



Transit Supportive Development Overlay

PZC Cases 2025-0030 and 2025-0034 July 14, 2025 PZC Meeting

TSDO is fundamentally about making the most of land and infrastructure, as well as building an efficient transportation system.

Promoting housing, mixed-uses, and walkability along transit corridors...

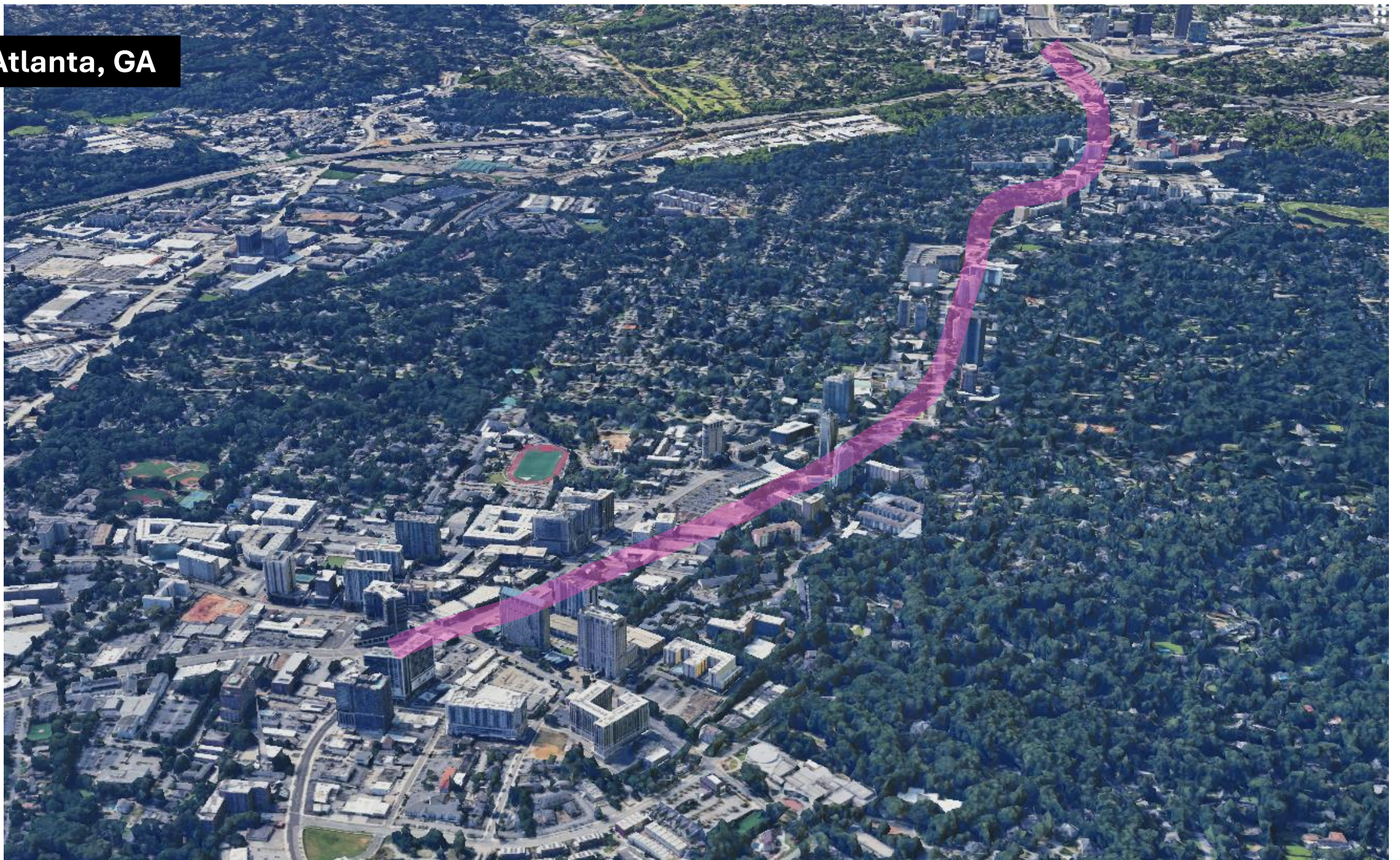
- Called for in our Comprehensive Plans since 2001.
- Housing near transit = lower costs, more choices, stronger transit over time.
- Wide enough to have a positive impact. The tax abatement boundary provides more opportunities and helps avoid putting all the new housing onto higher-speed roads.
- Supports small, local businesses and mixed-use neighborhoods

TSDO Allows

- Lots as small as 1400 square feet.
- 75' heights (aka 6 stories).
- Allows the full use of the lot. No setback requirements or lot coverage maximums.
- Allows limited mixed-uses. Copies the commercial uses currently allowed in R4-A, with an additional limitation that the commercial use cannot be greater than 2,000 square feet per lot.
- Flexibility in design

- A property's underlying zoning, except limiting drive-thrus where they are not already allowed.
- All non-residential development in a residential base zone must have at least one dwelling unit
- Existing natural resource protections or landscaping requirements

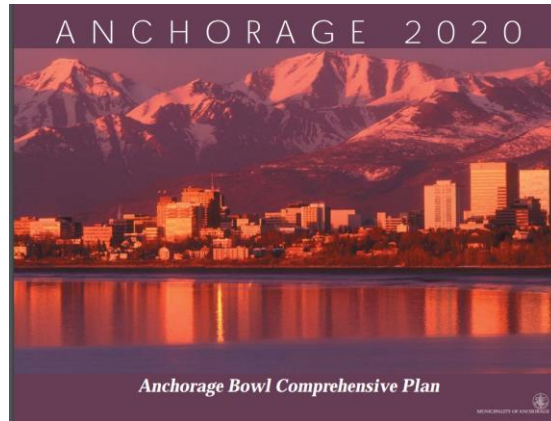
Atlanta, GA



Arlington, VA



Support from Adopted Plans



Land Use Concept Plan

The Land Use Concept Plan is presented in three planning maps with related text that address major new land use policies, the allocation of additional population and housing, and future open space conservation. Together, they portray significant Preferred Scenario features and address the seven key planning issues.

Land Use Policy Map – Shows new land use policies that designate:

- Major Employment Centers
- Redevelopment/Mixed-Use Areas
- Town Centers
- Neighborhood Commercial Centers
- Industrial Reserves
- Transit-Supportive Development Corridors
- Urban/Rural Services Boundary
- West Anchorage Planning Area

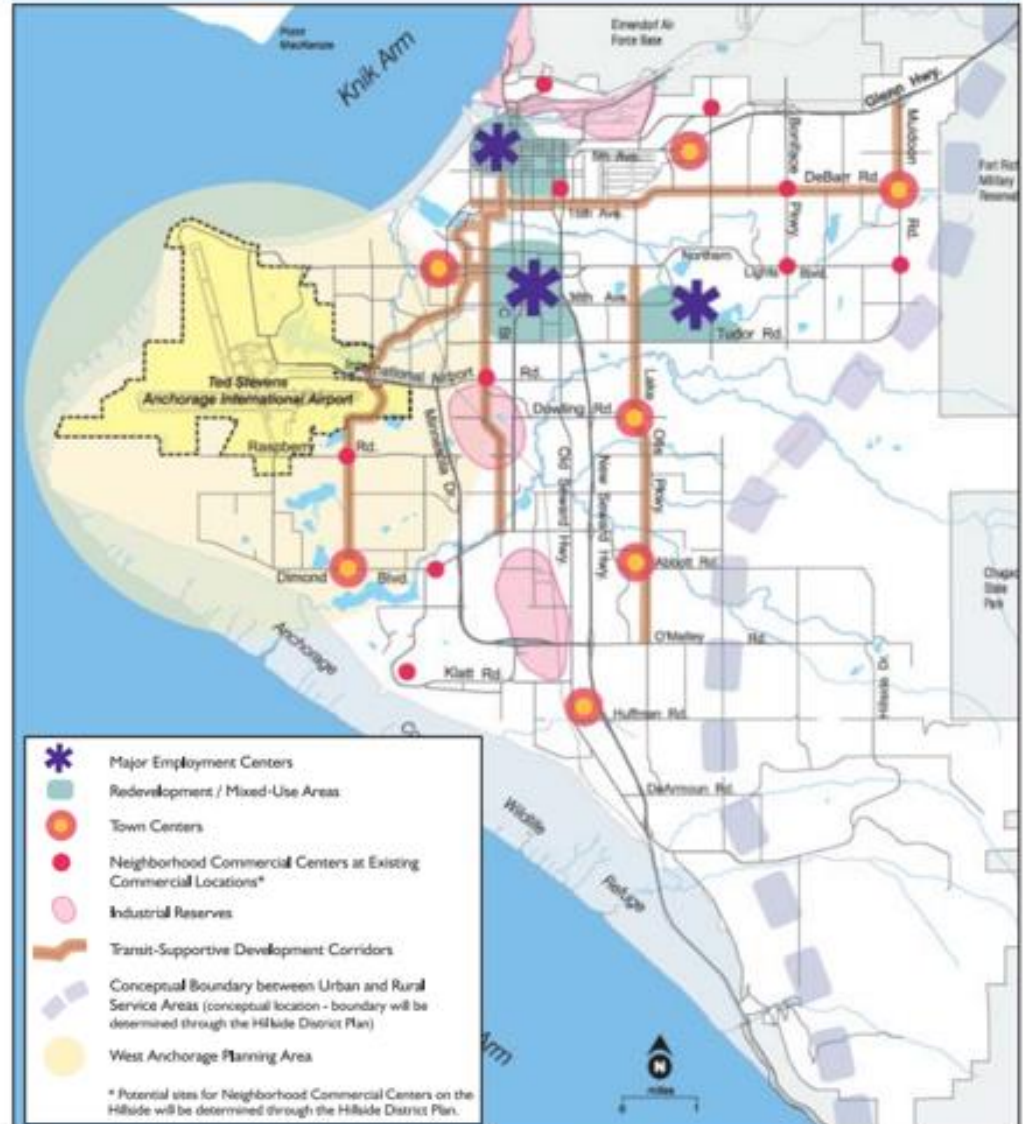
Growth Allocation Map – Illustrates how future population and housing are allocated in the Bowl's five subareas to accommodate projected growth.

Conceptual Natural Open Space Map – Identifies major existing natural open spaces and possible future additions and formalizes natural open space as a land use category.

Land Use Policy Map

The Land Use Policy Map sets the direction for the preferred form of long-term growth and development in the Anchorage Bowl. This direction will be refined in subsequent district and neighborhood plan components of the Comprehensive Plan. The map highlights only those key policies that can be shown graphically—other key ANCHORAGE 2020 policies are highlighted in the Planning Principles in this chapter and in Chapter 5.

Land Use Policy Map



Anchorage 2040 Land Use Plan

A Supplement to Anchorage 2020 - Anchorage Bowl Comprehensive Plan



2.3 Additional Map Features

Growth-supporting Features

Four growth-supporting features overlay the land use designations:

- Transit-supportive Development,
- Greenway-supported Development,
- Traditional Neighborhood Design, and
- Residential Mixed-use Development.

These features support resilient growth. They catalyze and enhance development by: reducing traffic congestion; lowering household travel costs; reducing road infrastructure and maintenance costs; and using less land for parking. They include enhancements to neighborhood design and natural resources. Such development meets the demand for walkable neighborhoods and connections to businesses. Each of these features is gaining interest and public support because they enhance property values.

Each Growth-Supporting Feature modifies an area's underlying land use designation by introducing development concepts that otherwise might not exist at the site.

Transit-supportive Development

Transit-supportive Development (TSD) identifies corridors where expanded public transit service will support a compact, walkable pattern of commercial, residential, and/or mixed-use develop-

ment. Over time, compact development can create ridership demand to support more frequent bus service. It will give Anchorage's households more choices in how to get to work and other destinations. It also provides more opportunities to live in a walkable, accessible, and affordable neighborhood environment.



Street-facing Medical Services Building on Lake Otis Transit Route



Transit-supportive Mixed-use Building with Housing

TSD could affect the design of streets, pedestrian facilities, and property developments for up to a quarter mile or a 5- to 15-minute walk 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).

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. 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.

Successful transit corridors can enhance property values. Increased bus service reduces dependence on personal vehicles and curbs their attendant effect on urban spaces devoted primarily to parking rather than people, households, and businesses. They can expand housing opportunities, as well as commercial land uses to provide job opportunities and other daily needs closer to where employees live.

To achieve these benefits, more residences (including workforce and affordable housing) and commercial building space are needed in the corridor to support more frequent, all-day transit service. Buses should run consistently every 10 to 15 minutes and connect to local and regional destinations: Town Centers, City Centers, and other service/employment centers, such as the UMED.

Cut red tape.

Remove regulatory barriers to help build and repair housing.

- Convene collaborative working groups to revise rules that increase costs. Ensure rules balance community desire with economic reality.
- Allow denser development where plans call for it, such as Downtown, Midtown, town centers, and transit-supportive corridors.
- Create flexibility to waive or reduce offsite infrastructure requirements placed on infill development.
- Legalize smaller, cheaper, and innovative housing types like manufactured, mobile, modular, and even 3D-printed homes.

Streamline Municipal processes.

Unlock housing by increasing permitting speed, efficiency, and predictability.

- Hire and support employees. Continuously improve systems. Provide training and resources to retain excellent employees.
- Modernize permitting software to allow online applications and payment; increase transparency across departments and the public; and increase staff efficiency.
- Reform public processes, such as the Planning and Zoning Commission, to increase efficiency while promoting public participation. Communicate more clearly, more often.
- Prevent the abuse of processes, like zoning or platting board appeals, which block housing at high taxpayer expense.

Incentivize construction and rehab.

Bring Municipal resources to the table to promote housing.

- Expand property tax abatements for new multi-family rental housing; to rehabilitate deteriorated housing; and for owner-occupied housing.
- Build infrastructure that supports housing. For example, prioritize bond funding for streets with plans for infill development; advocate for state law changes allowing AWWU to provide low-cost loans for sewer and water connections.
- Create public-private partnerships that leverage Municipal land or capital to produce the max number of units while paying prevailing wages.
- Get creative to find more federal, state, and private dollars for affordable projects that prioritize very low income units, such as hotel conversions.

Remediate neglect.

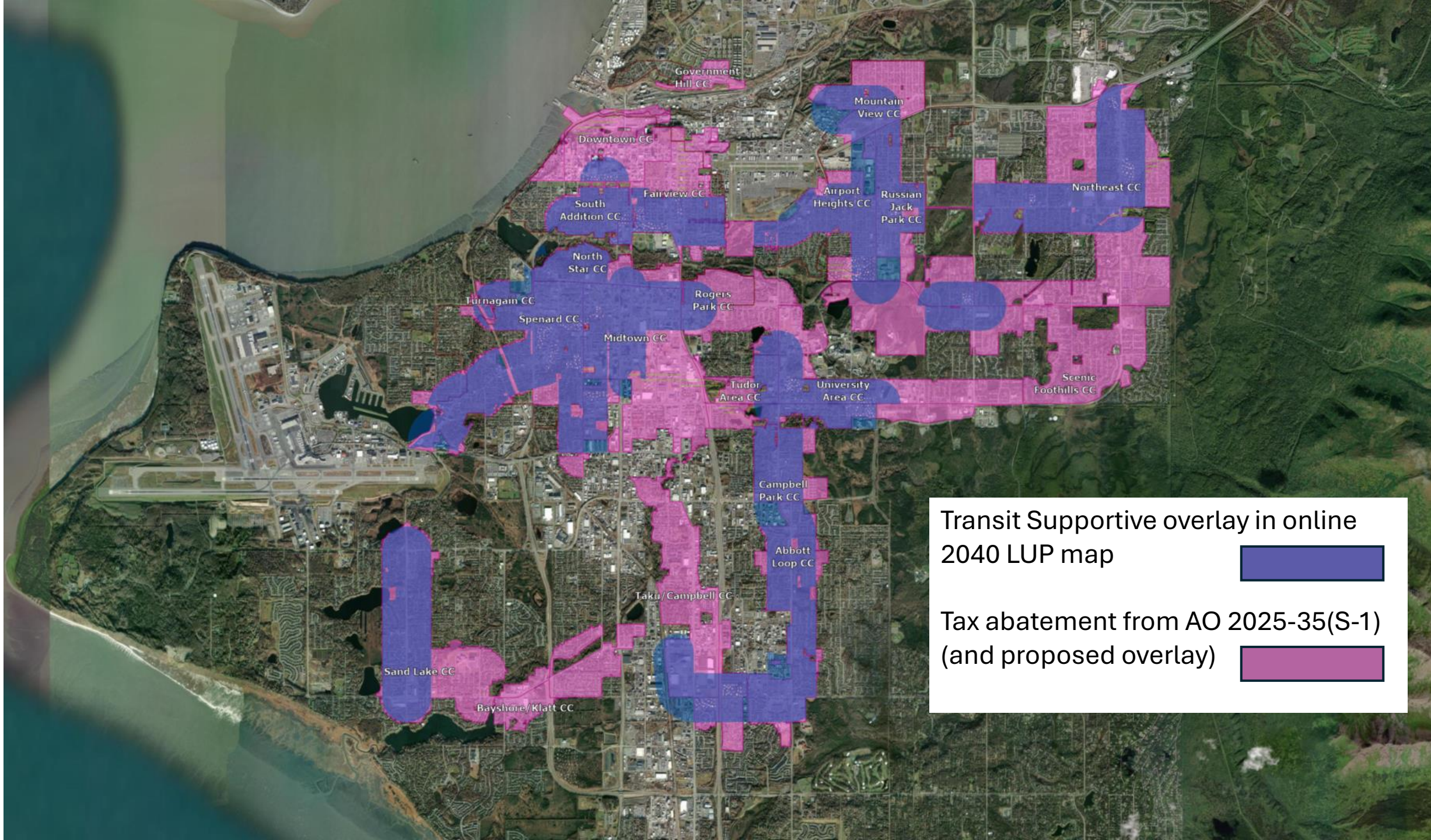
Hold owners accountable for dangerous and vacant properties.

- Enforce code to collect fines and fees. Use funds to support repairs, demolitions, and more housing.
- Participate in demolitions and then lien to require rebuilding.
- Fully map dangerous and abandoned properties prioritized by risk level.
- Increase landlord accountability to provide alternate housing to enforce code without causing evictions.

10,000 HOMES IN TEN YEARS



The Map



Transit Supportive overlay in online
2040 LUP map



Tax abatement from AO 2025-35(S-1)
(and proposed overlay)

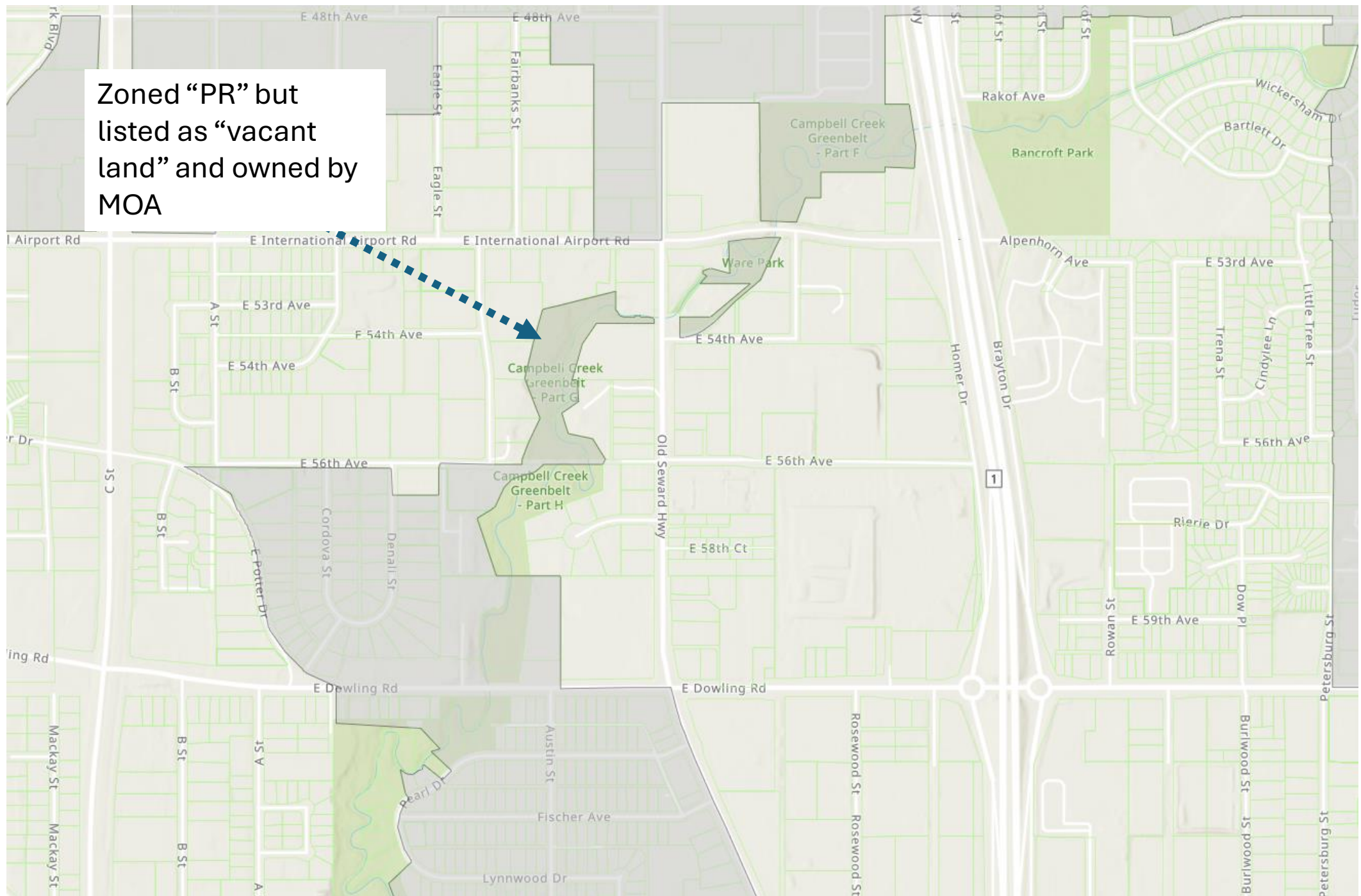


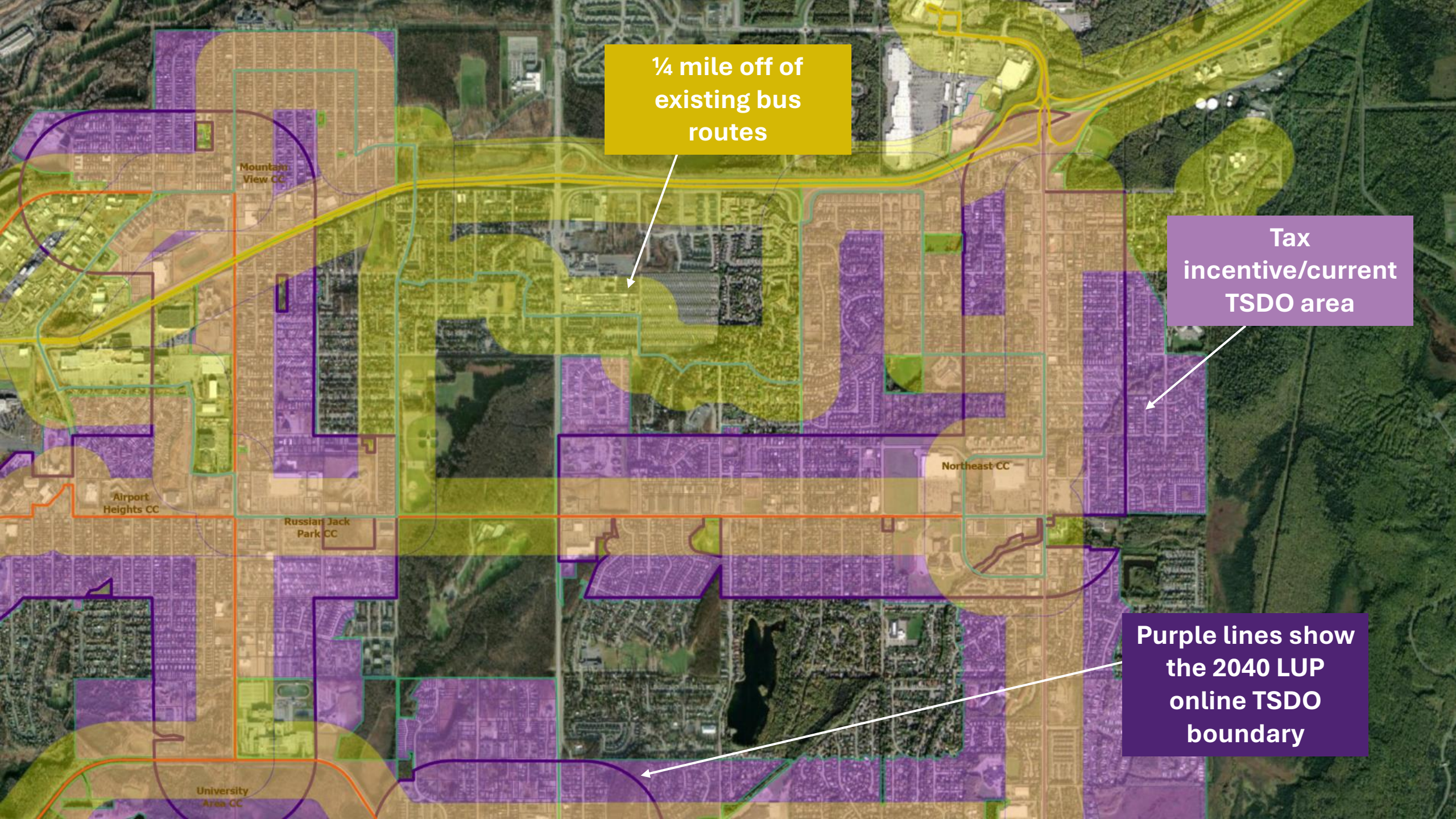
Why these boundaries?

The boundaries for PZA Case 2025-0030 are based on the tax abatement boundaries from AO 2025-35(S-1). These boundaries:

- Include existing bus routes & federal opportunity zones.
- Removed lakes, wetlands, zoned parks, and rights of way.
- Removed industrial zoning, except for those areas which were designated for rezoning with the 2040 LUP.
- Added or removed parcels for contiguity.

Zoned "PR" but
listed as "vacant
land" and owned by
MOA





**1/4 mile off of
existing bus
routes**

**Tax
incentive/current
TSDO area**

**Purple lines show
the 2040 LUP
online TSDO
boundary**

Mountain
View CC

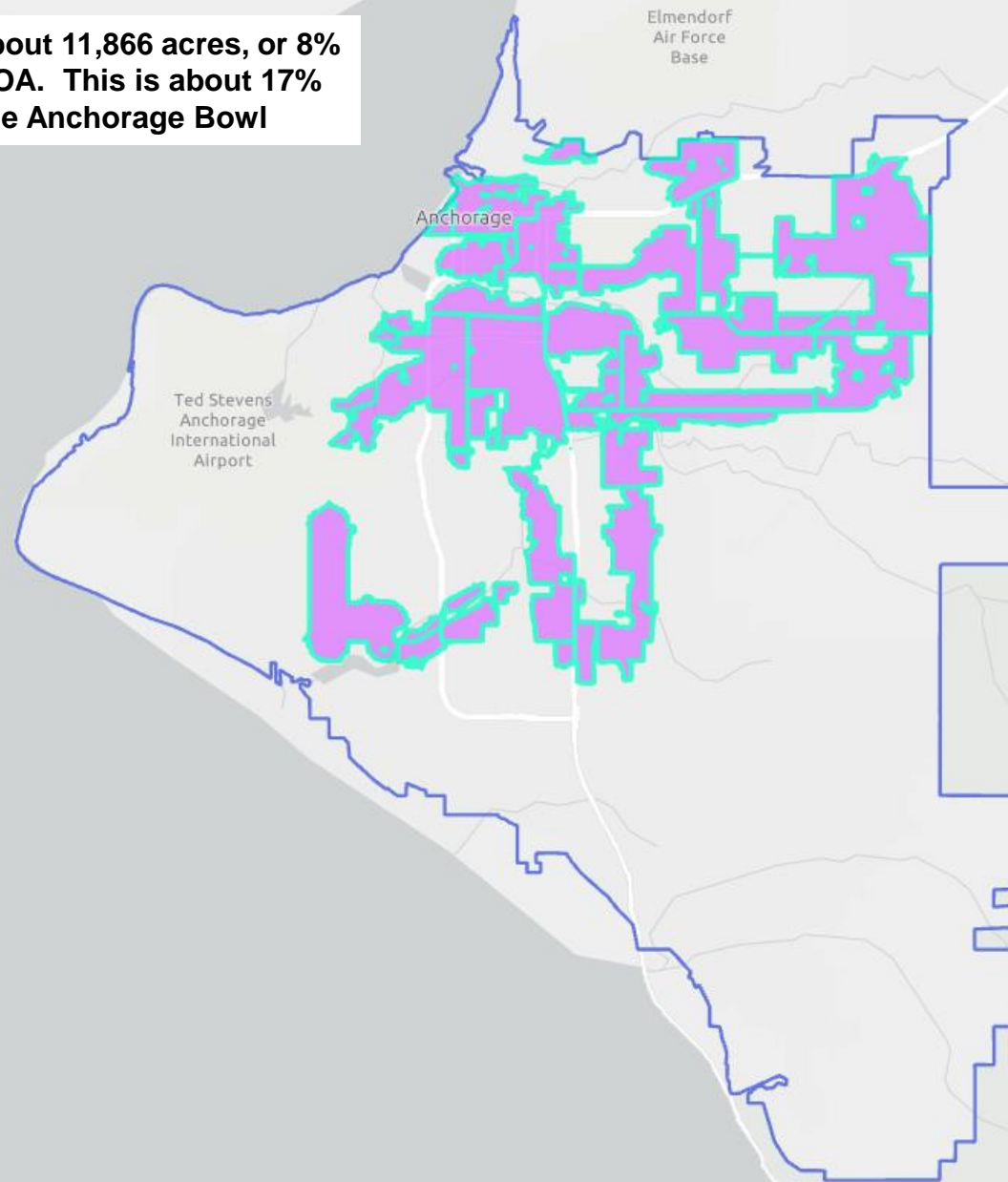
Airport
Heights CC

Russian Jack
Park CC

University
Area CC

Northeast CC

The TSDO area comprises about 11,866 acres, or 8% of developable land in the MOA. This is about 17% of developable land within the Anchorage Bowl



Overview of dimensional standards

Allows full use of each lot

1,400' minimum lots, 100% lot coverage, 75' heights

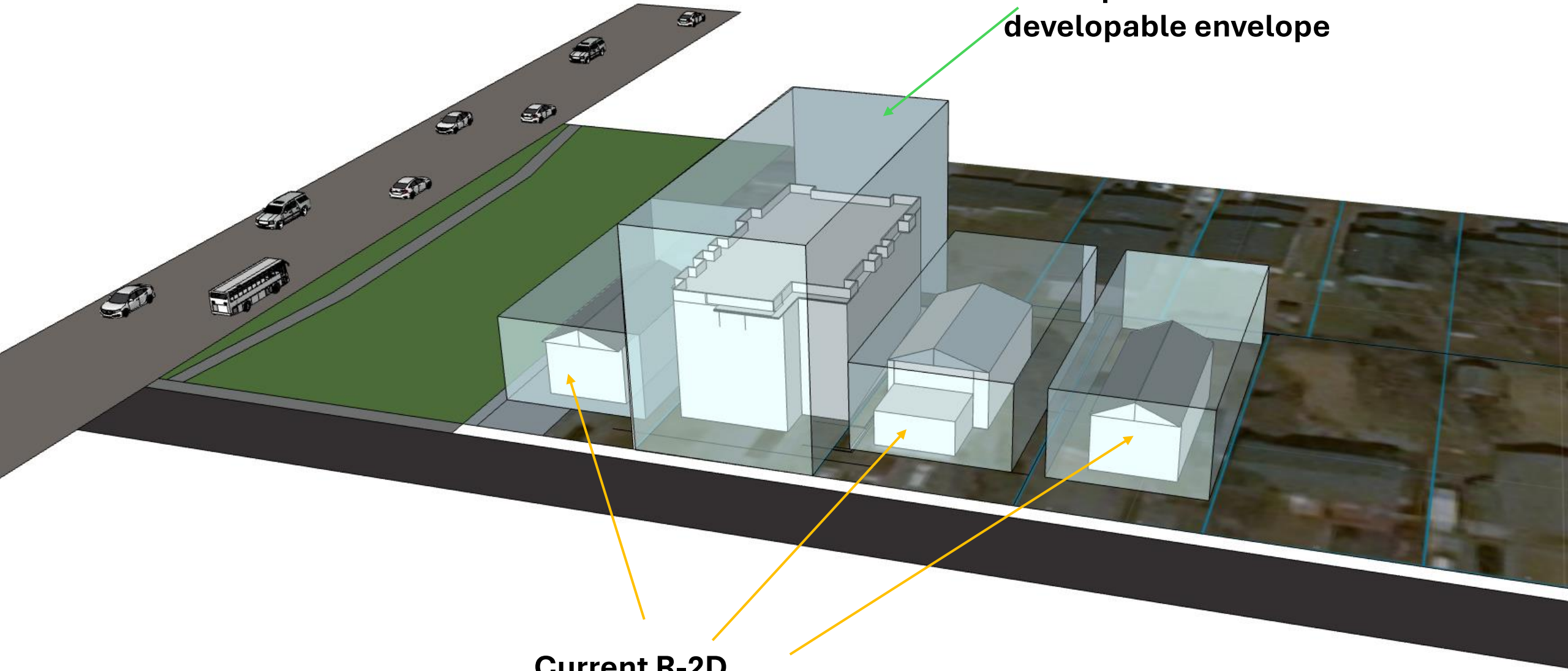
TABLE 21.06-3: TABLE OF DIMENSIONAL STANDARDS - OTHER DISTRICTS
(Additional Standards May Apply. See district-specific standards in chapter 21.04 and use-specific standards in chapter 21.05. See section [21.04.070](#) for AM district standards.)

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

9,000 SF lots off Muldoon road

**Proposed TSDO
developable envelope**

**Current R-2D
developable envelope**



Chicago Area



Chicago Area



View

ore dates



Seattle Area

Share

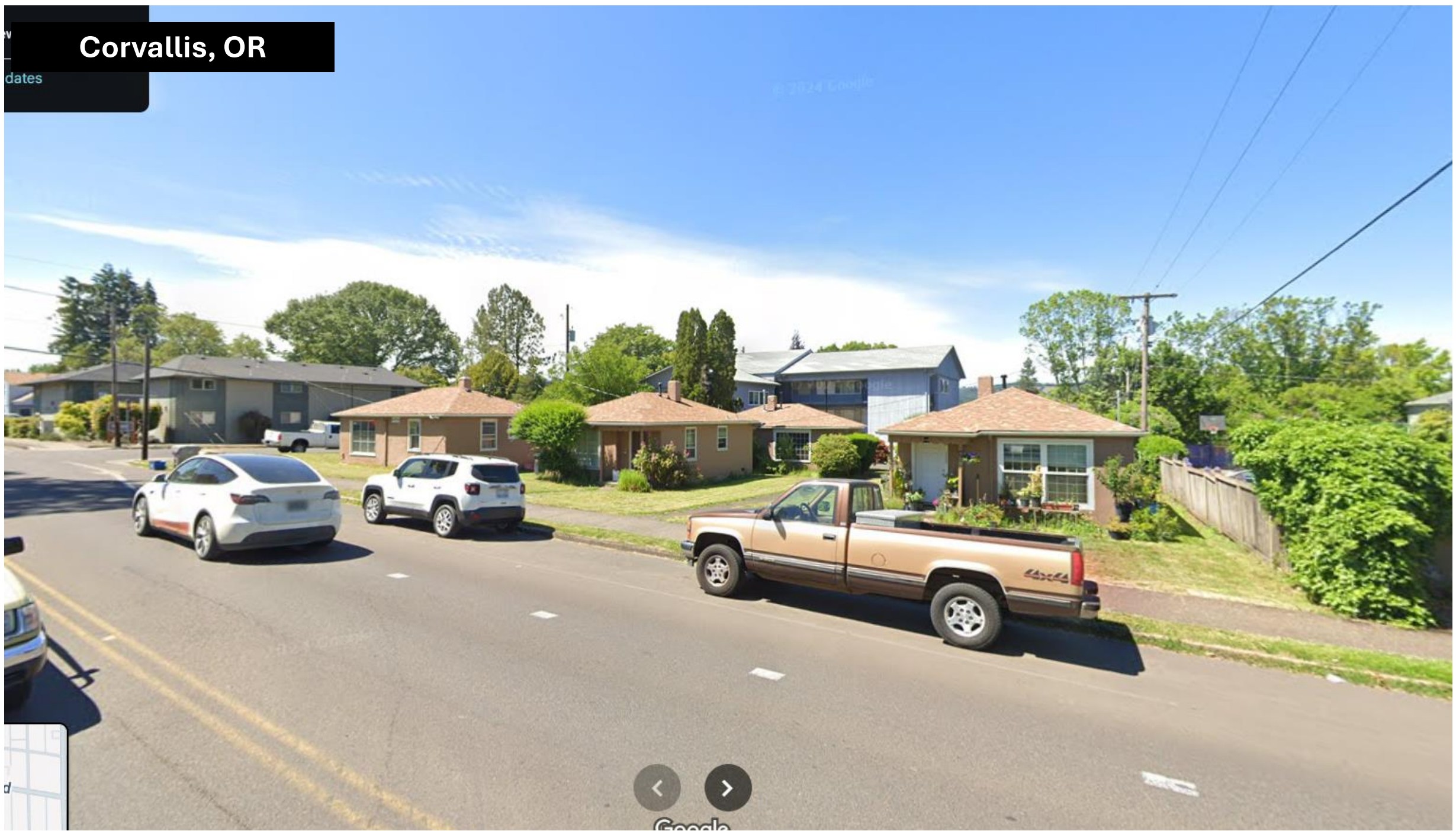


Minneapolis, MN

Share



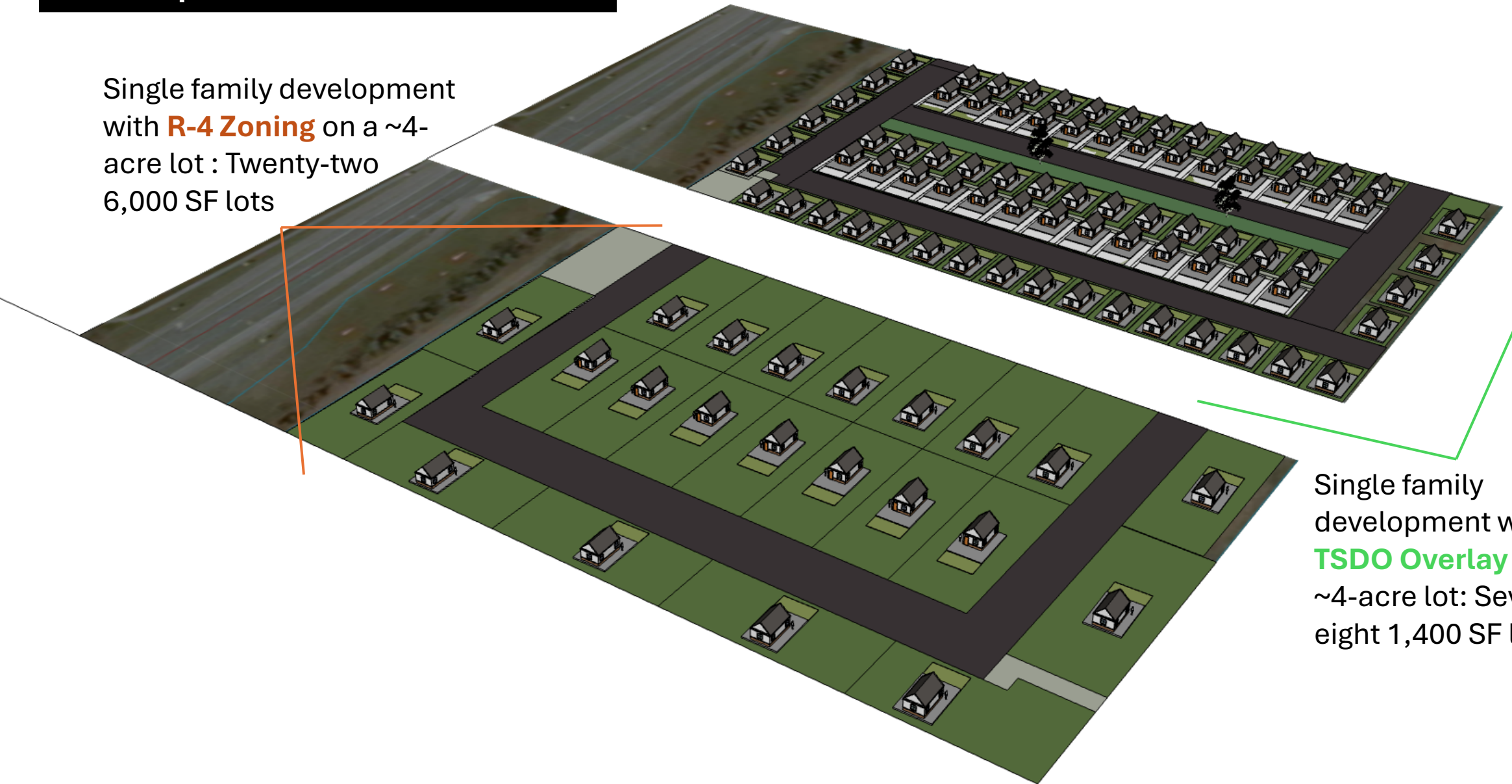
Corvallis, OR



Concept subdivision off A Street

Single family development
with **R-4 Zoning** on a ~4-
acre lot : Twenty-two
6,000 SF lots

Single family
development with
TSDO Overlay on a
~4-acre lot: Seventy-
eight 1,400 SF lots



Waives design standards and difficult-to- implement height transitions

d. Design Requirements

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

- ii. Developments shall be exempt from 21.06.030D.9. Height Transitions for Neighborhood Compatibility.

Landscaping required between TSDO and other zones

TABLE 21.07-5: MINIMUM SITE PERIMETER LANDSCAPING – BY ABUTTING DISTRICT OR STREET														
		Required Level of Site Perimeter Landscaping (Levels 1-4) ^{1, 2, 3}												
Abutting District or Street		R-1, R-1A, R-2A, R-2D, R-5, R-7	R-2 M	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
District of Proposed Development														
R-6, R-8, R-9, R-10, TA		L2	L2	L2	L2	L2	L2	L2		L1	L4	L2		
R-1, R-1A, R-2A, R-2D, R-5, R-7	L2		L2	L2	L2	L2	L2	L2		L1	L4	L2	L1	
R-2M	L2	L2			L2	L2	L2	L2		L1	L4	L2	L1	
R-3, R-3A	L2	L2				L2	L2	L2		L1	L4	L2	L1	L1
R-4, R-4A	L2	L2	L2			L2	L1	L2			L4	L1	L1	L1
PLI	L2	L2	L2	L2	L2		L1	L1	L1	L2	L4	L1	L1	L1
B-1A, B-1B, B-3, RO	L2	L2	L2	L1	L1	L1		L1	L2		L4	L1	L1	L1
I-1, I-2, MC, MI, AF	L2	L2	L2	L2	L2	L1	L1		L2	L1	L4	L1	L1	L1
PR						L1	L2	L2		L1	L4	L1	L1	L1
TSDO	L1	L1	L1	L1		L2		L1	L1		L4	L1	L1	L1
NOTES:														
1 This table lists minimum site perimeter landscaping standards. Other chapters or sections of title 21 may have stricter site perimeter landscaping standards which would be used instead of the standards listed in this table.														
2 L3 screening landscaping is not included in this table as it only occurs as a use-specific standard for certain industrial uses, or through development-specific application in processes such as conditional use approvals.														
3 Commercial developments and buildings exceeding 35 feet in height in the R-3A district are subject to the R-4/R-4A site perimeter landscaping standards.														

f. Natural Resource Protection Areas

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

3. District-Specific Standards

a. Permitted Uses

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

b. Permitted Accessory Uses

Permitted accessory uses shall be the same as those in the underlying base zone. Drive through service as an accessory use shall be subject to the most restrictive standards of the base zone or the TSD Overlay.

**Use standards are based
on those in the R-4A
zone.**

Why also change the comprehensive plan?

- We often make conforming changes to the comprehensive plan as we update zoning.
- Existing comprehensive plan language contains internal contradictions that have made it difficult to implement the TSDO over the last 20 years. For example:
 1. The Plan suggests that the TSDO should not increase density, which runs counter to the purpose of a TSDO.
 2. Some parts of the plan call for diameter, some call for radius.

Why change the comprehensive plan also?

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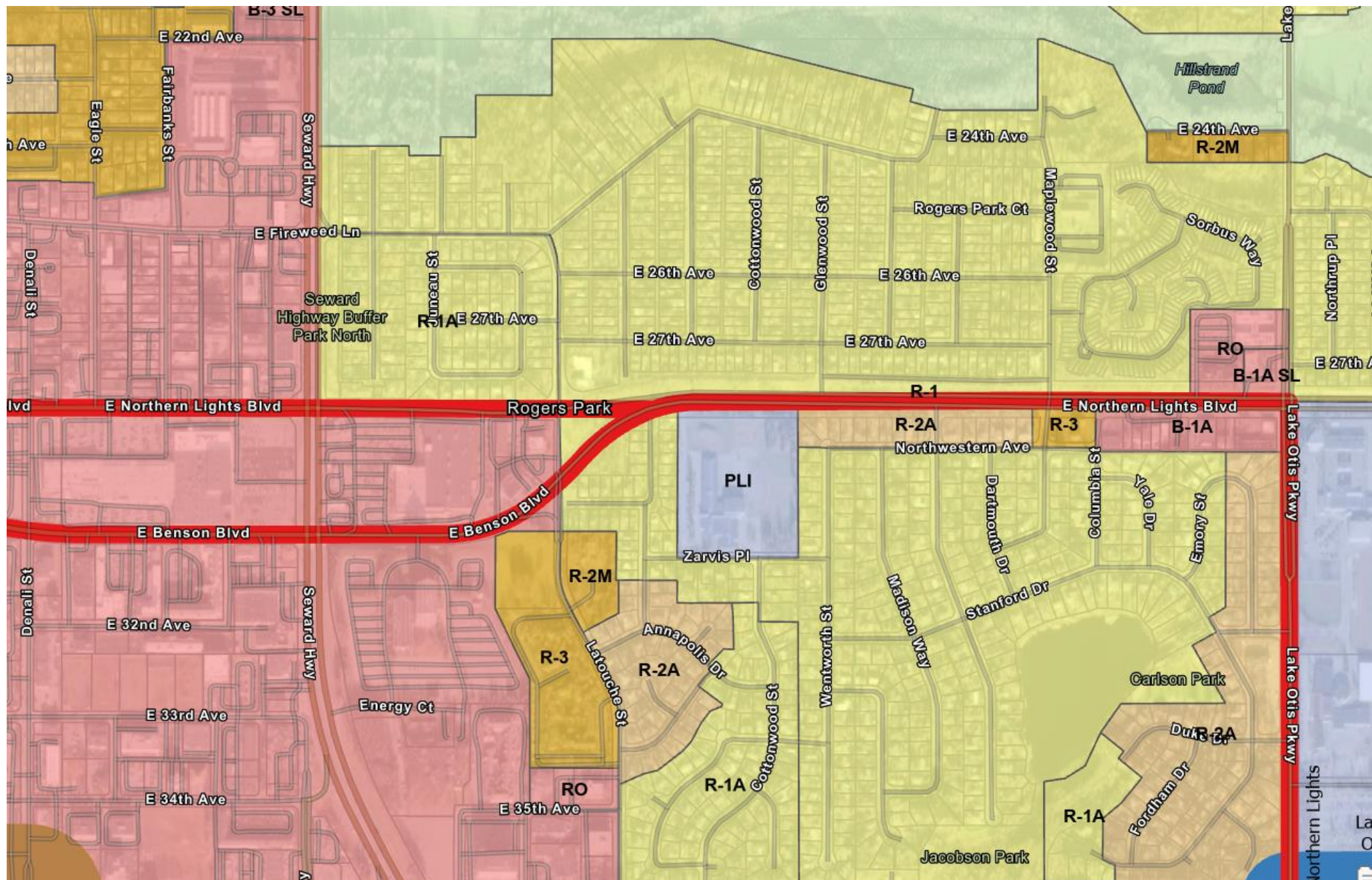
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Questions?

Thank you