



Transit Supportive Development Overlay

PZC Cases 2025-0030 and 2025-0034

FCC Local Lens: September 2, 2025

The Transit-Supportive Development Overlay (TSDO) is fundamentally about:

- implementing adopted plans
- making the most of land and infrastructure
- building an efficient transportation system

Chicago Area

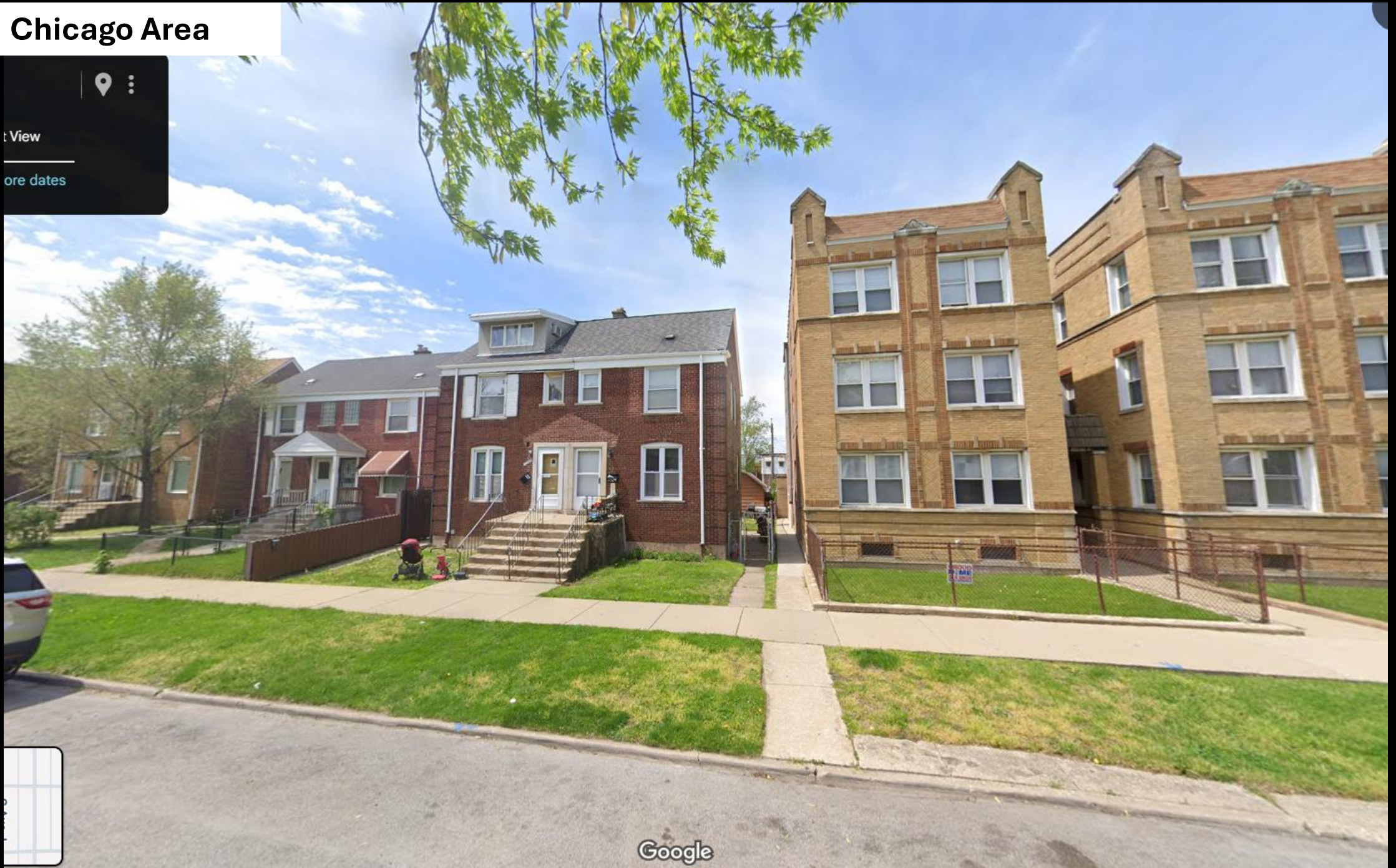


Chicago Area



View

ore dates



Google

Minneapolis, MN

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25 years of support in the Comprehensive Plan

2001:



2017:



Values/Goals of the 2020 Comprehensive Plan

- **Residential Uses:** A variety of housing types and densities in safe, attractive neighborhoods that offer a choice of urban, suburban, and rural lifestyles that are appropriate for northern conditions and in harmony with our natural setting.
- **Mobility and Access:** A transportation system, based on land use, that moves people and goods safely, conveniently, and economically, with minimal adverse impact on the community.
- **General Land Use Issues:** A forward-looking approach to community growth and redevelopment.
- **Transportation Choices:** An efficient transportation system that offers affordable, viable choices among various modes of travel that serve all parts of the community.
- **Housing:** A balanced, diverse supply of affordable, quality housing, located in safe and livable neighborhoods with amenities and infrastructure, that reflects Anchorage's varied social, cultural, and physical environment.

Values/Goals of the 2040 Land Use Plan

Goal 1 Plan for Growth and Livability Anchorage achieves residential and commercial growth, which improves community resiliency and citizens' quality of life as it supports their vision for the future expressed in the Comprehensive Plan

Goal 2 Infill and Redevelopment Infill and redevelopment meet the housing and employment needs of residents and businesses in Anchorage.

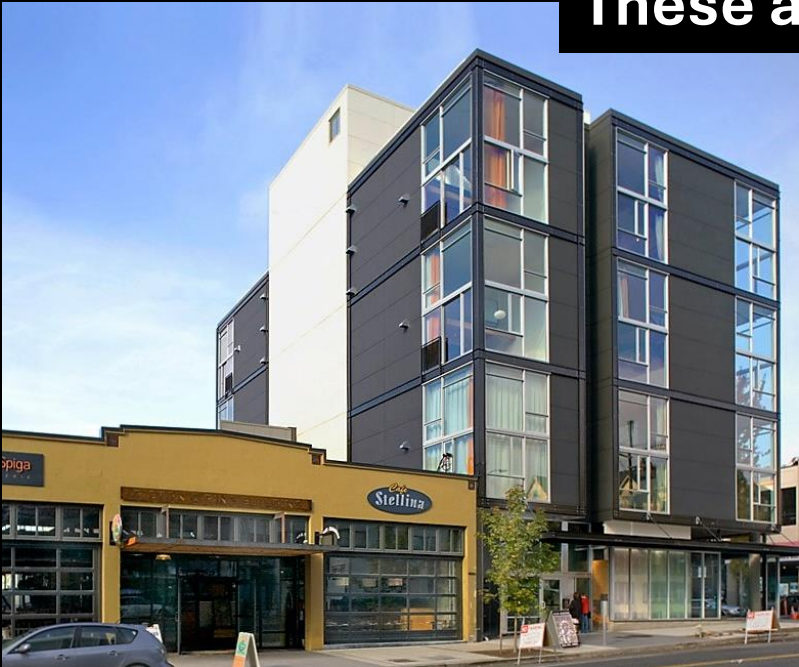
Goal 3 Centers and Corridors Mixed-use, walkable commercial centers and corridors thrive within their neighborhood context, offer housing affordable to a range of incomes, and enable business growth.

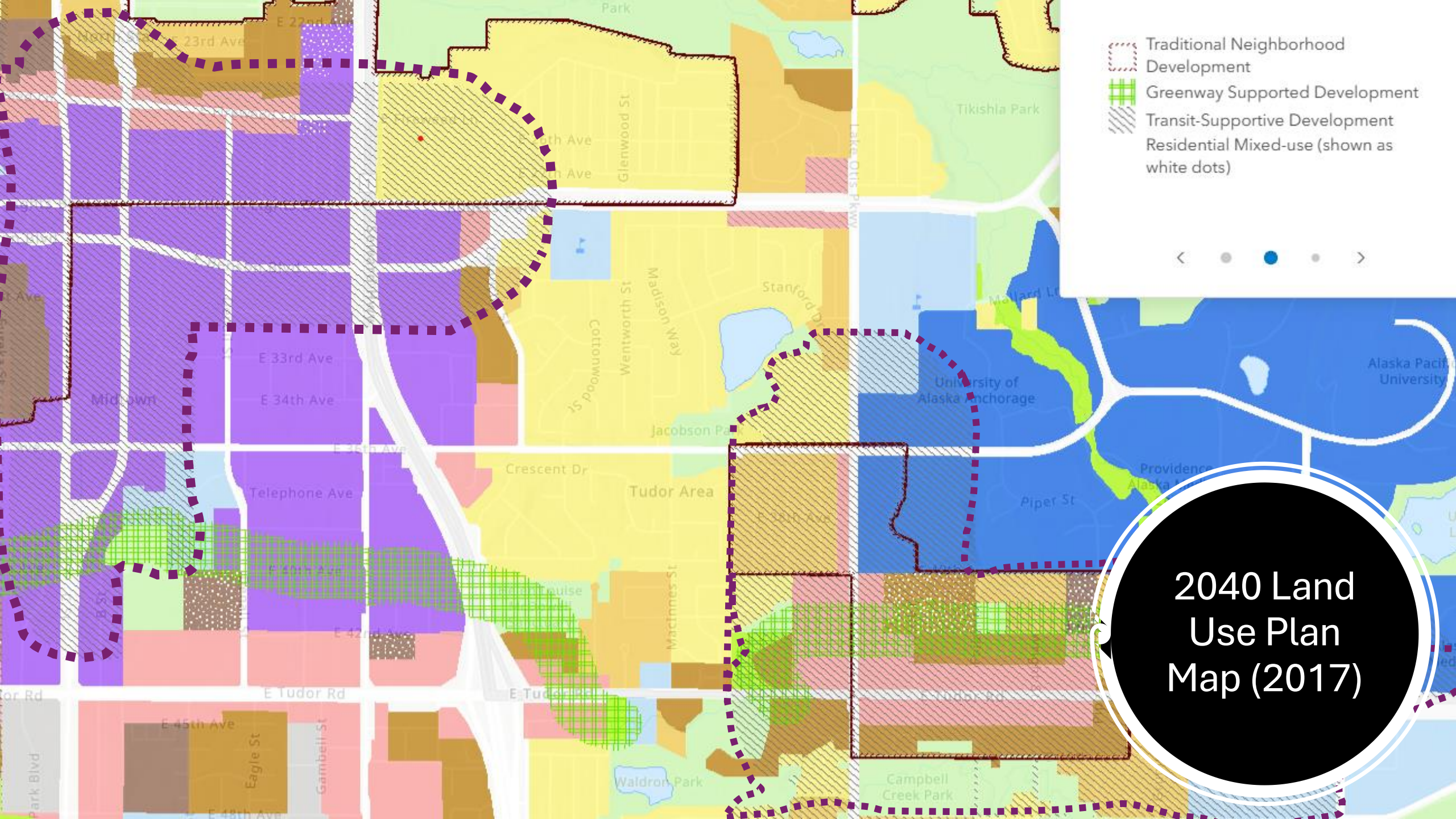
Goal 4 Neighborhood Housing Anchorage's neighborhoods provide a range of places to live, meeting the housing needs of residents at all income levels, household sizes, interests, ages, abilities, and races and ethnicities.

Goal 5 Infrastructure-Land Use Coordinated and targeted infrastructure investments catalyze new growth, provide an acceptable return on investment, and equitably improve safety and quality of life.



These are all images from the 2040 Land Use Plan

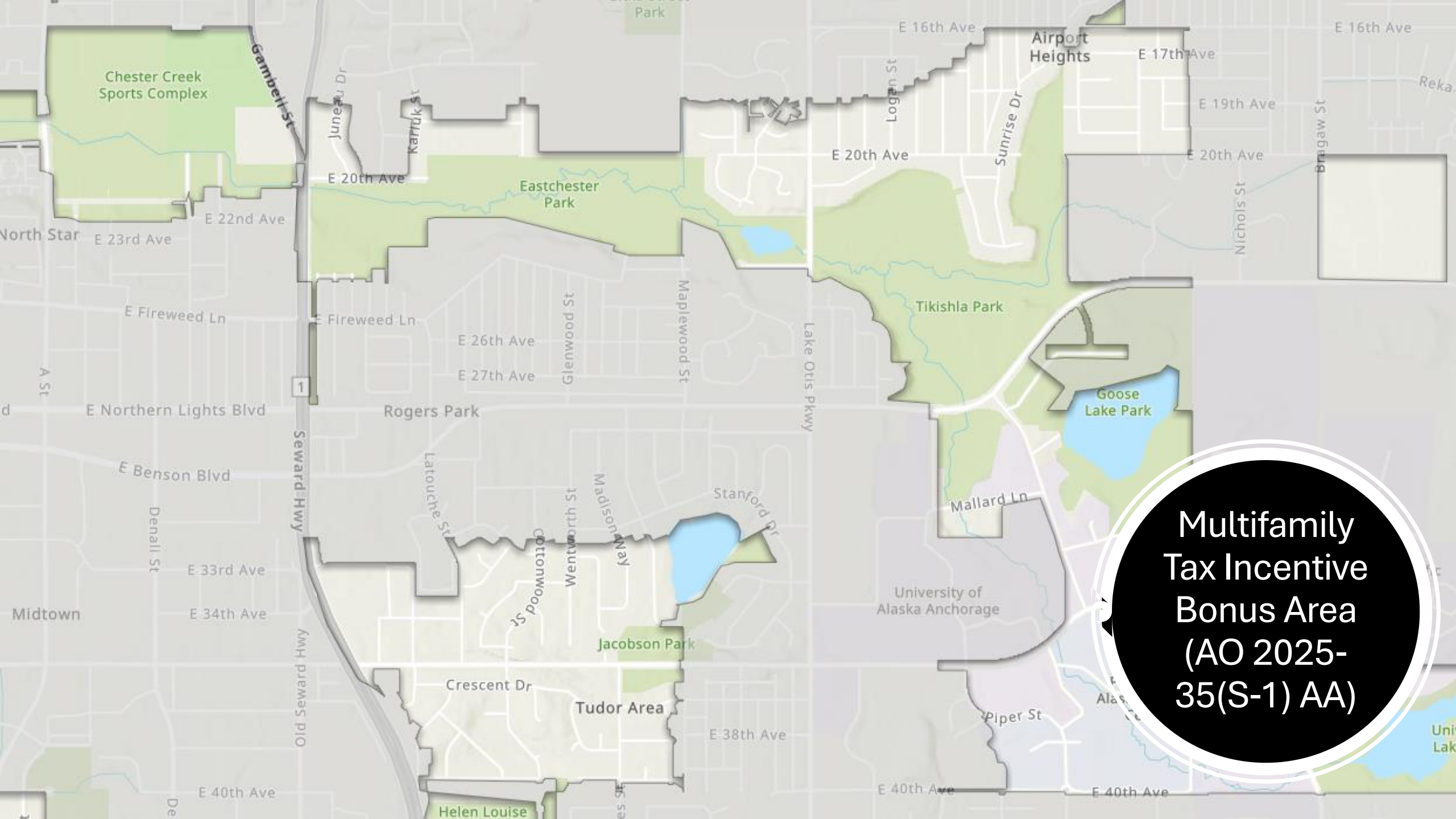




- Traditional Neighborhood Development
- Greenway Supported Development
- Transit-Supportive Development
- Residential Mixed-use (shown as white dots)

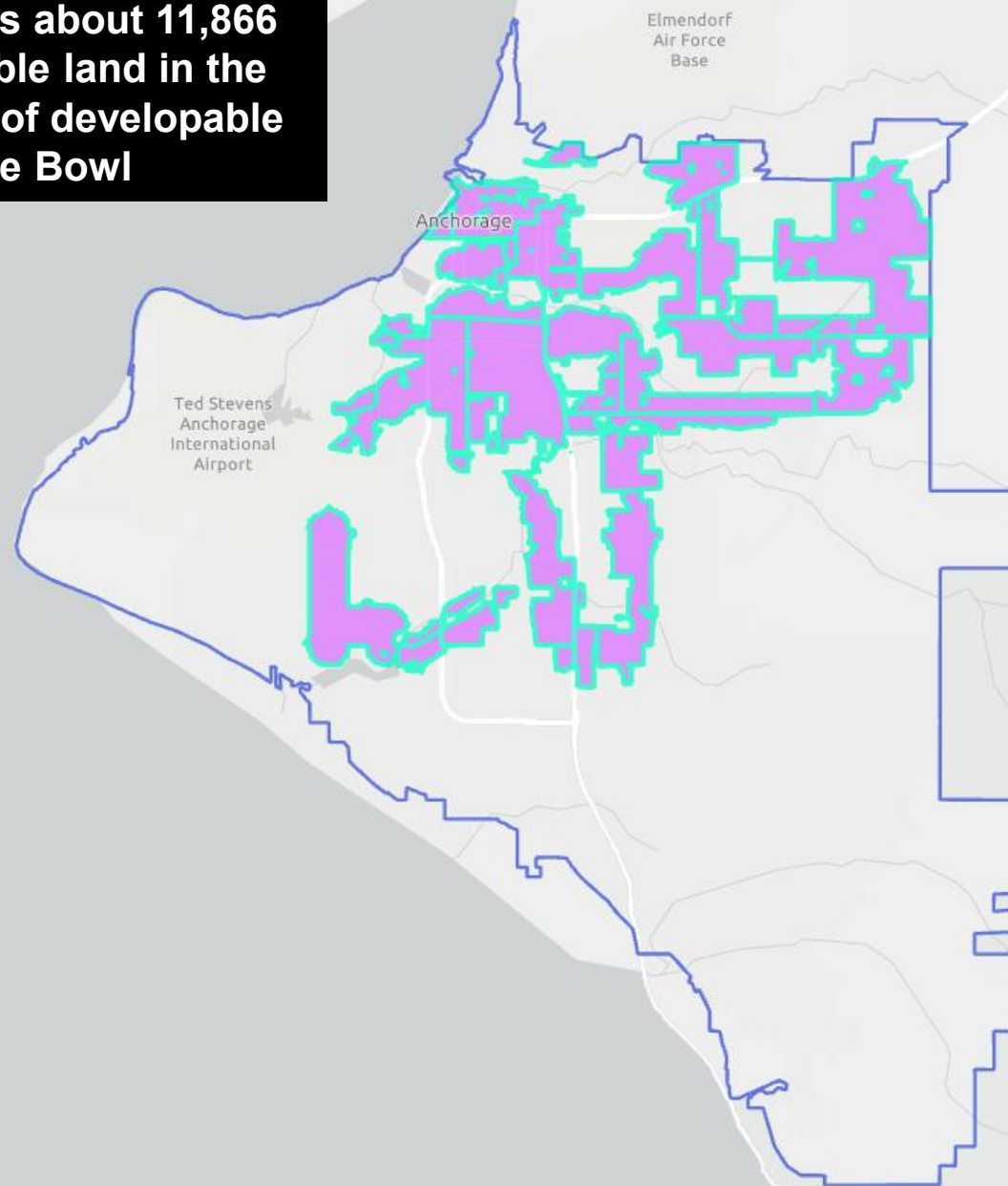
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2040 Land Use Plan Map (2017)



Multifamily
Tax Incentive
Bonus Area
(AO 2025-
35(S-1) AA)

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



Process So Far

Overview of the process so far:

September 2017: 2040 Land Use Plan adopted with Transit-Supportive Corridors

October 2023: Assembly Transportation Committee requests information on the implementation and effectiveness of transit-supportive corridors delineated in the 2040 Land Use Plan

January 2024: Planning Department provides a memo to the Assembly Transportation Committee that indicates little impact of the transit supportive corridors.

December 2024-February 2025: Planning Department works with sponsors to develop a draft ordinance.


April 2025: Assembly adopts AO 2025-35(S-1), creating tax incentives for housing

July 2025: Planning Department works with the Mayor's office to conduct outreach and bring the item to a PZC work session and PZC regular meeting.

August 2025: Planning Department & Mayor's office conduct outreach and focus groups

September 2025: Item returns to PZC for continued public hearing

Project Page



MUNICIPALITY OF
ANCHORAGE

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Transit Supportive Development Overlay (TSDO)

This page last updated 2025-08-21.

- The concept of a transit-supportive development overlay (TSDO) has been outlined as a priority in policy documents dating back to 2001 with the *Anchorage 2020—Anchorage Bowl Comprehensive Plan* (2020 Comprehensive Plan).
- The purpose of a TSDO is to allow increased residential and mixed-use development in order to strengthen transportation corridors.
- In other recent zoning reforms, such as the HOME Initiative (AO 2023-87(S-1), the Planning Department heard feedback from the public that future reforms should focus in targeted areas such as centers and corridors.
- This TSDO would expand development flexibility within the tax-incentive areas mapped in AO 2025-35(S-1).
- This project includes two PZC Cases: #2025-0034, which amends the Comprehensive Plan, and #2025-0030, which creates and establishes the overlay in zoning code.

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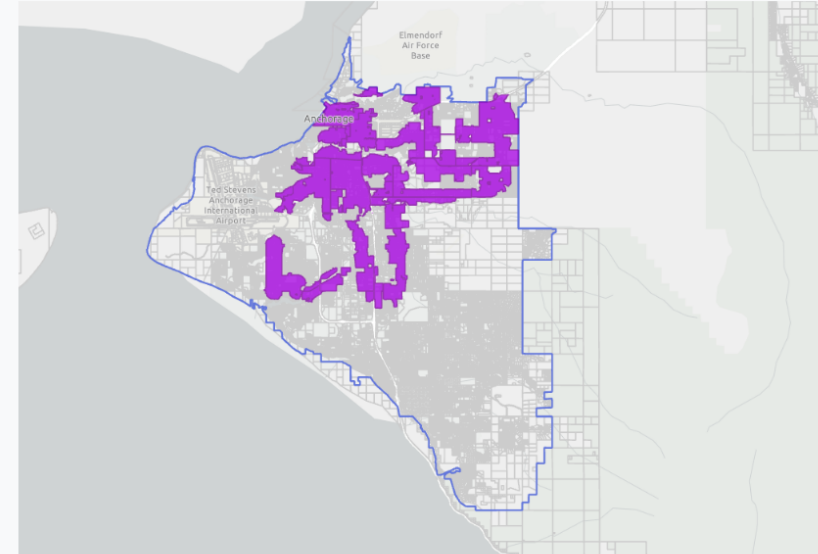
Track Changes to the Proposal

- [Original TSDO Creation Ordinance](#)
- [TSDO Draft August 1, 2025 V2_a.pdf](#)
- [TSDO Draft August 18, 2025 V3b.pdf](#)

Key Links

- [Memorandum to the Assembly Transportation Committee: January 12, 2024](#)
- [AO 2024-111 \(AA\):](#) an ordinance of the Anchorage Municipal Assembly amending Anchorage Municipal Code Chapter 12.70 to update the areas designated as transit-supportive corridors and expand access to tax incentives for multi-family affordable and workforce housing.
- [July 14, 2025 PZC Work Session](#)
- [July 14, 2025 PZC Meeting agenda and recording](#)
- [2025-07-14 TSDO Presentation for Regular Meeting.pdf](#)
- [Case materials for PZC Case 2025-0030](#)
- [Case materials for PZC Case 2025-0034](#)
- [Use Table Comparison \(From July 15 PZC Meeting\).pdf](#)

Map of the TSDO Area as Proposed in July 2025 (click to open the map):



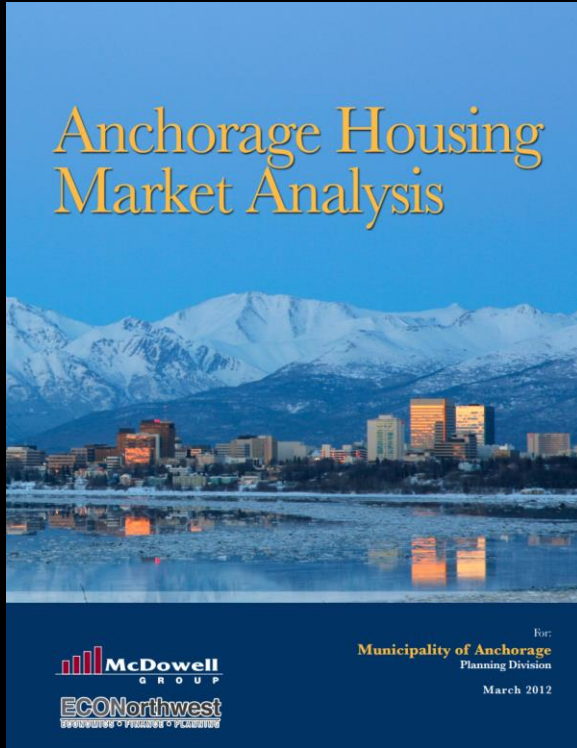
Looking for more information? Refer to our Data and Information Library Page

Public Outreach by the Planning Department (please note the sponsors may have conducted additional outreach)

- Transit Supportive Development Overlay Meeting at the Anchorage Lutheran Church on N Street. 7:00pm-9:00pm on July 7, 2025
- Planning and Zoning Commission work session on TSDO 5:30pm-6:30pm on July 14, 2025.
- Planning and Zoning Commission regular meeting on PZC case 2025-0030 and PZC case 2025-0034.
- AMATS Community Advisory Committee Meeting online. 5:00pm-7:00pm on July 24, 2025.
- Anchorage Homebuilders Association Lunch and Learn: August 1, 2025
- TSDO Collaborative Conversation #1: August 4, 2025
 - [Poster Images.pdf](#)
 - [8.4.2025 Focus Group Notes.pdf](#)
- TSDO Collaborative Conversation #2: August 18, 2025
 - [2025.08.18.Meeting Notes.pdf](#)

Request a staff presentation at your Community Council or Community Group

Demographic Context

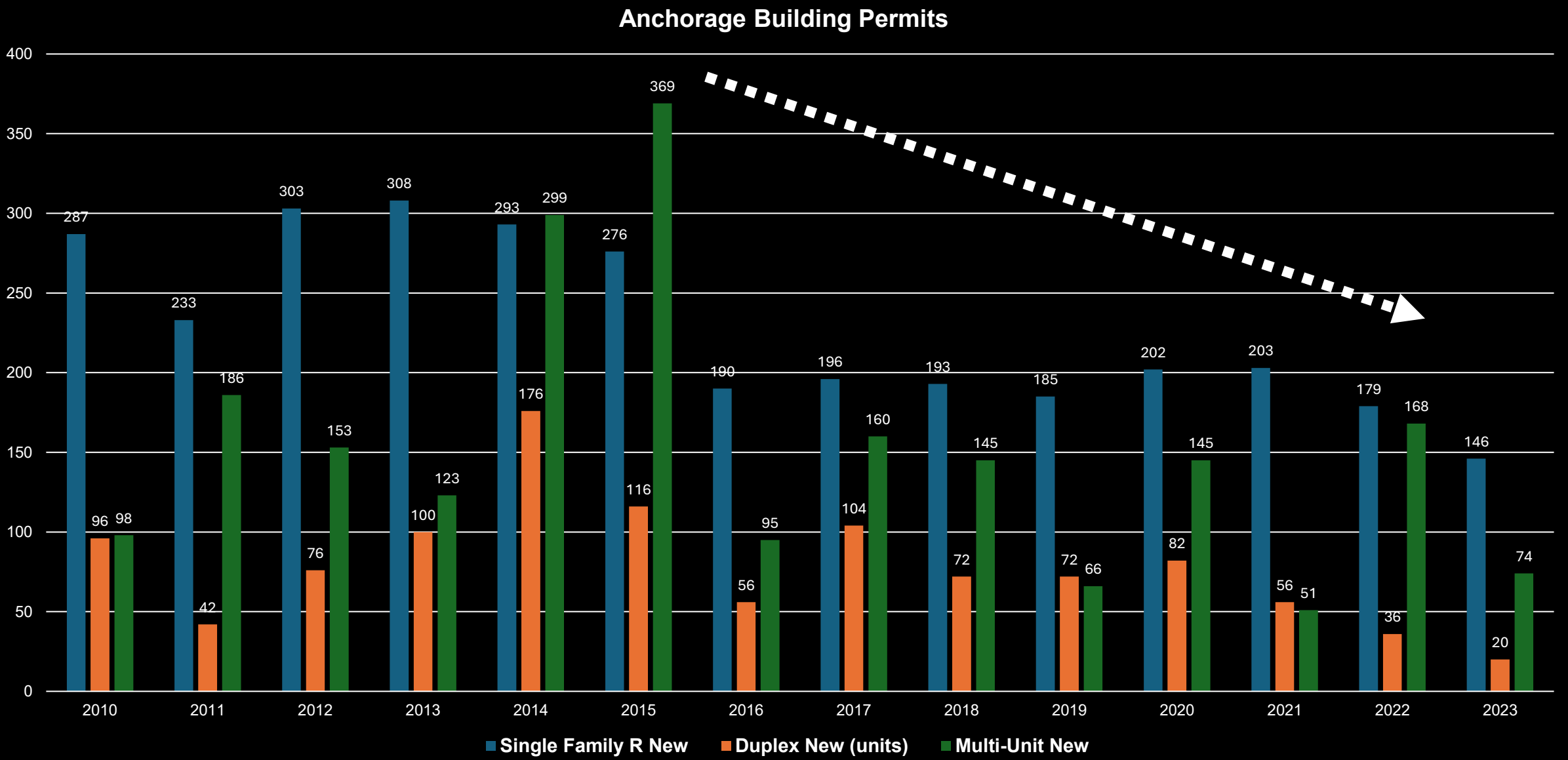


No Change in Policy Option

Predicting the exact results of a “no change” scenario are impossible, especially since it is uncertain when the Title 21 re-writes will be fully adopted and precisely what policies would be included in the new Title 21. The last decade, however, gives an idea of how Anchorage would grow under the existing policies.

- **Housing costs may increase faster than they otherwise would have.** Over the last decade, housing prices have increased, rental costs have increased, and housing has become less affordable. Those changes cannot be solely attributed to Anchorage’s tight land supply (which may not be excessively tight yet) and have certainly been influenced by State and national changes in housing costs. As Anchorage’s land capacity decreases over the next 20 years and beyond, housing will continue to get more expensive as production slows and will affect the amount of growth in Anchorage.
- **More people may locate in the region but outside of the Anchorage Bowl.** As housing prices increase, more people will choose to live in Chugiak-Eagle River or Mat-Su. The changes in commuting patterns over the past decade show that some households are locating in these areas and commuting into Anchorage. While this may be a viable choice for people who prefer single-family housing and do not mind commuting, it is not a viable choice for people who prefer living closer to work and urban amenities or who may prefer multifamily housing.
- **Anchorage may grow slower.** If there is not enough multifamily housing, Anchorage may grow slower over the next 20 years and beyond. People who cannot find a quality home in an attractive neighborhood at a price they can afford may choose not to locate in Anchorage. If the population growth turns out to be substantially less than forecasted, one should expect the employment forecasts to be lower also.

2023



FORCES AND TRENDS REPORT

Written for the Borough-wide
Comprehensive Plan update,
January 2024



Movement into the Mat-Su

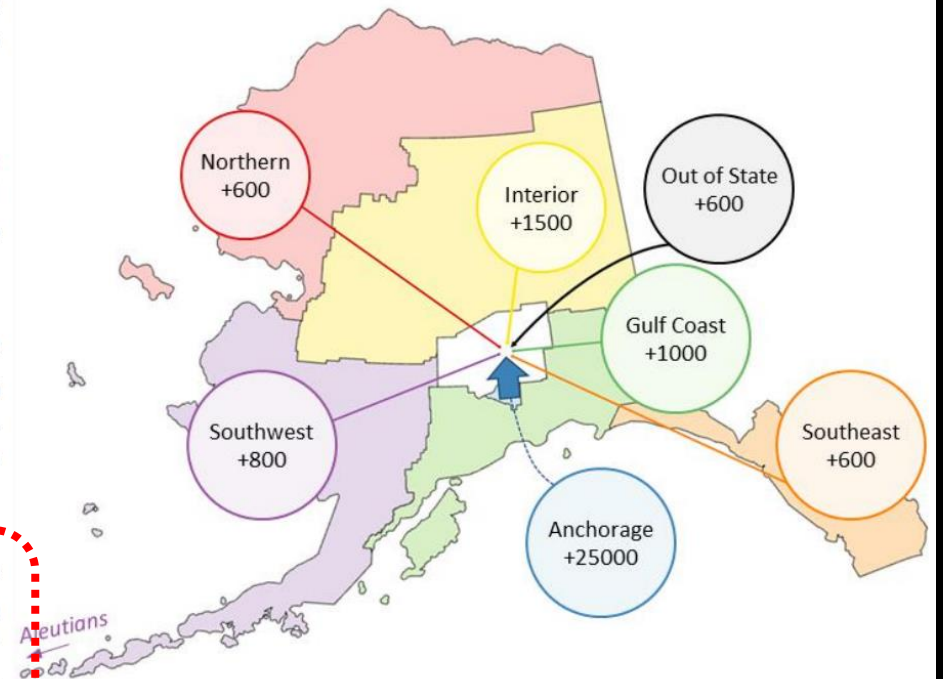
In the 20 years from 2001 to 2021, the Mat-Su Borough population has grown by roughly 47,200 residents.

During that timeframe, the Borough recorded roughly 25,300 births and 10,000 deaths, for a net natural increase of 15,300 residents.

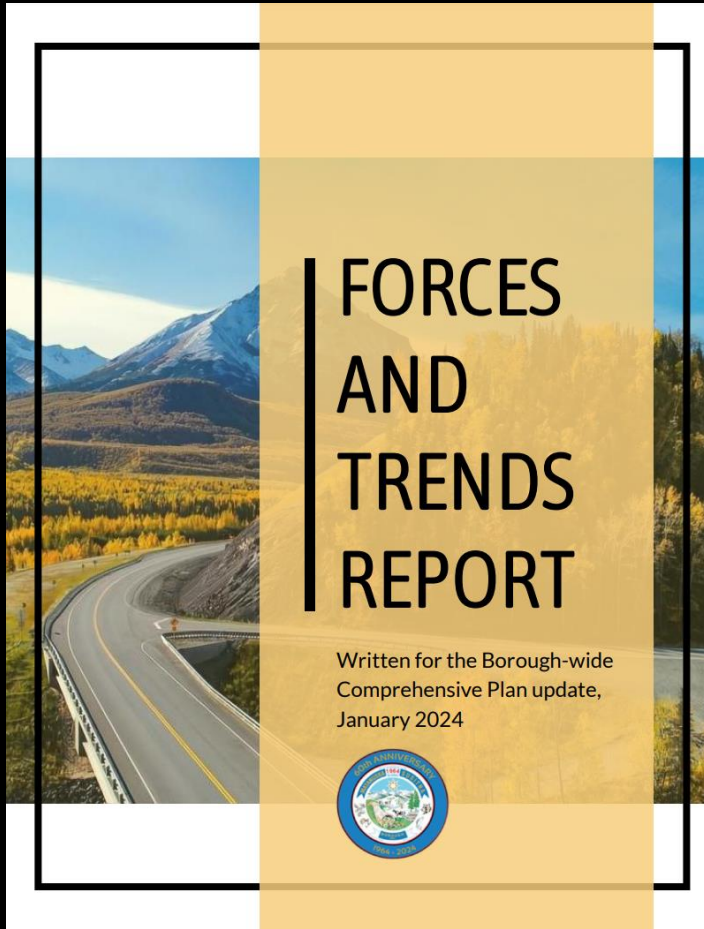
In the same timeframe, the best available records show 116,000 individuals moving into the Borough and 85,900 moving out. That is a net increase of 30,100 residents due to migration.

Most new residents moving into the Borough (25,000 net) had lived in Anchorage for at least one full year immediately prior to moving to the Mat-Su. (Source: Alaska Dept. of Labor and Workforce Development)

Net Migration by Region, 2001-2021



2024



58% of Mat-Su Residents
work in the Mat-Su, leaving
28% who commute to
Anchorage and 6% who
commute to the North Slope.
(Wasilla CEDS, 2023)

2025



Two-bedroom apartment rents, 2025

	Adjusted rent*	Change from 2024	Avg chg from 2010
Bethel Census Area	\$2,075	-	-
Kodiak Island Borough	\$1,713	0%	2.0%
Anchorage, Municipality	\$1,680	4.3%	2.7%
Fairbanks N Star Borough	\$1,676	8.7%	2.9%
Juneau , City and Borough	\$1,661	6.4%	2.5%
Ketchikan Gateway Borough	\$1,600	0%	2.4%
Sitka, City and Borough	\$1,564	3.6%	2.3%
Matanuska-Susitna Borough	\$1,389	8.6%	3.2%
Chugach Census Area	\$1,375	-3.2%	2.3%
Wrangell-Petersburg	\$1,235	14.2%	3.4%
Kenai Peninsula Borough	\$1,203	4.4%	2.4%

2025



Anchorage has consistently been between \$200 and \$400 higher than Mat-Su since 2010, making the 2025 gap about average.

2025

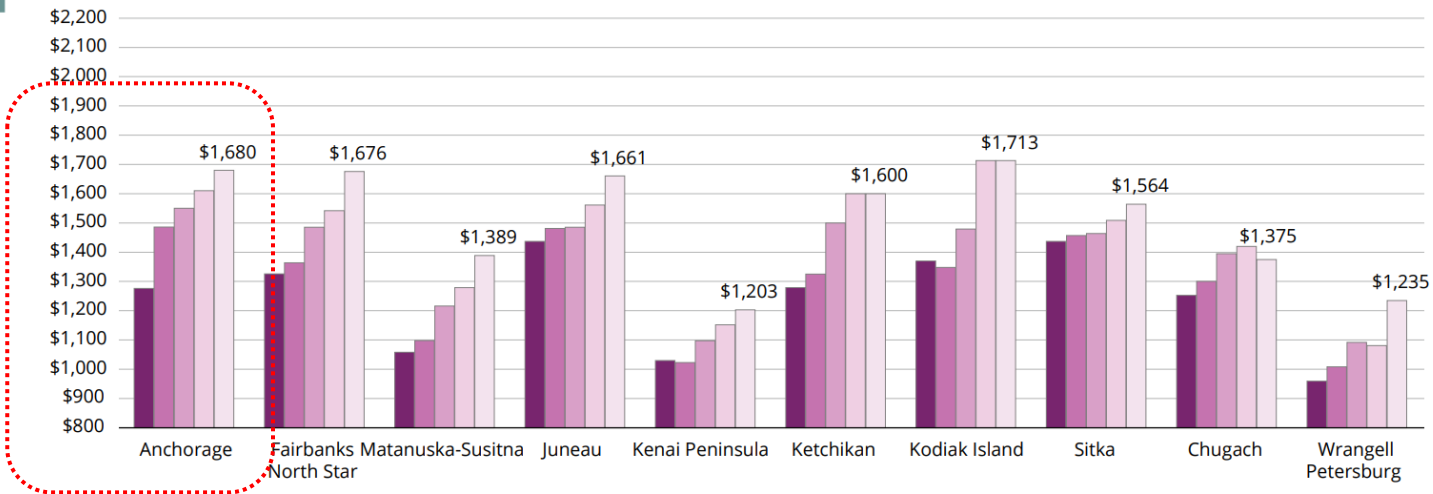
ALASKA ECONOMIC
TRENDS
SEPTEMBER 2025

Rent 5 percent
higher in 2025

ALSO INSIDE
On the road to Tok
and Delta Junction

ALASKA DEPARTMENT OF LABOR & WORKFORCE DEVELOPMENT • RESEARCH AND ANALYSIS

Median rent plus utilities for a 2-bedroom apartment by area, 2020 to 2025

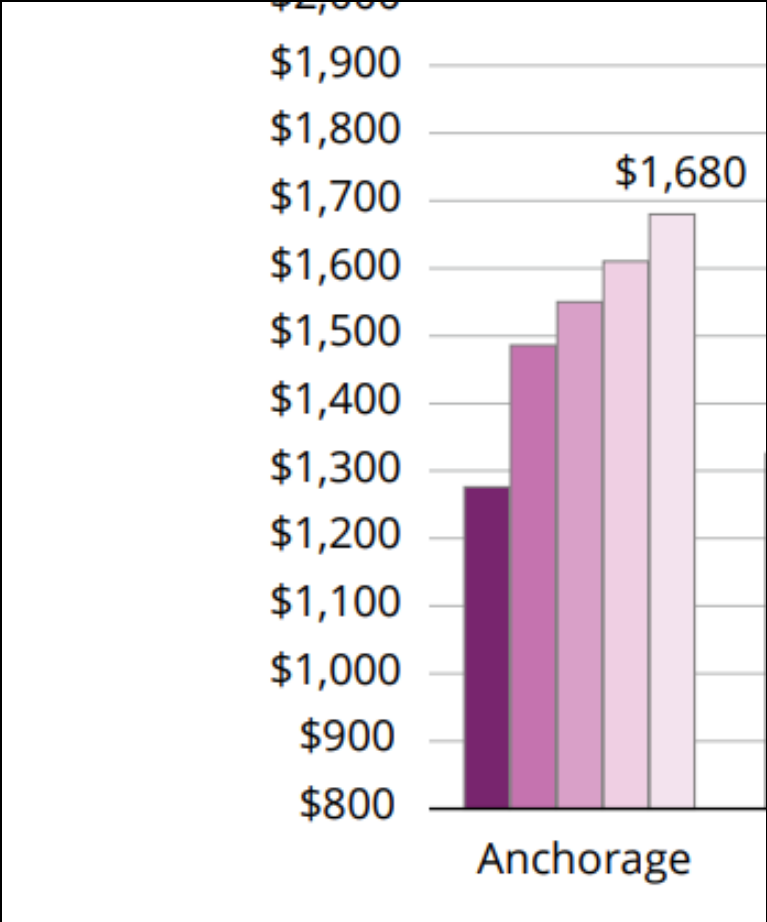


Notes: Median adjusted rent includes the amount paid to the landlord (contract rent) plus estimated monthly utility costs not included in the payment. This is the first year median adjusted rent was available for Bethel, so Bethel is excluded.
Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section and The Alaska Housing Finance Corporation

2025



Median rent plus utilities for a 2-bedroom apartment by area, 2020 to 2025



Current Proposal

TSDO Version 4:

- Two separate ordinances: one for uses, one for dimensional standards and other things.
- Unrestricted lot area, lot width, and lot coverage
- 5' setbacks
- No open space requirements
- Driveways limited to 20'
- Heights based on street classification (40', 55', 75')
- Landscaping requirements still apply for lots at the TSDO boundary



Smaller lots for starter homes

- Initial version: Minimum lot size of 1400sqft.
- Community members asked: if smaller lots are cheaper, why have any minimum?
- Most recent draft: No minimum lot size.

Cordova Street



Reducing setbacks to increase walkability

- Initial version: 0' setbacks and 100% lot coverage.
- Most recent draft: 5' setbacks and 100% lot coverage.
- Other rules like utility requirements and fire separation distances still apply.



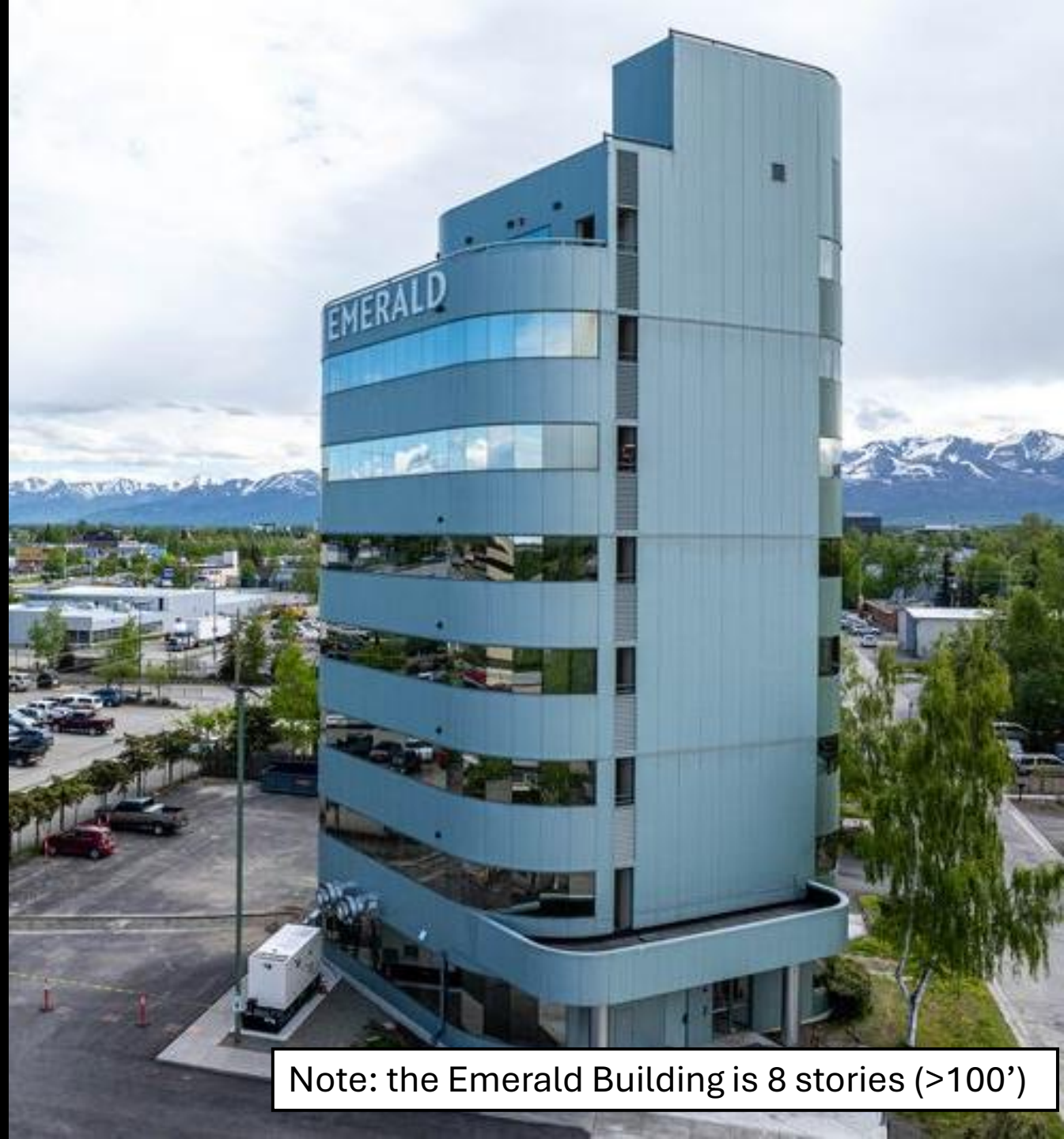


Mixed uses so you can walk to dinner

- Initial draft: Businesses under 2000sqft allowed. Type of allowed uses was copied from R-4A.
- Feedback: size limit was too restrictive, and the use-table was too expansive.
- Current draft: All residential uses allowed, but commercial uses moved into a separate AO.

Taller heights on major roads

- Initial version: 75' heights
- Community asked: Do you want apartment buildings in the middle of neighborhoods?
Answer: No.
- Most recent draft: allowed height depends on the road.
 - Arterials: 75'
 - Collectors: 55'
 - Local roads: 40'



Note: the Emerald Building is 8 stories (>100')

Concerns voiced so far:

1. Issues with street management (parking)
2. Less space for snow storage
3. Shadows, blocked solar panels
4. Loss of green space
5. More dumpsters
6. Erosion of unimproved alleys
7. Ugly buildings
8. More renters in the neighborhood

Support voiced so far:

1. Implementing our plans
2. Shared goal of making the zoning code more straightforward and flexible.
3. Agreement that we need more housing.
4. Strong desire for neighborhood-serving businesses like cafes, hair salons, and grocery stores.
5. Interest in diversifying the businesses, people, and housing types in neighborhoods.
6. Concern that limiting the TSDO area would lead to inequitable concentrations of change or a lack of change.
7. Acknowledgment that neighborhoods are changing – current rules promote large luxury single-family homes.

Current Context

People Mover needs density



The Federal Transit Administration advises that 30 people per acre is needed to make transit viable.



People Mover has taken the first step by increasing the level of service in the TSDO.



If we don't build more housing along transit lines, service will suffer over time.

Building where we have infrastructure and services

- Since 2017, nearly 80% of Anchorage's housing has been built outside of the proposed TSDO area.
- Sprawl is expensive. We have over \$1B in deferred maintenance on Anchorage roads.
- We need more tax dollars per acre to be able to maintain the infrastructure we have.

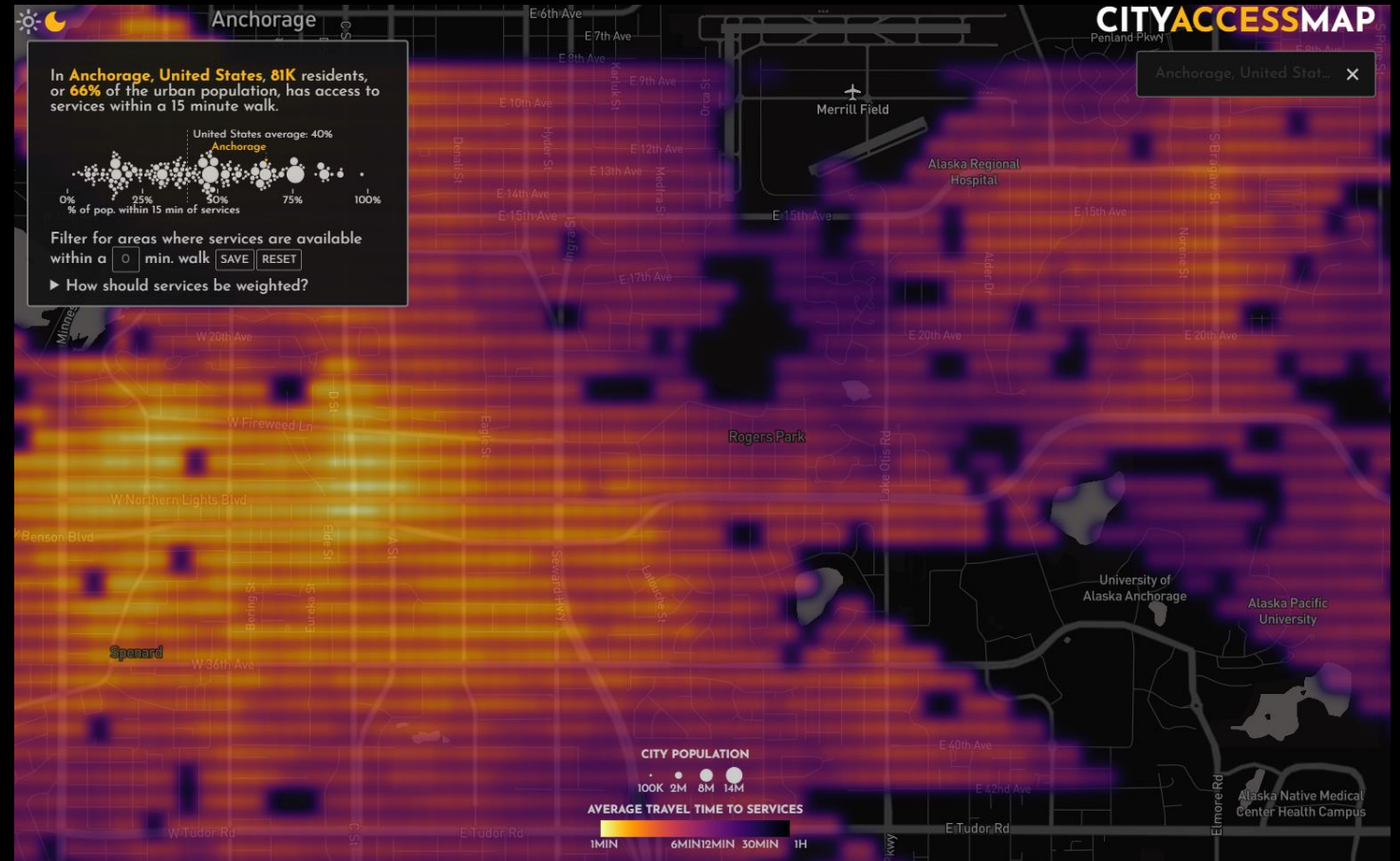


Image Source: [CityAccessMap](#)

Practical Realities


2009



2025



5000 E 3rd Ave
Denver, Colorado

 Google Street View

Jun 2008 [See latest date](#)



5000 E 3rd Ave

Denver, Colorado



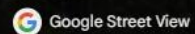
Google Street View

Oct 2019

[See latest date](#)



5000 E 3rd Ave
Denver, Colorado



Oct 2019 See latest date

\$2,650,000

285 Elm Street, Denver, CO 80220

5
beds

5
baths

5,045
sqft

1/10/2014

Listed for sale

\$1,700,000 +257.9%
\$337/sqft

Source: EQUITY REAL ESTATE ADVISORS LLC #6007890 [Report](#)

10/23/2013

Sold

\$475,000
\$94/sqft

Source: Public Record [Report](#)

8/29/2013

Listed for sale

\$475,000
\$94/sqft

Source: RE/MAX Professionals #1225593 [Report](#)

Next Steps

- **Cases 2025-0030 and 2025-0034 will be heard at the September 8, 2025 PZC Meeting**
- **Expected to be extended through October**
- **If PZC makes a decision, both cases will then move forward to the Assembly**
- **The Planning Department will continue to post information on the project page**

Thank You