

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

**ANCHORAGE, ALASKA**  
**AO NO. 2025-\_\_\_\_\_**

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

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

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

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

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

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

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

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

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

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

**THE ANCHORAGE ASSEMBLY ORDAINS:**

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

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

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

1. Page 38  
Density
  - 5 to 15 housing units per gross acre, with 8 or more near Centers and 25 dwelling units per acre or more in[OR] Transit-supportive Development corridors.
2. Page 40  
Density
  - 10 to 30 housing units per gross acre, with 15 or more near Centers and 25 dwelling units per acre or more in[OR] Transit-supportive Development corridors[;].
3. Page 43  
Density
  - [BUILDINGS: ½ TO 2 FAR.]
  - Dwellings: 25[15 TO 40] dwellings per net acre or more.
4. Page 60

Transit-supportive Development (TSD) identifies corridors where expanded opportunities for housing will help create[PUBLIC TRANSIT SERVICE WILL SUPPORT A COMPACT, WALKABLE PATTERN OF COMMERCIAL, RESIDENTIAL, AND/OR MIXED-USE DEVELOPMENT. OVER TIME, COMPACT DEVELOPMENT CAN CREATE] ridership demand to support more frequent bus service.

5. Page 60

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

6. Page 60

Future development is encouraged to be [GENERALLY IN THE RANGE OF 8 TO 20] equal to or greater than 25 housing units per acre on average[OVER THE ENTIRE CORRIDOR]. [HOWEVER, INDIVIDUAL PARTS OF THE CORRIDOR, SUCH AS IN EXISTING SINGLE-FAMILY AND TWO-FAMILY NEIGHBORHOODS, MAY HAVE LESS DENSITY. TSD IS CONSISTENT WITH THE DENSITY RANGES OF THE UNDERLYING LAND USE DESIGNATIONS SHOWN ON THE LAND USE PLAN MAP. IT DOES NOT RAISE DENSITY RANGES ABOVE THE DESIGNATIONS.]

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

**21.01.080 Comprehensive plan.**

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**B. Elements.**

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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; AO 2025- ; ( <i>insert effective date of this ordinance</i> )
	Anchorage 2040 Land Use Plan	AO 2017-116; 9-26-2017	AO 2019-142, as amended; 12-17-2019; AO 2021-40, 5- 12-2021; AO 2021-78, 11-1- 2021; AO 2021-80, 11-1-2021; AO 2022-1, 2-15-2022; AO 2022-54, 5-24-2022; AO 2023- 21, 4-11-2023; AO 2023-83, 9- 12-2023; AO 2024-1, 3-5-2024; AO 2024-10, 2-27-24; AO 2025-2, 2-11-25; AO 2025- ; ( <i>insert effective date of this ordinance</i> )
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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2013-132(S), 7-8-14; AO 2013-151, 1-14-14; AO 2014-63, 6-24-14; AO 2014-79, 7-22-14; AO 2014-108, 9-9-14; AO 2014-134, 11-18-14; AO 2014-139(S), 12-2-14; AO 2015-46, 5-14-15; AO 2015-17, 3-3-15; AO 2015-18, 3-3-15; AO 2015-140, 3-22-16; AO 2016- 32, 4-12-16; AO 2016-101, 9-13-16 AO 2017-67; 5-9-17; AO 2017-116, as amended; 9-26-17; AO 2017- 134, 11-7-17; AO 2018-23, 3-20-18; AO 2019-123, 11-5-19; AO 2019-142, 12-17-19; AO 2021-40, 5-12- 21; AO 2021-25(S), 8-24-21; AO 2021-78, 11-1-21; AO 2021-80, 11-1-21; AO 2022-1, 2-15-22; AO 2022- 27, 4-26-22; AO 2022-54, 5-24-22; AO 2023-21, 4-11-23; AO 2023-22, 4-11-23; AO 2023-83, 9-12-23; AO 2024-21, 2-27-24; AO 2024-1, 2-27-24; AO 2024-10, 2-27-24; AO 2025-2, 2-11-25; AO 2025-44AA, 4-16- 25)

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

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

\_\_\_\_\_  
Chair of the Assembly

ATTEST:

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Municipal Clerk

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