood.

21.04.070.c

- If I am reading this correctly, these uses would be restricted, even if the underlying zoning allows them. Is this correct? If so, why would we restrict these uses within the areas in the TSDO that are zoned B-3. There are areas along the main corridors where these uses exist and help to serve neighborhoods. Also, where you have smaller lots, it does help to have the ability to place your building on one lot and parking on the adjacent lot so that it appears to be one development. Writer's Block is a good example of this type of development. If surface parking as a principle use is not allowed, it could potentially require an owner to replat to combine lots, which can be cost prohibitive for a small project. Writer's Block would not have moved forward if we had to replat the lots.

21.04.070.f

- Same comments above about restricting driveway widths.

Thanks for your consideration!  
LaQuita

**LaQuita Chmielowski, PE, LEED AP**  
Senior Land Use Planning Manager

**DOWL**

(907) 562-2000 | office  
(907) 865-1266 | direct  
(907) 232-1720 | cell

***dowl.com***

## Anchorage2040

---

**From:** D & J Amick <amickalaska@gmail.com>  
**Sent:** Tuesday, September 9, 2025 1:25 PM  
**To:** Anchorage2040  
**Subject:** thoughts on TSDO

### [EXTERNAL EMAIL]

I've attended the last two meetings at Rogers Park Elementary School. I recognize the importance of improving the housing situation in Anchorage and mixing different housing options in neighborhoods. We currently have a nice mix in the Rogers Park/College Village area (Stephens Park apartment complex, many single family homes, a few duplexes along Northern Lights, Lake Otis). That being said, I'm concerned about some of the specific zoning proposals and the reality that if the current proposals are implemented, the changes would not only be slow to improve our housing stock but some of the changes might not be improvements. For example, a single family home might get converted to a duplex only if a fire destroys the original structure. This type of unfortunate situation would hopefully be an infrequent occurrence. A duplex conversion would generally be unaffordable to build otherwise. Also, allowing people to build tiny homes on their lot could theoretically increase the number of people housed in the neighborhood. Yet, if those structures were instead used for short term rentals (airbnb), then that goal wouldn't be met. I wonder if the city has explored other options to more predictably improve housing in the midtown area: 1) Could the city provide any incentive for the owner of the former BP building to convert office space into studio apartments? That building would be ideal for combining office space on several floors, studio apartments on others, and stores/restaurant/gym on the lower floors. 2) Restricting the number of short term rentals in the city (airbnb, vrbo) could improve the number of starter homes in our area. 3) I'm aware of three homes in College Village that have been vacant for a couple years. If the owner could be encouraged to sell the homes, that would quickly provide housing for three families. 4) Can schools that close be converted to independent/assisted living for elders or for other special groups? Also, I like the idea of having restaurants/coffee shops within walking distance to the neighborhood (my husband and I occasionally walk to Don Jose's in the summer to eat outside at their patio). However, I notice that businesses have a hard time gaining ground at the edge of the neighborhood. The strip mall at Northern Lights/Lake Otis frequently has vacant space. Brown Jug locks their doors during business hours. I'm not sure that it's realistic to expect more businesses to want to move into our neighborhood.

Addressing some of these ideas at an open house or at a meeting might be helpful to others who have had similar thoughts. It would be helpful to know that other housing options have been thoroughly explored.

I appreciate your efforts to make this a city affordable for more families and young adults.

Thanks,

Janeice Amick

## **Anchorage2040**

---

**From:** Jason Norris <jasonmnorris@aol.com>  
**Sent:** Wednesday, September 10, 2025 9:13 AM  
**To:** Kimmel, Corliss A.; Blake, Lori A.; Anchorage2040  
**Subject:** Cases 2025-0030/0034 - Answers to Vice-Chair Krishna's Question  
**Attachments:** TSDO PZC 10 Sept 25 Norris Followup.pdf

[EXTERNAL EMAIL]

Hello,

I am providing the attached as a follow up answer to Vice-Chair Krishna's question to me following my testimony on 8 September.

Thanks,  
Jason Norris

Commissioner Krishna,

I apologize that I did not have a great and comprehensive answer to your question about what I felt was watered down about the current proposal. My testimony on the evening of 8 September was pretty emotional, and I failed at shifting gears back into detailed policy mode. I felt I owed you a better answer, so I am providing this follow-up. If you would like to discuss further, please feel free to contact me.

- 1) Maximum Heights. When I first testified, I stated that 75 feet could be good in some places, but it was too much in some areas and not enough in others. I stand by that. Where I feel this has been “watered down” is that the maximum heights less than 75 feet keep decreasing without explanation. Referencing [Version 2\\_a](#) of the original AO, the heights are 75 feet on Arterials and above, 55 on Collectors, and 48 on local roads. Moving to [Version 4](#), the heights are 75, 55, and 40. There has been no explanation for the downward revision. Similarly, there was never any consideration of heights exceeding 75 feet. As I alluded to in my testimony on 8 September, I had provided to the Administration (as part of the focus group) a concept that would activate our Town Centers more efficiently, provide a barrier to permanent disparities in height exceeding 15’ among adjacent structures, and pull the centroid of mass away from our busiest streets (also a concern of yours).

By employing a “step-down” concept from the edge of Town Centers and from our arterials and collectors, we can ensure that there is not a permanent (though there will be temporary) disparity in height exceeding 15 feet between adjacent buildings should all properties be developed to their full maximum height. This could also be used in the Transit Corridors to great effect using step-downs in 15 foot increments from the 75 and 55 foot heights. This configuration would still provide the tallest buildings along the busiest roads, providing the ability for a step-down as we retreat away from these busy roads provides the opportunity for people to look inward toward the neighborhood instead of outward toward the road. This would mitigate some of the concern that we would be placing housing along these roads while also addressing concerns about height disparities. It would also answer a question that I perceived from the Commission about how we provide greater density along the corridors beyond simply the lot fronting the roads.

I would also like to point out that my suggestion that Town Centers exceed 75 feet in maximum height is in line with current practices in the urban design space.

Examples include, but are not limited to:

Seattle, Washington: “Station Area Overlay Districts”: 85 feet (with exceptions)  
(Chapter 23.61)

San Jose, California:

Transit Areas: 150 feet (Chapter 20.85.020D)

Urban Village: 120 feet (Chapter 20.85.020E)

Madison, Wisconsin: Transit Oriented Development Overlay: 116 feet (Chapter  
28.104)

Indianapolis, Indiana: TOD Design Guidelines 2.6, District Center: 100 feet

Tampa, Florida: Table 212.1, NMU-35: 85 feet

West Palm Beach, Florida:

Table IV-21 TOD-25: 380 feet

Table IV-22 TOD-10: 155 feet

Table IV-23 TDO-8: 104 feet

Fort Lauderdale, Florida:

Sec. 47-37B.5. Uptown Urban Village: 90 feet

Sec. 47-37.21. Regional Activity Center – Urban Neighborhood: 120 feet

Sandy Springs, Georgia: Sec. 4.6.3. Transit-Mixed Use: TX-6: 95 feet

Charlotte, North Carolina:

Article 13: TOD Districts:

TOD-TR (Transit Transition): 50 feet (75 feet with bonuses)

TOD-CC (Transit Community Center): minimum 24 feet, maximum 90 feet or  
130 feet with bonuses

TOD-NC (Transit Neighborhood Center): minimum 24 feet, maximum 75 feet  
or 100 feet with bonuses

TOD-UC (Transit Urban Center): minimum 24 feet, maximum 130 feet, 300  
feet or more with bonuses

Chapel Hill, North Carolina:

Sec 3.3.1 Town Centers

TC-1: 60 feet

TC-2: 90 feet

TC-3: 120 feet

New Bedford, Massachusetts: Chapter 9, Appendix B, Mixed Use Business: 100 feet

Omaha, Nebraska:

Sec 55-574:

TOD 1: Unlimited

TOD 2: 96 feet

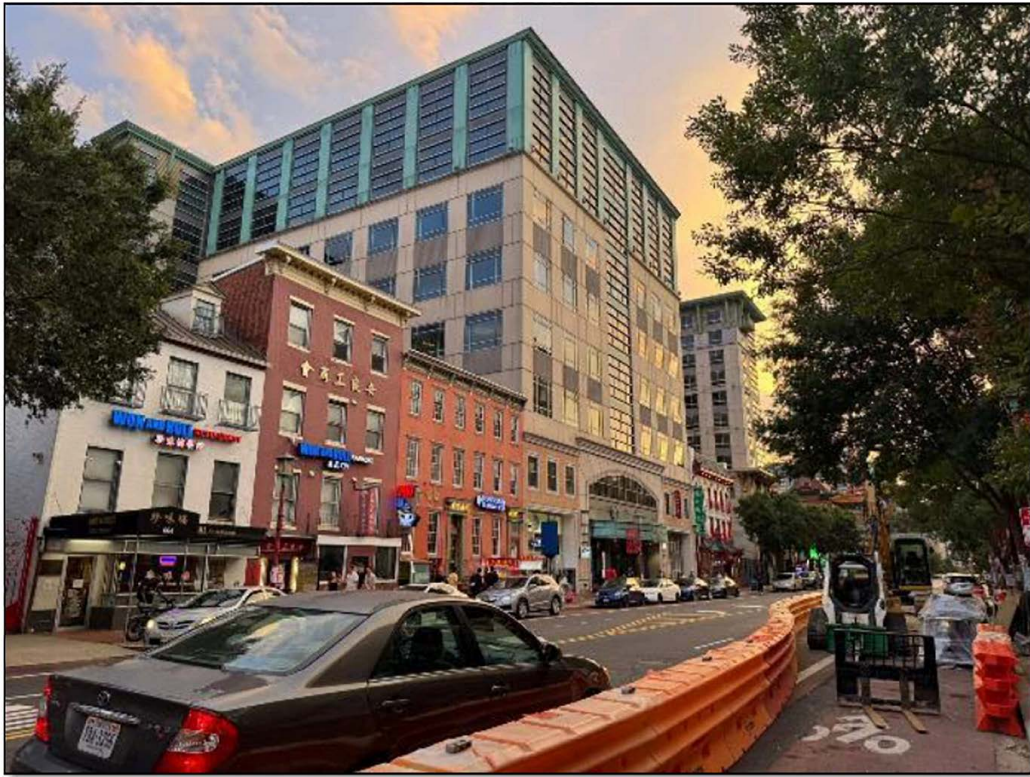
TOD 3: 60 feet

TOD 4: 36 feet

This summarizes the bulk of my concern related to maximum heights while also providing a potential solution.



- 2) Setbacks. In moving from no required setbacks to five foot setbacks, we are not simply moving five feet. We are moving to exclude a very particular style of development that is most often cited as providing some of the most desirable and aesthetically pleasing development in America. I referenced the Painted Ladies in San Francisco and Brownstones in New York, but I was also recently in Washington, D.C. Both Chinatown in D.C. and Old Town Alexandria, Virginia, are excellent examples of why zero setbacks are so important to providing an engaging building front for pedestrians (pictures below). Setbacks are incredibly detrimental in this manner.





3) Non-Residential Uses. As others raised concerns about, I am highly concerned that splitting this into two ordinances gives a convenient off-ramp to pass the residential portion then declare the non-residential portion “too hard” or “too controversial” and quietly kill it. If they are being split into two because everyone is working in good faith to do justice to the non-residential portion without holding up the residential portion, then ok. But given how this process has played out thus far, I am admittedly skeptical. I also agree with you that posting hard and fast hours of operation is not in any way, shape, or form advisable. As I relayed to the Administration, if there is a childcare facility within walking distance of a family’s home, but it doesn’t open until after the parents need to be at work, then there is essentially not a childcare facility within walking distance of a family’s home. I’m also curious about why we are only allowing the smaller size of childcare facility. Many times these places become more competitive when they can leverage economies of scale.

I will state that I am a fan of moving to no minimum lot size and the greater consideration for banning car-centric uses. Thank you for the opportunity to follow-up and answer your question more comprehensively.

-Jason Norris

## **Anchorage2040**

---

**From:** Dawn Groth <anchorage saferoutes4u@gmail.com>  
**Sent:** Monday, September 15, 2025 3:29 PM  
**To:** Anchorage2040  
**Cc:** Mayor LaFrance; Brawley, Anna B.; Martinez, George;  
Yarrow.Silvers@anchorageak.org; Baldwin Day, Erin; Rivera, Felix  
**Subject:** TSDO Comments

### **[EXTERNAL EMAIL]**

Anchorage Assembly Members  
632 W. 6th Ave.  
Anchorage, AK 99501

### **Re: Opposition to Proposed Transit-Supportive Development Overlay (TSDO)**

Dear Honorable and much revered Assembly Members,

I am writing to express my deep concern and dissatisfaction with the proposed **Transit-Supportive Development Overlay (TSDO)** ordinance. While I recognize the urgent need for creative solutions to Anchorage's housing challenges, the TSDO as written represents a drastic and disruptive change to the character, safety, and livability of Anchorage established neighborhoods in the TSDO.

The proposal allows for significant increases in building heights (up to 75 feet), near-elimination of setbacks, and 100% lot coverage in areas that are currently zoned for single-family residences. This fundamentally alters the density, privacy, and livability of existing neighborhoods. The allowance of large-scale apartment complexes and subdivision of lots down to 1,400 square feet risks overburdening infrastructure and permanently changing the residential feel of these communities.

Several key issues stand out:

#### **1. Neighborhood Character & Scale**

– The overlay would allow 4–5 story buildings (and taller in some cases) immediately adjacent to single-family homes. This scale is incompatible with the existing neighborhood character and will create visual, noise, and traffic impacts that undermine the stability of long-standing residential areas.

#### **2. Parking & Traffic Safety**

– With parking minimums eliminated in 2023, this ordinance introduces hundreds (or even thousands) of new dwelling units without requiring developers to provide off-street parking. This will flood residential streets with cars, reduce safety for pedestrians and bicyclists, and worsen congestion in school zones and already-busy corridors. Snow removal has not been taken into consideration.

#### **3. Unintended Financial Consequences**

– The proposed 20-year property tax exemption for developments with more units unfairly shifts the tax burden to existing property owners. Homeowners outside of TSDO projects will

see higher mill rates to cover city services, essentially subsidizing private developers at the expense of working families and retirees.

4. **Commercial Encroachment**

– Allowing commercial and community uses in all zones within the TSDO blurs the line between residential and business areas. This will disrupt the quiet, safe character of our neighborhoods and further strain local infrastructure without adequate planning.

5. **Equity & Planning Concerns**

– The TSDO, as currently structured, places disproportionate impacts on certain neighborhoods while offering little assurance of long-term affordability or true community benefit. Increased density does not automatically equal affordable housing, especially when paired with tax breaks for developers.

Anchorage does need thoughtful housing solutions, but they must balance growth with livability, safety, and fairness. The TSDO, as written, goes too far, too fast, without adequate protections for neighborhoods or a fair sharing of financial responsibility.

I strongly urge you to **vote against the TSDO in its current form** and instead engage in a more transparent, collaborative planning process with neighborhoods, housing advocates, and developers to craft solutions that address housing needs without sacrificing safety, livability, or fairness.

Thank you for your consideration of these concerns and TRULY for your service to our community.

With warm regards and respect,  
Dawn Groth,  
Anchorage Ak.

# Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
<p>Marilyn Maxwell 2628 Arlington Dr. Anchorage, AK 99517</p>	Mare907ak@gmail.com	9072271934	9/17/2025 4:06:37 PM
<p>I feel betrayed by my local government officials. Although I recognize the need for more housing in Anchorage, I am opposed to the current TSDO plan as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>- No formal notification was provided to the community and most importantly, the affected property owners,</li> <li>- The timeline is rushed with little time for community input,</li> <li>- The TSDO would drastically change the characteristics of the impacted neighborhoods, which then impacts desirability and property values, - The proposed change in build up is unclear as what will be allowed and where within each neighborhood,</li> <li>- The lack of onsite parking requirement will create traffic congestion, especially in the winter, block access for emergency vehicles, and likely limit trash pick up,</li> <li>- The building height, lot coverage and number of unit allowances are especially concerning,</li> <li>- The 9/2 TSDO information meeting stated that neighborhood covenants will overrule anything in the TSDO. Is the MOA prepared to enforce the Huntington Park covenants? Are they aware of our land use covenants? Will it be up to individual property owners to enforce, i.e., carry the burden and expense of law suits, etc. if existing covenants are not followed?</li> </ul> <p>Many community members have only recently become aware of the TSDO proposal. The entire project needs to slow down, with a reasonable timeline that involves community input. Our community deserves to have a voice in the process.</p>			

## **Anchorage2040**

---

**From:** Andrea Stein <abstein907@gmail.com>  
**Sent:** Thursday, September 18, 2025 9:01 AM  
**To:** Anchorage2040  
**Subject:** TSDO Comments

### **[EXTERNAL EMAIL]**

I fully support the TSDO program. I have lived in Rogers Park for 26 years. I believe increased housing density along transportation corridors will be good for the city and for the Rogers Park neighborhood. Rogers Park is a great place for families because it is within walking distance of the elementary and middle schools, Fred Meyers and Carrs and many other businesses, and the midtown farmers market at BP. I welcome more residents to the neighborhood, more children playing in the street. Also, I support the Muni's efforts to increase housing because it will make housing more affordable which will allow our young people to stay and build their families and careers here in Anchorage.

Andrea Stein  
1734 Rogers Park Ct  
Anchorage, AK 99508  
907-306-7804

## Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
David Wigglesworth 646 West 21st Avenue Anchorage, AK 99503	dtwiggs907@icloud.com	907-360-3314	9/24/2025 10:39:54 AM
	Please make the map of the TSDO Area as Proposed in September 2025 interactive. It's currently a static document or at least I can't figure out how to make it active. Also, please allow access to a more robust list of additional data layers , including geotech, impervious surface, etc, so we can visualize relationships with the TSDO boundary. Also, please add to the TSDO website information and access to materials and meeting times for the working group addressing Design Standards. Thank you.		

**Mckenna-Foster, Daniel R.**

---

**From:** Jessie Lavoie <jlavoie@ywcaak.org>  
**Sent:** Wednesday, September 24, 2025 3:39 PM  
**To:** Mayor LaFrance; Anchorage2040  
**Subject:** TSDO Public Comment for Submission in Support  
**Attachments:** TSDO Supportive Public Comment 09.2025.pdf

**[EXTERNAL EMAIL]**

Hello there,

I'm Jessie with the YWCA Alaska. We recently hosted a Community Conversation regarding the history of housing. We are also going to be co-facilitating another Community Conversation for TSDO.

YWCA Alaska tries to cultivate safe, comfortable spaces to share opinions on policy that directly impacts all of us. Often these people do not attend assembly meetings, community council meetings, other department meetings, etc. because of a myriad of reasons. One way we try to lower barriers is to support their self-advocacy efforts.

Attached you'll find public comment cards regarding TSDO, all in support. I hear we can email them directly to you and they'll be entered into testimony for PZC. We also wanted to make the mayor aware as well. We'll continue to offer this option for our attendees and send them your way.

Please let me know if you need anything else and we'll have another batch around October 3rd.

Thanks again,

**Jessie Lavoie**  
CEO

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

eliminating racism  
empowering women  
**ywca alaska**



*Get your tickets for the 36<sup>th</sup>  
Annual Women of Achievement  
Luncheon today!*

Visit our website, [www.ywcaak.org](http://www.ywcaak.org), for more information!

**Public Comment Card: Transportation-Supportive Development Overlay (TSDO)**

The purpose of a TSDO is to allow increased residential and mixed-use development to strengthen transportation corridors (Planning Department, MOA).

**Do you support walkable neighborhoods and more housing near transit?**

- Yes
- No

Please share some context so that we can share that with the MOA for you:

In the midst of Anchorage's housing crisis, it is essential that we create new ways for people to obtain housing and create accessible and walkable neighborhoods for all.

Optional: Name Dakota Orm

Optional: Email dakotaorm@gmail.com

**Public Comment Card: Transportation-Supportive Development Overlay (TSDO)**

The purpose of a TSDO is to allow increased residential and mixed-use development to strengthen transportation corridors (Planning Department, MOA).

**Do you support walkable neighborhoods and more housing near transit?**

- Yes
- No

Please share some context so that we can share that with the MOA for you:

I support more community centered development in our city.

Optional: Name Hanna Hurst

Optional: Email laughinglily@proton.me

**Public Comment Card: Transportation-Supportive Development Overlay (TSDO)**

The purpose of a TSDO is to allow increased residential and mixed-use development to strengthen transportation corridors (Planning Department, MOA).

**Do you support walkable neighborhoods and more housing near transit?**

- Yes
- No

Please share some context so that we can share that with the MOA for you:

~~The folks that~~ The more folks that live  
closer to public transit, the more likely  
they are to gain and keep employment.

Optional: Name \_\_\_\_\_

Optional: Email \_\_\_\_\_

**Public Comment Card: Transportation-Supportive Development Overlay (TSDO)**

The purpose of a TSDO is to allow increased residential and mixed-use development to strengthen transportation corridors (Planning Department, MOA).

**Do you support walkable neighborhoods and more housing near transit?**

- Yes  
 No

Please share some context so that we can share that with the MOA for you:

*as a resident of Anchorage, I would like to see  
a bus system that is more efficient to ride  
in winter time.*

Optional: Name George Sampleton

Optional: Email esampleton@gmail.com

## Public Comment Card: Transportation-Supportive Development Overlay (TSDO)

The purpose of a TSDO is to allow increased residential and mixed-use development to strengthen transportation corridors (Planning Department, MOA).

**Do you support walkable neighborhoods and more housing near transit?**

- Yes  
 No

Please share some context so that we can share that with the MOA for you:

My family has one car due to finances + also utilize buses + walking as forms of transportation, I find it important to be able to access grocery stores, work, + other businesses by these modes. With this plan, it would be easier for my family to run errands without relying on a car which we don't always have. Additionally, I find

Optional: Name \_\_\_\_\_ →

Optional: Email \_\_\_\_\_

It's important for us to look to the future where we will have more people moving here due to different crises + they may also need a more walkable community as well as expect it as many other cities already feature this.

Again, we need to remember that not everyone is fortunate enough to own a car. And creating these spaces where we can see each other more as community members may allow us insight into the lives of others.

# Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
Nantia 13750 Specking Anc, Ak 99515	agog-anarchy.6@icloud.com	9072990779	9/26/2025 3:47:19 PM
Maribeth Brown 14960 Sierra Way Anchorage, AK 99516	61maribeth@gmail.com		9/26/2025 9:30:17 PM
Joshua McHoes 6402 Hampton Dr Anchorage, AK 99504	jdmchoes@gmail.com	907-414-6950	9/27/2025 8:50:11 AM

If the goal is to increase affordable housing, then reduce the number of permits for anything else and offer financial incentive and a virtual procedure that is very simple for building these types of units. Offer municipal land at a discount. Remember, the function of public administration is to simply create a channel that brings more benefit to everyone while hurting the fewest amount of people. And just include things like tax breaks and reduce utility fees or anything that reduces the overhead for contractors that will build what is needed.. it doesn't have to be so complicated as long as there's no distracting i energies that are trying to gain without providing the service

Lack of land in the Anchorage Bowl is of concern to the housing shortage. I drive around town and notice two more new hotels going up on C Street... which may have very limited occupancy 8 months of the year... and an overabundance of new car washes all over town, and condo garages popping up around the city. Limit these types of excessive development and make better use of the land for housing.

I support the intent of the Transit Supportive Development Overlay. Anchorage needs more housing and allowing property owners greater flexibility is a step in the right direction. But the city is still holding back with unnecessary restrictions.

I speak from multiple perspectives. I have worked in the trades all over Alaska. I rent in Anchorage and see firsthand how limited supply drives up costs. I have been employed as a property manager and dealt daily with the practical challenges of housing. And as a graduate of UAA in political science and economics with a focus on Alaska, I study how these policies affect growth across our state.

In my experience, Anchorage's permitting and zoning codes add unnecessary delays and costs. You often need permits just to do maintenance on your own home. Contractors I know have told me they avoid working in Anchorage altogether because of this burden. I have also heard of businesses that begin building here only to abandon the project midway because the permitting process drags them down. This is not an isolated issue. It is a holistic problem that discourages investment, strangles supply, and drives growth to places like Wasilla where the rules are simpler and more predictable.

Anchorage should encourage as built construction. Allowing additions and modifications without endless permitting hurdles would reduce costs, speed up projects, and stimulate the local economy. Every inspection, delay, and layer of paperwork is a tax on growth that pushes families and businesses to invest elsewhere.

On top of that, the 40 foot height limit in the TSDO is an arbitrary ceiling. The only real restriction should be what federal airspace rules already allow. If the FAA says it is safe, the city should not say otherwise. Aligning height limits with FAA standards would unleash real housing supply, let the market determine what makes sense, and make Anchorage competitive.

As someone who has built under these rules, rented under them, managed property under them, and studies their impacts, I can say with confidence that Anchorage's zoning code is strangling growth. The TSDO is a step forward, but to truly solve our housing problem we need deeper reform. Remove arbitrary caps, cut unnecessary permit requirements, and trust property owners. Anchorage's future depends on it.

## Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
David Wigglesworth 646 West 21st Avenue Anchorage, AK 99503	dtwigg907@icloud.com	907-360-3314	9/24/2025 10:39:54 AM
	Please make the map of the TSDO Area as Proposed in September 2025 interactive. It's currently a static document or at least I can't figure out how to make it active. Also, please allow access to a more robust list of additional data layers , including geotech, impervious surface, etc, so we can visualize relationships with the TSDO boundary. Also, please add to the TSDO website information and access to materials and meeting times for the working group addressing Design Standards. Thank you.		

Submitted comments will appear below after staff approval.

**Jim Richardson**

9/5/2025 3:47:12 PM

Planning and zoning: My name is Jim Richardson. I have been a homeowner and resident of Rogers Park for 35 years. I attended the Rogers Park Community Council special meeting on August 25th and support the resolution that was approved overwhelmingly at that meeting. I believe that this proposed zoning change has been an inappropriately fast moving and changing concept. The public has not had the level of awareness and information about the proposed zoning changes (that appear to be constantly changing, even on a daily basis), without public information disclosures that should be mandatory for such a huge change to the existing zoning rules for such a large proportion of the city. As an economist who spent many years researching the state and federal economies and also evaluating regulatory impact reviews for hundreds of proposed government actions, I believe that Planning and Zoning and the Anchorage Assembly would benefit from information that would provide perspectives on the trends in the Anchorage population, population projections, the Anchorage economy and future demographic trends. Many factors, including those mentioned above, have a pervasive effect on the demand and affordability of Anchorage housing. Setting up meetings and work sessions with Dan Robinson, the Research Chief for the Alaska Department of Labor and Workforce Development would be a good place to start. Thank you for the opportunity to comment.

**Bob Butera**

9/3/2025 2:23:23 AM

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. 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". 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". 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." TSDO does not follow any of this guidance. Guidance that was developed through robust public discussion. 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. 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? 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 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.

**Comments Received After the Packet  
Was Completed**

**PZC Case No. 2025-0030 & PZC Case  
2025-0034**

**Transit Supportive Development Overlay  
and Comprehensive Plan Updates**

---

**From:** Marie Francis <marie.francis907@gmail.com>  
**Sent:** Monday, September 29, 2025 9:06 AM  
**To:** Mayor LaFrance; Anchorage2040  
**Subject:** TSDO Comments

[EXTERNAL EMAIL]

Good morning,

I am writing to express my strong support for the proposed Transit-Supportive Development Overlay for the Municipality of Anchorage.

Anchorage is facing a severe shortage of housing—particularly affordable, well-located housing near jobs, schools, and essential services. Young professionals, working families, and seniors are increasingly priced out of the market. At the same time, we continue to lose talented young people and skilled workers to cities that offer more housing options, better public transit, and stronger connections between where people live and where they work and socialize.

The Transit-Supportive Development Overlay is a forward-thinking policy that aligns land use and transportation planning to improve access, reduce car dependency, and support a more vibrant urban core.

By encouraging mixed-use development, pedestrian-friendly design, and increased density near transit corridors, this overlay will play a vital role in fostering sustainable growth and economic opportunity across the municipality.

It is crucial that Anchorage maximizes existing infrastructure, reduce greenhouse gas emissions, and expand mobility options for all residents, particularly for those who rely on public transit due to age, income, or ability. As someone who walks, cycles, and rides the bus, I see firsthand how thoughtful planning can uplift neighborhoods, reduce traffic congestion, and improve overall quality of life. This proactive initiative is a strategic and much-needed investment in Anchorage's future.

I urge the Municipality to advance the TSDO.

Best,  
Marie Francis

**Mckenna-Foster, Daniel R.**

---

**From:** Rob Clark <1robclark@gmail.com>  
**Sent:** Monday, September 29, 2025 12:43 PM  
**To:** Mayor LaFrance; Anchorage2040  
**Subject:** PZC Case 2025-0030 (TSDO)

**[EXTERNAL EMAIL]**

Long time Anchorage resident here in the midtown area, specifically in an area that would be affected by the TSDO. Please enact this plan. Our city is under a great deal of strain due to the housing prices and we desperately need action. This is a bare minimum option for us.

--

**Robert W. Clark, M.S.**

- [1robclark@gmail.com](mailto:1robclark@gmail.com) - (435)7609762 - IG:robbieforreal -

**Mckenna-Foster, Daniel R.**

---

**From:** Becky Norsworthy <norsworthy@gci.net>  
**Sent:** Monday, September 29, 2025 2:46 PM  
**To:** Anchorage2040  
**Subject:** TSDO Comments

[EXTERNAL EMAIL]

Give us an updated map that we can read.  
Sent from my iPhone

## **Mckenna-Foster, Daniel R.**

---

**From:** Eight Stars Gold LLC <8starsgold@gmail.com>  
**Sent:** Monday, September 29, 2025 4:12 PM  
**To:** Anchorage2040  
**Subject:** TSDO Comments

### **[EXTERNAL EMAIL]**

I fully support the TSDO in its July 2025 version. The most recent version (V5) appears to have eliminated anything south of Tudor Rd. Why? The areas previously included in the map along Jewel Lake, Old Seward and Lake Otis are prime areas that can benefit from this ordinance. I am a lifelong Alaskan (44-years). I spent 20+ years in Banking and Finance and currently own/operate about 200 apartments here in Anchorage. In 2024 we built 15 units in Eagle River and in 2025 we built a six unit building here in Anchorage. I can speak firsthand to the laborious permitting process. I can tell you that we will not likely ever build a smaller apartment building again because the process and build requirements, paired with cost of construction make it a losing venture from an ROI standpoint. I am sure this is a sediment echoed from the bigger developers. We have plans already created for a 39-unit development off of Dimond Blvd in an area that was previously included in the July version of the overlay map but was removed in the most recent version of the map. This is an infill project on land we already own that was planned to start in 2026. Considering all economic factors, I can say that this ordinance is likely a make it or break it for future projects for us going forward. As apartment operators we have the desire to bring newer higher quality units to market that desperately needs housing but need an ordinance like this to make the project and associated risk viable. As is very common in government, a plan is created to accomplish a need to serve the greater good of a city. Then, as all the voices get heard, that plan gets diluted down to the point it is no longer impactful. Let's not let that happen with the proposal. We all want to keep our youth and young professionals in Anchorage. We all want rent prices to be more affordable. This is the only play on the table right now. I fully support V4 of the ordinance

Jesse Janssen

Eight Stars Enterprises, LLC

240 E Tudor Rd Ste 205

Anchorage AK, 99503

907-830-8903

[www.eightstarsenterprises.com](http://www.eightstarsenterprises.com)

## Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
Tim Hinterberger 905 W 12th Ave Anchorage, AK 99501	tim.hinterberger@gmail.com	907-317-6250	9/29/2025 11:55:53 AM
Chelsey Mandell			9/29/2025 12:01:36 PM
	<p>Local officials and leaders: Thank you for your work to make Anchorage a more walkable, livable, and vibrant city through TSDO. I strongly support TSDO—not only because I enjoy walkable neighborhoods, believe everyone deserves a home, and want to see local businesses thrive, but also because zoning changes are essential for our city’s future. Like every neighbor I know, I want Anchorage to solve homelessness. Even though TSDO is not designed to reduce homelessness, decades of research and experiences make one thing clear: without policies that expand housing opportunities, Anchorage will not end homelessness. TSDO alone will not impact homelessness, but without reforms like TSDO that minimize unnecessary restrictions, we will not even have a real chance to make progress. When cities create the conditions for more housing opportunities, fewer people lose their homes—and when they do, they are far less likely to end up on the streets, in cars, or doubled up on couches. Additionally, as an Anchorage resident, I want public officials who are committed to the future. Many of the strategies in TSDO have been part of Anchorage plans since at least 2017, and leaders focused on livable communities have been making zoning recommendations for even longer. Yet in 2025, we are still debating whether to allow modest building flexibility near transit, whether the public engagement process was extensive enough, and whether neighborhoods can be “charming” while also welcoming new neighbors and businesses. To me, that shows many of our conversations are focused on preserving a status quo that has not worked for thousands of Alaskans, rather than imagining a future that could. Feedback can strengthen implementation of any policy, and I appreciate the opportunities for public comment throughout this process. At the same time, I hope you will remain focused on the responsibility to move forward, even when it requires openness and imagination from all of us. Policies like TSDO do not produce immediate results, and I imagine that makes your role challenging. But without steps like TSDO, we risk having the same conversation years from now with the next person in your position (and the next and the next), all while more people struggle to make a life in this city. Please stay the course on TSDO. And more importantly, please find a way to build interest and momentum for even deeper ways to create a vibrant and affordable Anchorage, because with or without TSDO, there is still a lot of work to do. Thank you for your leadership and service.</p>		

# Public Comments: 2025-0030

Commenter	Email	Phone Number	Submitted
Jesse Janssen 10921 Kasilof Blvd Anchoage, AK 99507	8starsgold@gmail.com	9078308903	9/29/2025 12:48:03 PM
<p>I fully support the TSDO in its July 2025 version. The most recent version (V5) appears to have eliminated anything south of Tudor Rd. Why? The areas previously included in the map along Jewel Lake, Old Seward and Lake Otis are prime areas that can benefit from this ordinance.</p> <p>I am a lifelong Alaskan (44-years). I spent 20+ years in Banking and Finance and currently own/operate about 200 apartments here in Anchorage. In 2024 we built 15 units in Eagle River and in 2025 we built a six unit building here in Anchorage. I can speak firsthand to the laborious permitting process. I can tell you that we will not likely ever build a smaller apartment building again because the process and build requirements, paired with cost of construction make it a losing venture from an ROI standpoint. I am sure this is a sediment echoed form the bigger developers.</p> <p>We have plans already created for a 39-unit development off of Dimond Blvd in an area that was previously included in the July version of the overlay map but was removed in the most recent version of the map. This is an infill project on land we already own that was planned to start in 2026. Considering all economic factors, I can say that this ordinance is likely a make it or break it for future projects for us going forward. As apartment operators we have the desire to bring newer higher quality to units to market that desperately needs housing but need an ordinance like this to make the project and associated risk viable. As is very common in government, a plan is created to accomplish a need to serve the greater good of a city. Then, as all the voices get heard, that plan gets diluted down to the point it is no longer impactful. Let's not let that happen with the proposal. We all want to keep our youth and young professionals in Anchorage. We all want rent prices to be more affordable. This is the only play on the table right now. I fully support V4 of the ordinance</p>			