



# Transit Supportive Development Overlay

---

PZC Cases 2025-0030 and 2025-0034

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

## 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 2000 square feet per lot.
- Flexibility in design

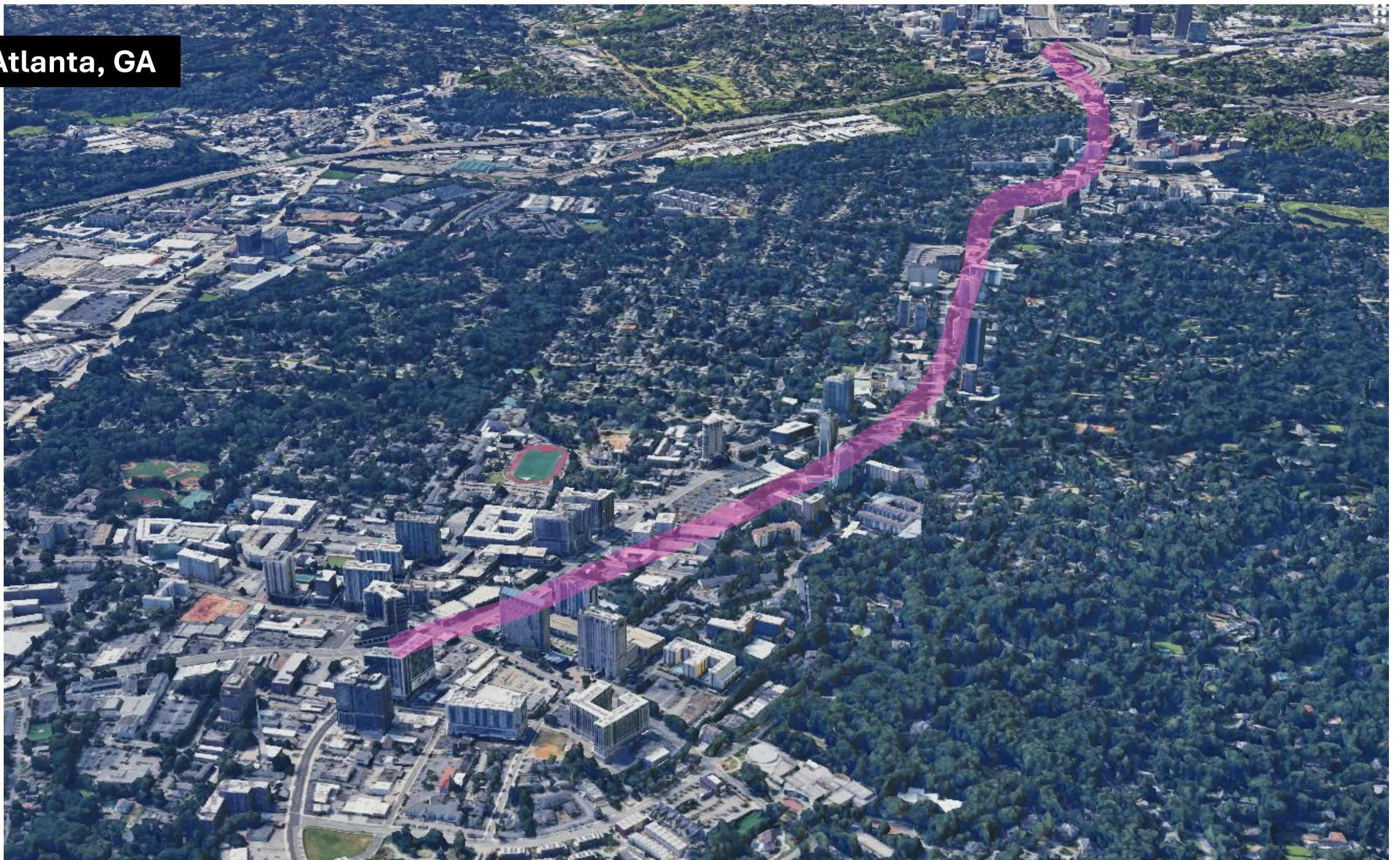
- A property's underlying zoning, except limiting drive-thrus where they are not already allowed.
- Existing natural resource protections or landscaping requirements

# 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.
- More efficient land use, including more choices for housing.
- 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

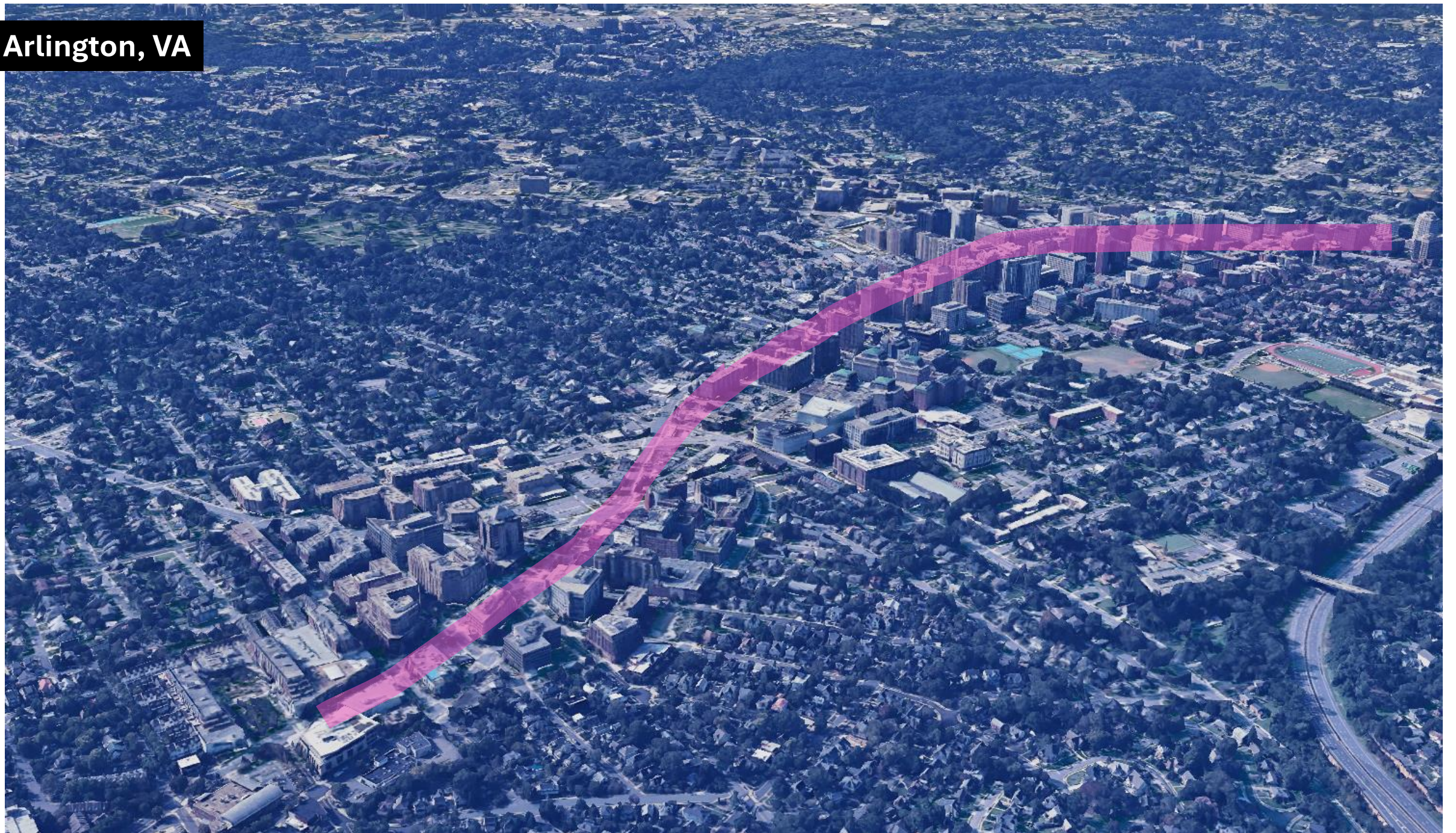


Atlanta, GA





Arlington, VA





# Excerpts of community comments so far

I'm writing ins support of these cases. I'd like to request your approval of these cases, as it will make it easier to build all types of housing in our City Center, Town Centers, and our Transit Corridors. This is an opportunity to encourage investment and create jobs. This will help make Anchorage a better and more affordable place to live.

I dream of an Anchorage that is easily traversed without cars. Where walkable neighborhoods are connected by public transit to one another and to the city's downtown, midtown, and southside hubs. Where pedestrians are the norm, not the pariahs. Where cars are a hindrance, not a necessity. Let's do it!

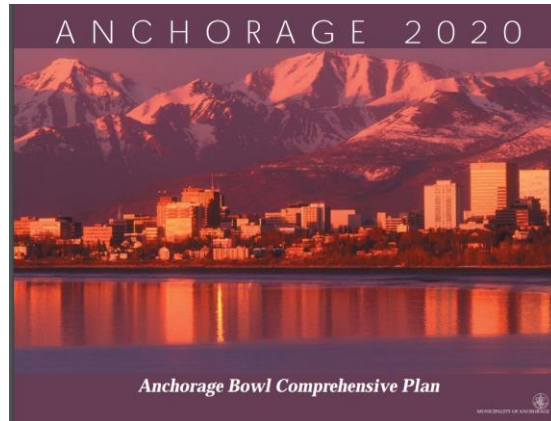
I strongly support the TSDO Ordinance proposed. In the Anchorage 2040 Land Use Plan, the city identified certain areas of the municipality as City Centers, Town Centers, and Transit Corridors. The goal in these areas, according to the plan, was higher housing densities and mixed uses to encourage walking, biking, and public transit use. But current zoning rules don't allow for that, as things stand now. This ordinance would fix that.

On behalf of the YWCA Alaska, I am writing to express my strong support for Draft AO: Implementing Centers and Transit-Supportive Development (TSDO) from the 2040 Land Use Plan for Anchorage to facilitate the creation of more accessible housing options for our community.

As you know, Anchorage is a vibrant city with diverse needs. However, many residents face significant challenges in finding affordable and accessible housing. By making less restrictive requirements for zoning, we can pave the way for innovative housing solutions that accommodate a wider range of incomes and lifestyles as outlined in this plan. This proposed TSDO would not only enhance our community's inclusivity but also promote economic growth and sustainability.



# **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

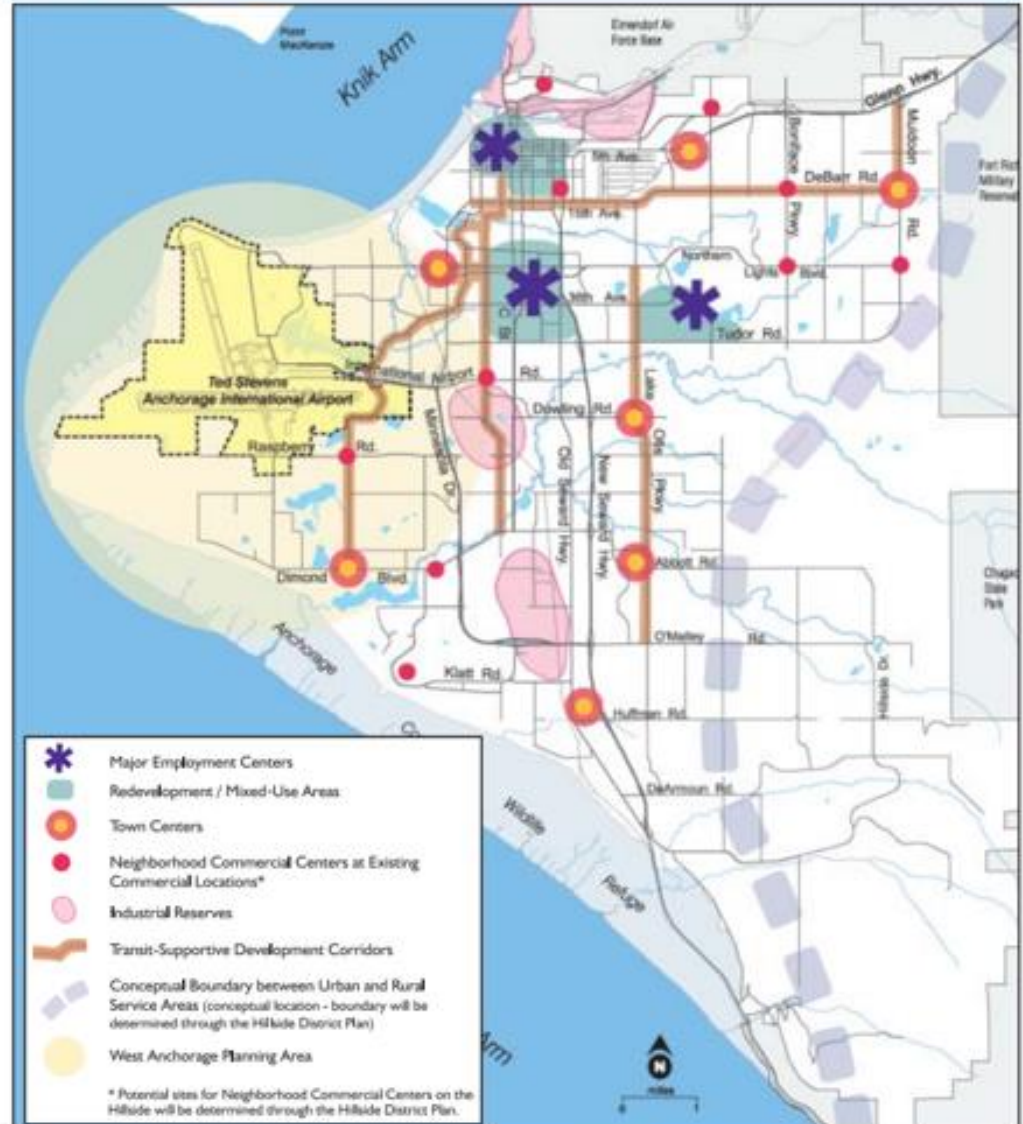
**Growth Allocation Map** – Illustrates how future population and housing are allocated in the Bowl's five subareas to accommodate projected growth.

**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.

2024

### 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.

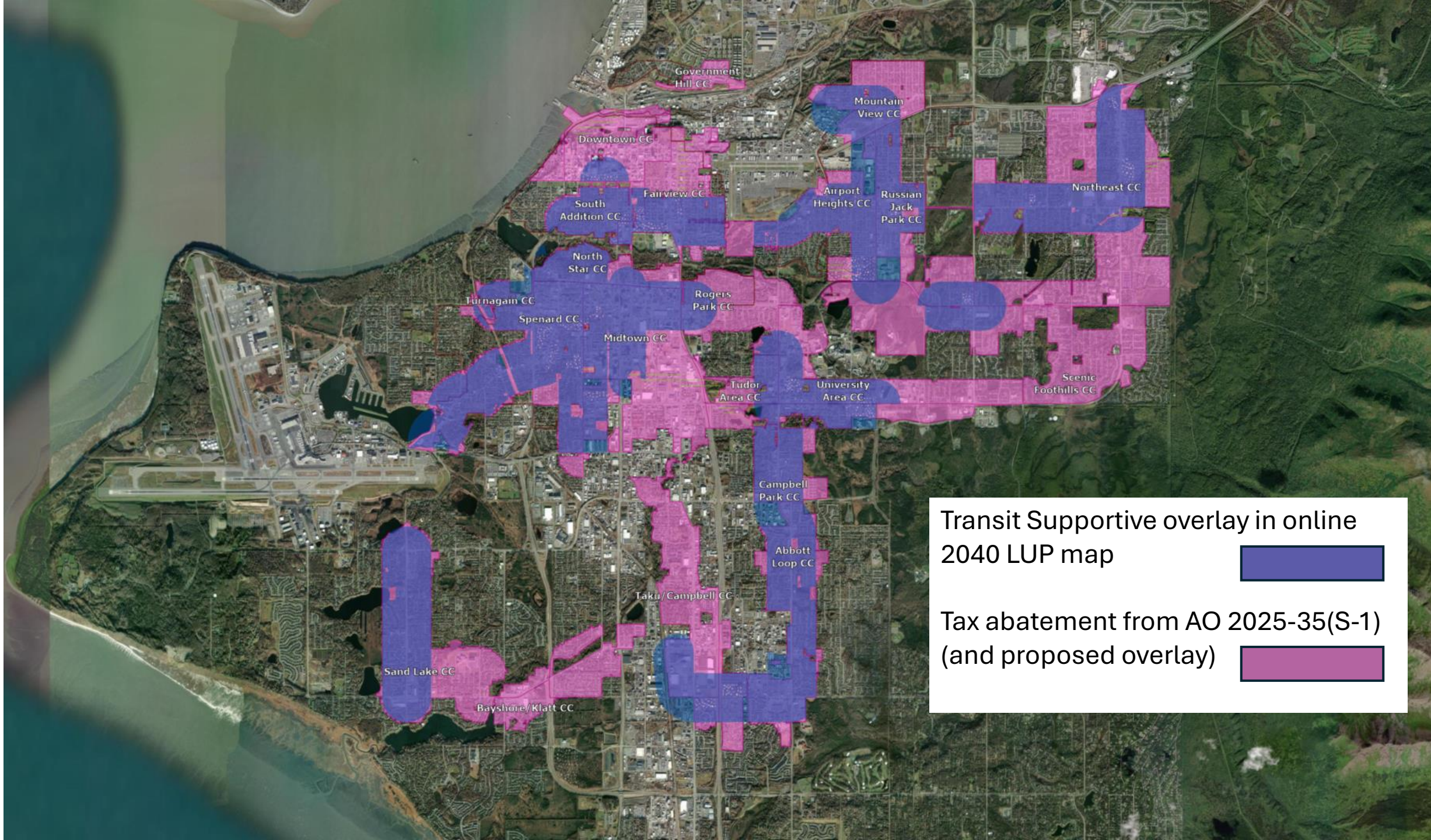
- Enforce code to collect fines and fees. Use funds to support repairs, demolitions, and more housing.
- Participate in demolitions and then lien to require rebuilding.
- Fully map dangerous and abandoned properties prioritized by risk level.
- Increase landlord accountability to provide alternate housing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

# 10,000 HOMES IN TEN YEARS





# The Map



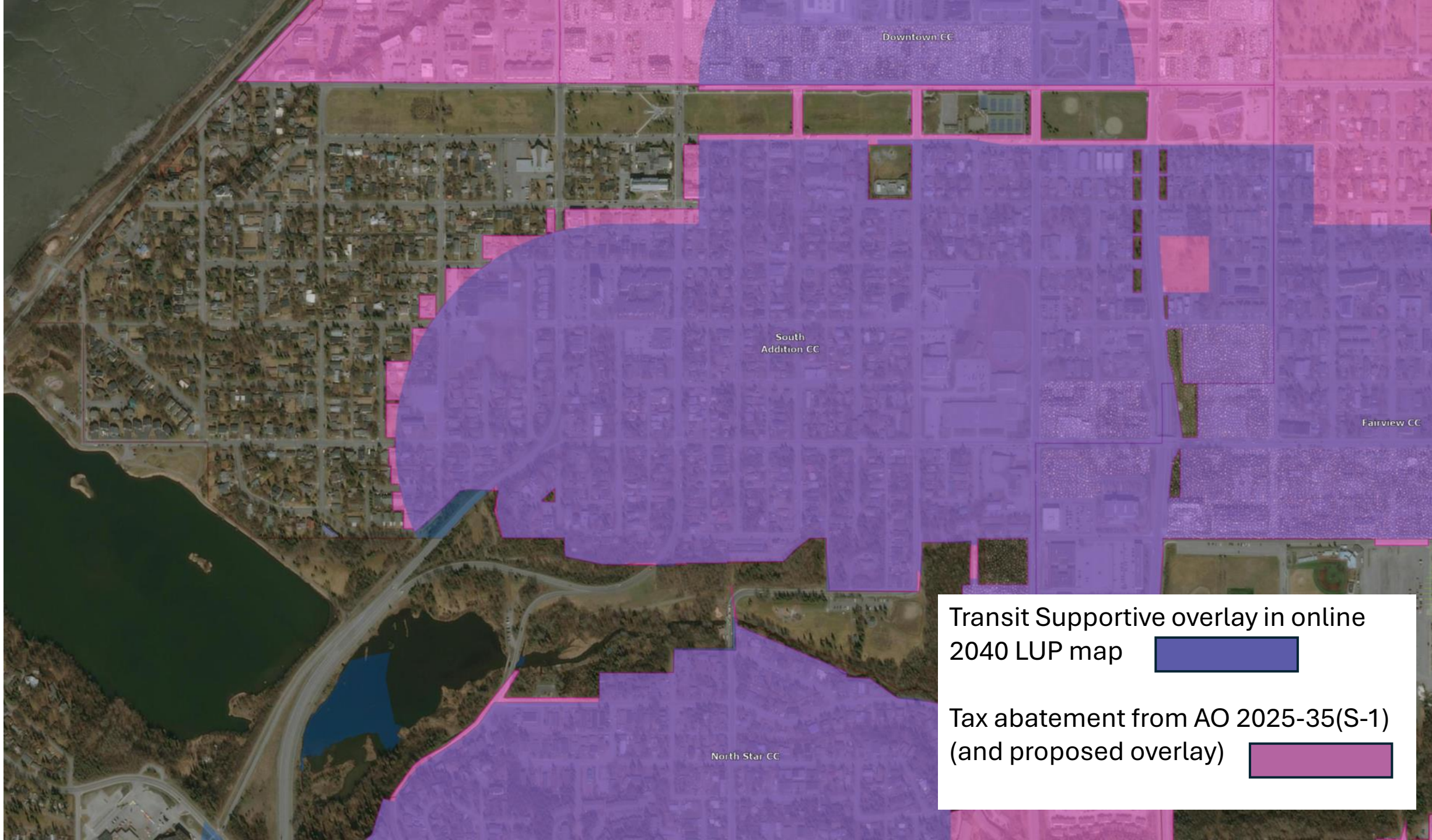
Transit Supportive overlay in online  
2040 LUP map




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







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 & opportunity zones
- Removed lakes, wetlands, 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.



# **Overview of dimensional standards**

**Allows full use of each lot**



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

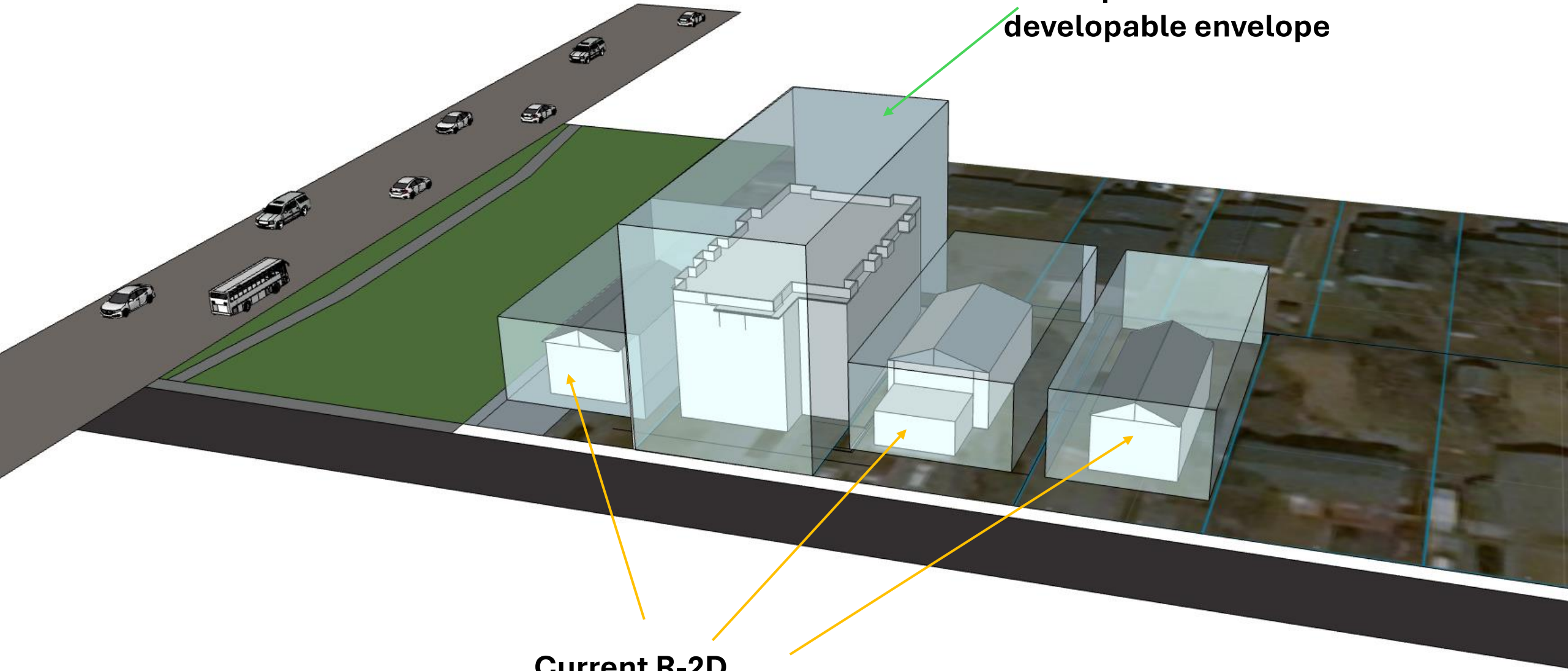
**TABLE 21.06-3: TABLE OF DIMENSIONAL STANDARDS - OTHER DISTRICTS**  
(Additional Standards May Apply. See district-specific standards in chapter 21.04 and use-specific standards in chapter 21.05. See section [21.04.070](#) for AM district standards.)

Uses	Minimum lot dimensions <sup>14</sup>		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





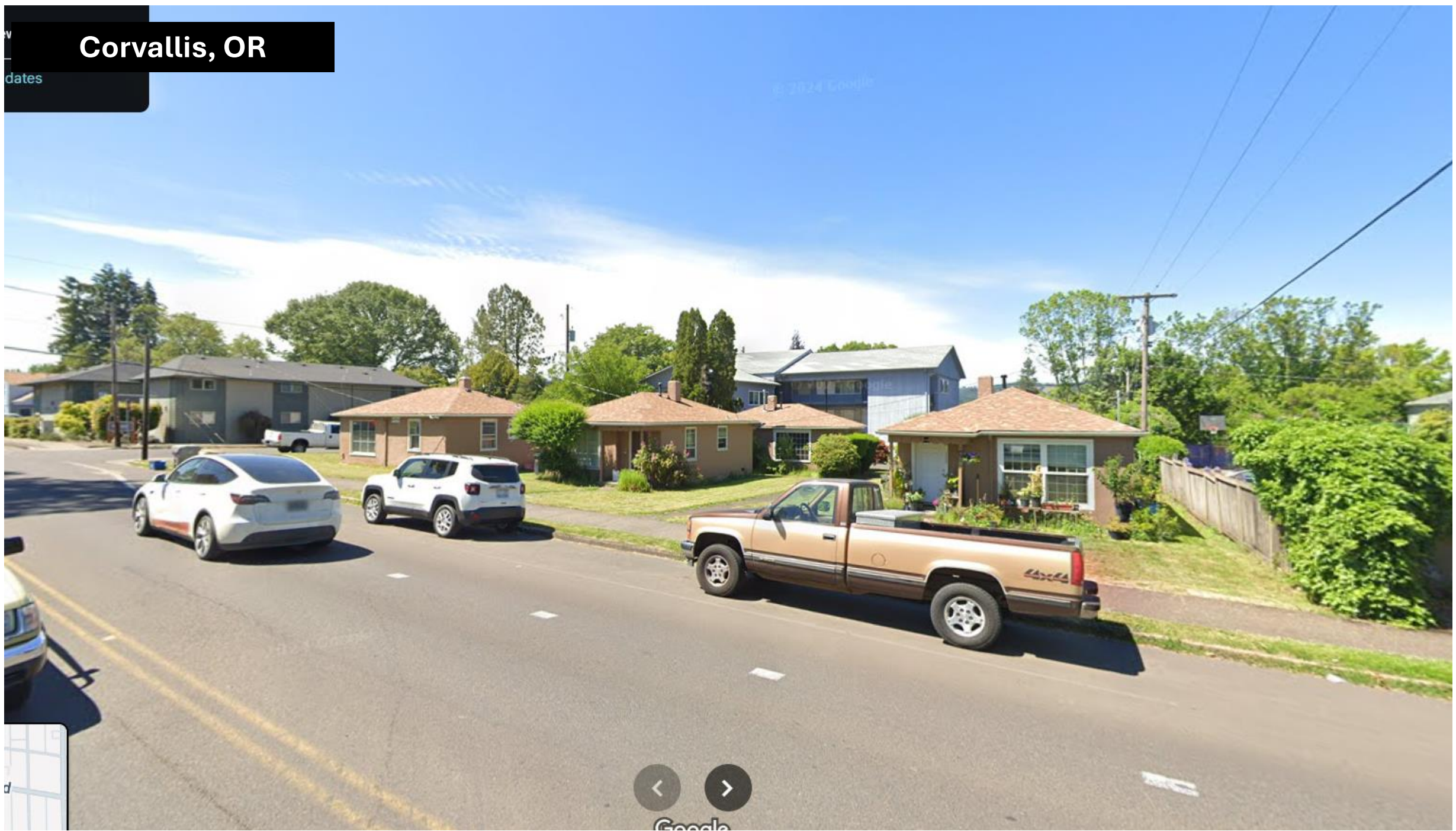
Minneapolis, MN

Share





Corvallis, OR



## 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.

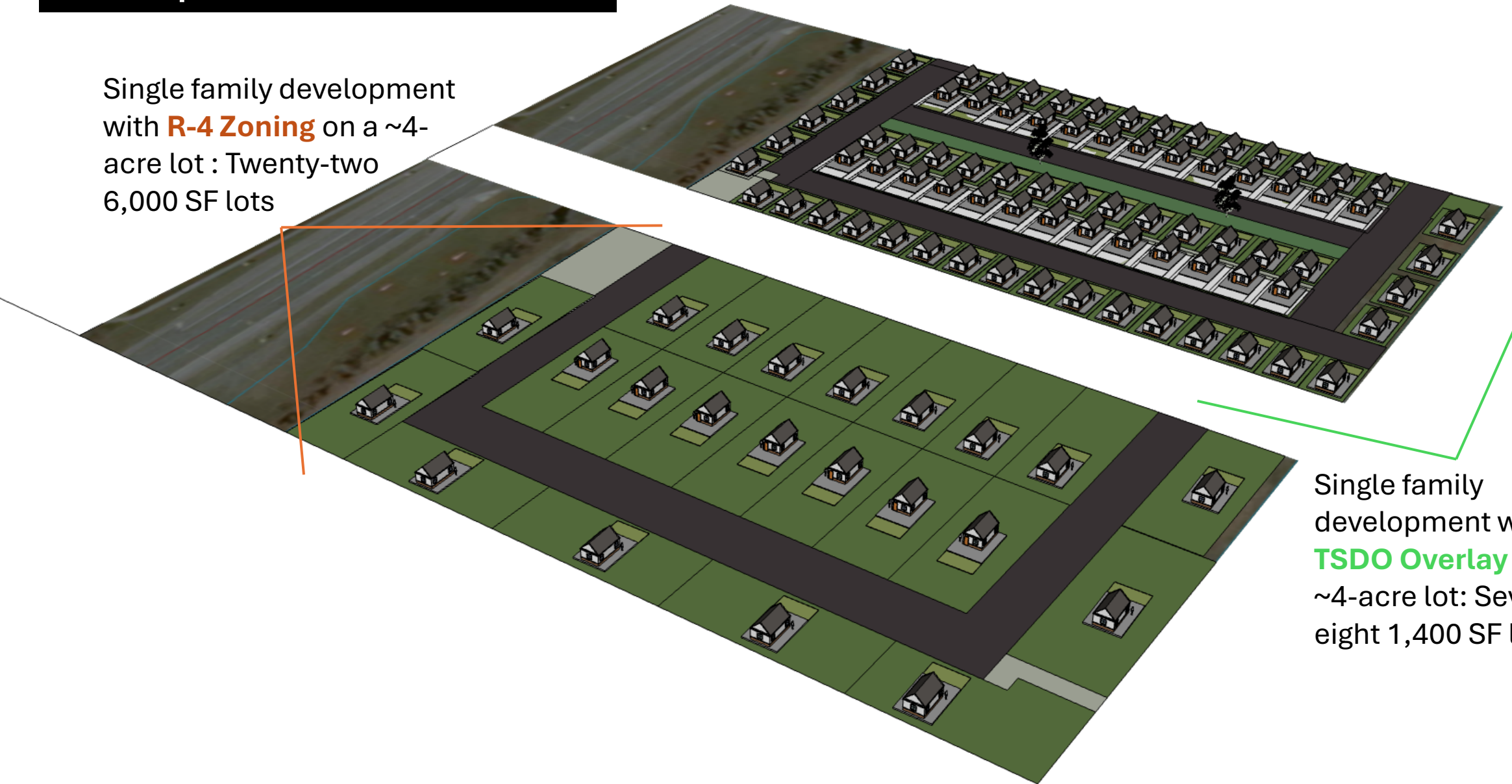
- ii. Developments shall be exempt from 21.06.030D.9. Height Transitions for Neighborhood Compatibility.



## 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



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.

## Allowed uses: Based on R-4A

- To promote mixed use, the TSDO allows the same non-residential uses as R4-A, Anchorage's main mixed-use residential zone.
- Feedback on the use-table is welcome.
- Key:
  - P = allowed by right
  - C = requires a conditional use permit
  - S = Administrative Site Plan Review
  - M = Major Site Plan Review



# Use Standards in PZC 2025-0030

Use Category	Use Type	TSDO
Household Living	Dwelling, mixed-use	<u>P</u>
	Dwelling, multifamily	<u>P</u>
	Dwelling, single-family, attached	<u>P</u>
	Dwelling, single-family, detached	<u>P</u>
	Dwelling, townhouse	<u>P</u>
	Dwelling, two-family	<u>P</u>
	Manufactured home community	<u>C</u>
Group Living	Assisted living facility (3-8 residents)	<u>P</u>
	Assisted living facility (9 or more residents)	<u>P</u>
	Habilitative care facility, small (up to 8 residents)	<u>P</u>
	Habilitative care facility, medium (9-25 residents)	<u>P</u>
	Habilitative care facility, large (26+ residents)	<u>P</u>
	Rooming-house	<u>P</u>
	Transitional living facility	<u>P</u>
Adult Care	Adult care facility (3 to 8 persons)	<u>P</u>
	Adult care facility (9 or more persons)	<u>C</u>
Child Care	Child care center (9 or more children)	<u>S</u>
	Child care home (up to 8 children)	<u>P</u>
Telecommunication Facilities	Antenna only, large <sup>4</sup>	<u>P</u>
	Antenna only, small <sup>4</sup>	<u>P</u>
	Type 1 tower <sup>4</sup>	<u>P/C</u>
	Type 2 tower <sup>4</sup>	<u>P/C</u>
	Type 3 tower <sup>4</sup>	<u>P/C</u>
	Type 4 tower <sup>4</sup>	<u>P/C</u>

Use Category	Use Type	TSDO
Community service	Crematorium	
	Government administration and civic facility	<u>P</u>
	Neighborhood recreation center	<u>S</u>
	Religious assembly	<u>S</u>
	Social service facility	<u>C</u>
Cultural Facility	Aquarium	<u>P</u>
	Botanical gardens	<u>P</u>
	Library	<u>P/M</u>
	Museum or cultural center	<u>P/M</u>
Educational Facility	Boarding school	<u>P</u>
	College or university	<u>P</u>
	Elementary school or middle school	<u>P/M</u>
	High school	<u>P/M</u>
	Instructional services	<u>P</u>
	Vocational or trade school	<u>P</u>
Health Care Facility	Health services	<u>P</u>
	Hospital/health care facility	<u>S</u>
	Nursing facility	<u>S</u>
Parks and Open Area	Community garden	<u>P</u>
	Park, public or private	<u>P</u>
Public Safety Facility	Community or police substation	<u>P</u>
	Correctional institution	
	Fire station	<u>M</u>
	Public safety facility	<u>M</u>
Utility Facility	Railroad passenger terminal	<u>P</u>
	Transit center	<u>S</u>
	Tower, high voltage transmission	<u>P/C</u>
	Utility substation	<u>C</u>

# Use Standards in PZC 2025-0030

Use Category	Use Type	TSDO
Agricultural Uses	Commercial horticulture	C
Animal Sales, Service & Care <sup>2</sup>	Animal Boarding <sup>2</sup>	<u>C</u>
	Retail and pet services <sup>2</sup>	<u>P</u>
	Veterinary clinic <sup>2</sup>	<u>P</u>
Assembly	Civic/convention center	<u>C</u>
	Club/lodge/meeting hall	<u>P</u>
	Fitness and recreational sports center <sup>2</sup>	<u>P</u>
	Motorized sports facility <sup>2</sup>	
	Movie theater <sup>2</sup>	<u>P</u>
	Theater company or dinner theater <sup>2</sup>	<u>P</u>
Food and Beverage Service <sup>2</sup>	Bar <sup>2</sup>	<u>S</u>
	Food and beverage kiosk <sup>2</sup>	<u>P</u>
	Restaurant <sup>2</sup>	<u>P</u>
	Financial institution	<u>P</u>
	Office, business or professional	<u>P</u>
Personal Services, Repair, and Rental	Business service establishment	<u>P</u>
	General personal services	<u>P</u>
	Small equipment rental	<u>P</u>
Retail Sales <sup>2</sup>	Auction house <sup>2</sup>	<u>C</u>
	Convenience store <sup>2</sup>	<u>P</u>
	Farmers market <sup>2</sup>	<u>P</u>
	Furniture and home appliance store <sup>2</sup>	<u>P</u>
	General retail <sup>2</sup>	<u>P</u>
	Grocery or food store <sup>2</sup>	<u>P</u>
	Liquor store <sup>2</sup>	<u>C</u>
	Pawnshop <sup>2</sup>	<u>C</u>

Use Category	Use Type	TSDO
Vehicles and Equipment	Aircraft and marine vessel sales	
	Parking lot or structure (50+ spaces)	<u>C</u>
	Parking lot or structure (less than 50 spaces)	<u>C</u>
	Vehicle parts and supplies <sup>2</sup>	<u>C</u>
	Vehicle service and repair, minor	<u>C</u>
Visitor Accommodations	Camper park	<u>C</u>
	Extended-stay lodgings	<u>C</u>
	Hostel	<u>P</u>
	Hotel/motel	<u>P</u>
	Inn	<u>P</u>
	Marijuana testing facility	<u>I</u>
	Marijuana retail sales establishment <sup>2</sup>	<u>I</u>
	Data processing facility	<u>C</u>
	Dry cleaning establishment	<u>C</u>
	Research laboratory	<u>P</u>
	Cottage crafts	<u>P</u>
	Manufacturing, heavy	
	Manufacturing, light	<u>S/C</u>
	Warehouse or wholesale establishment, general	<u>P</u>
	Warehouse or wholesale establishment, light	<u>P</u>
	Land reclamation	<u>S/C</u>
	Landfill	
	Recycling drop-off	
	Snow disposal site	
	Solid waste transfer facility	
	Stormwater sediment management facility	



# Use Standards in PZC 2025-0030

Use Category	Use Type	TSDO
Agricultural Uses	Commercial horticulture	C
Animal Sales, Service & Care <sup>2</sup>	Animal Boarding <sup>2</sup>	<u>C</u>
	Retail and pet services <sup>2</sup>	<u>P</u>
	Veterinary clinic <sup>2</sup>	<u>P</u>
Assembly	Civic/convention center	<u>C</u>
	Club/lodge/meeting hall	<u>P</u>
	Fitness and recreational sports center <sup>2</sup>	<u>P</u>
	Motorized sports facility <sup>2</sup>	
	Movie theater <sup>2</sup>	<u>P</u>
	Theater company or dinner theater <sup>2</sup>	<u>P</u>
Food and Beverage Service <sup>2</sup>	Bar <sup>2</sup>	<u>S</u>
	Food and beverage kiosk <sup>2</sup>	<u>P</u>
	Restaurant <sup>2</sup>	<u>P</u>
	Financial institution	<u>P</u>
	Office, business or professional	<u>P</u>
Personal Services, Repair, and Rental	Business service establishment	<u>P</u>
	General personal services	<u>P</u>
	Small equipment rental	<u>P</u>
Retail Sales <sup>2</sup>	Auction house <sup>2</sup>	<u>C</u>
	Convenience store <sup>2</sup>	<u>P</u>
	Farmers market <sup>2</sup>	<u>P</u>
	Furniture and home appliance store <sup>2</sup>	<u>P</u>
	General retail <sup>2</sup>	<u>P</u>
	Grocery or food store <sup>2</sup>	<u>P</u>
	Liquor store <sup>2</sup>	<u>C</u>
	Pawnshop <sup>2</sup>	<u>C</u>

Use Category	Use Type	TSDO
Vehicles and Equipment	Aircraft and marine vessel sales	
	Parking lot or structure (50+ spaces)	<u>C</u>
	Parking lot or structure (less than 50 spaces)	<u>C</u>
	Vehicle parts and supplies <sup>2</sup>	<u>C</u>
Visitor Accommodations	Vehicle service and repair, minor	<u>C</u>
	Camper park	<u>C</u>
	Extended-stay lodgings	<u>C</u>
	Hostel	<u>P</u>
	Hotel/motel	<u>P</u>
	Inn	<u>P</u>
	Marijuana testing facility	<u>I</u>
	Marijuana retail sales establishment <sup>2</sup>	<u>I</u>
	Data processing facility	<u>C</u>
	Dry cleaning establishment	<u>C</u>
	Research laboratory	<u>P</u>
	Cottage crafts	<u>P</u>
	Manufacturing, heavy	
	Manufacturing, light	<u>S/C</u>
	Warehouse or wholesale establishment, general	<u>P</u>
	Warehouse or wholesale establishment, light	<u>P</u>
	Land reclamation	<u>S/C</u>

## 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) <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-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	L2		L1	L4	L2		
R-1, R-1A, R-2A, R-2D, R-5, R-7	L2		L2	L2	L2	L2	L2	L2	L2		L1	L4	L2	L1	
R-2M	L2	L2			L2	L2	L2	L2	L2		L1	L4	L2	L1	
R-3, R-3A	L2	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:

<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.



## 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?

## 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.

*“Transit-supportive Development (TSD) identifies corridors **where expanded 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.”*



# Why change the comprehensive plan also?

## 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).

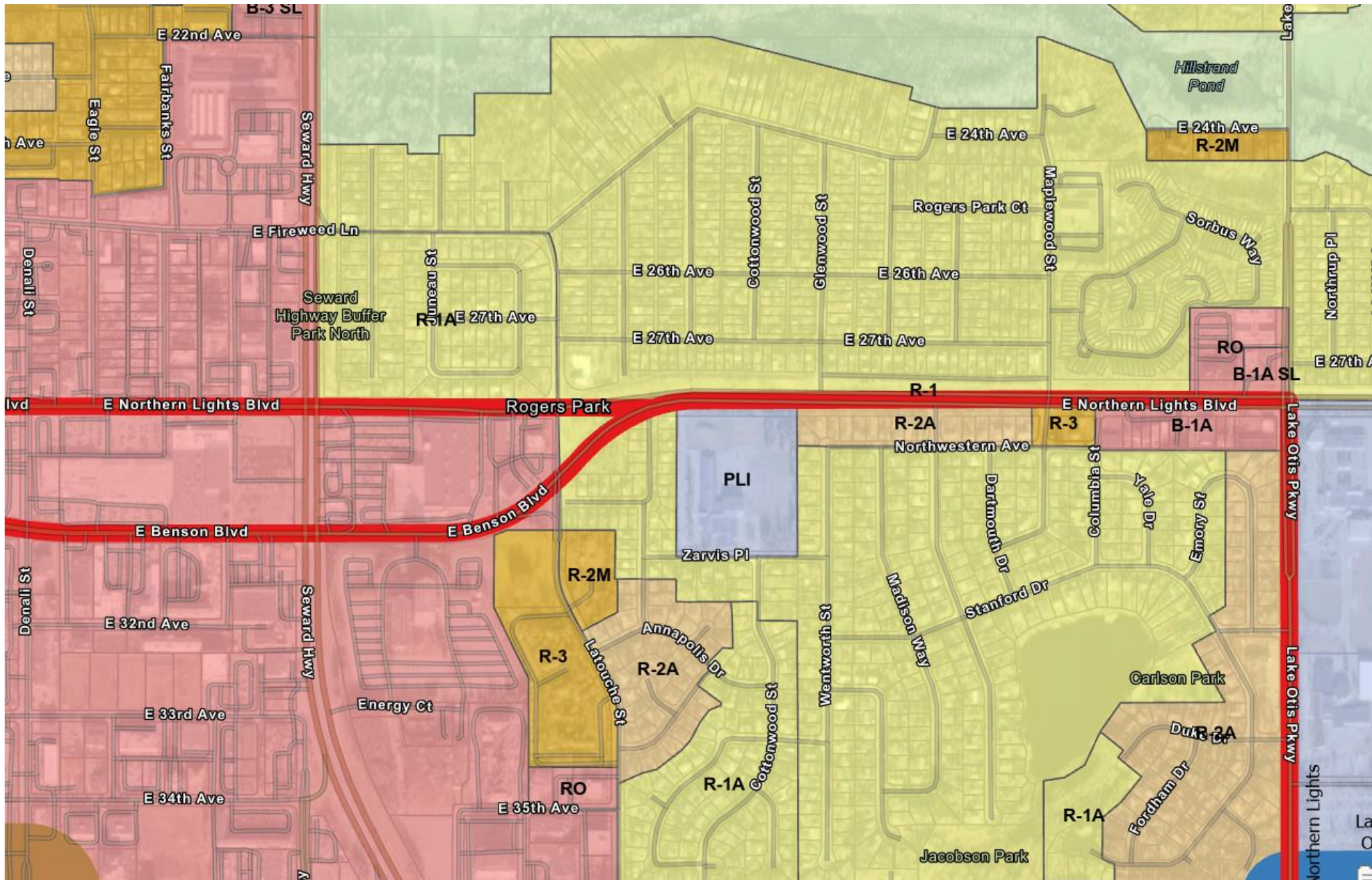
Future development is encouraged to be generally in the range of 8 to 20 housing units per acre on average over the entire corridor. However, individual parts of the corridor, such as in existing single-family and two-family neighborhoods, may have less density. TSD is consistent with the density ranges 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.

*“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.**”*





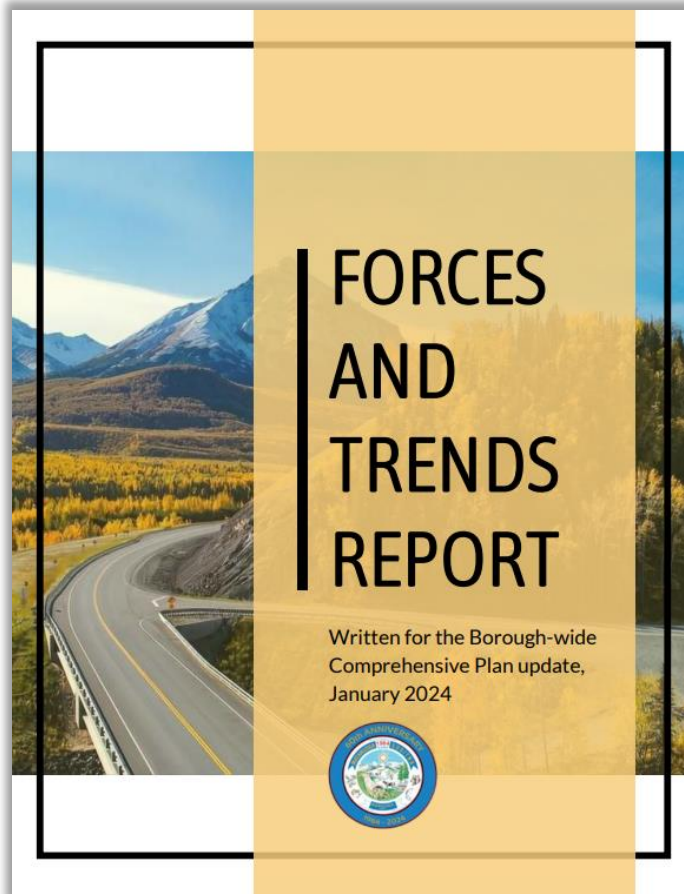


**Questions?**

**Thank you**



# Where did everyone go?



## Movement into the Mat-Su

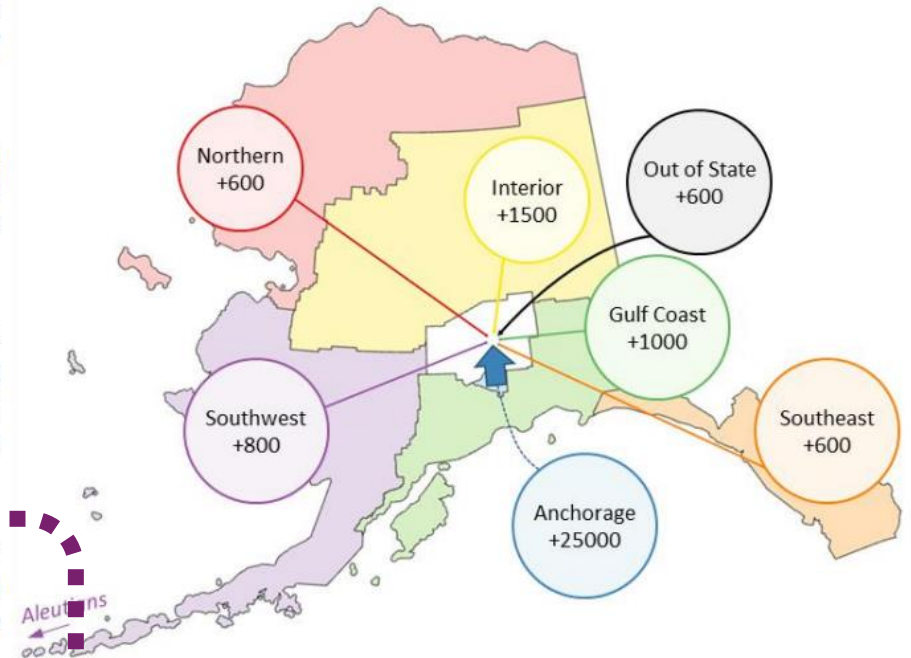
In the 20 years from 2001 to 2021, the Mat-Su Borough population has grown by roughly 47,200 residents.

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

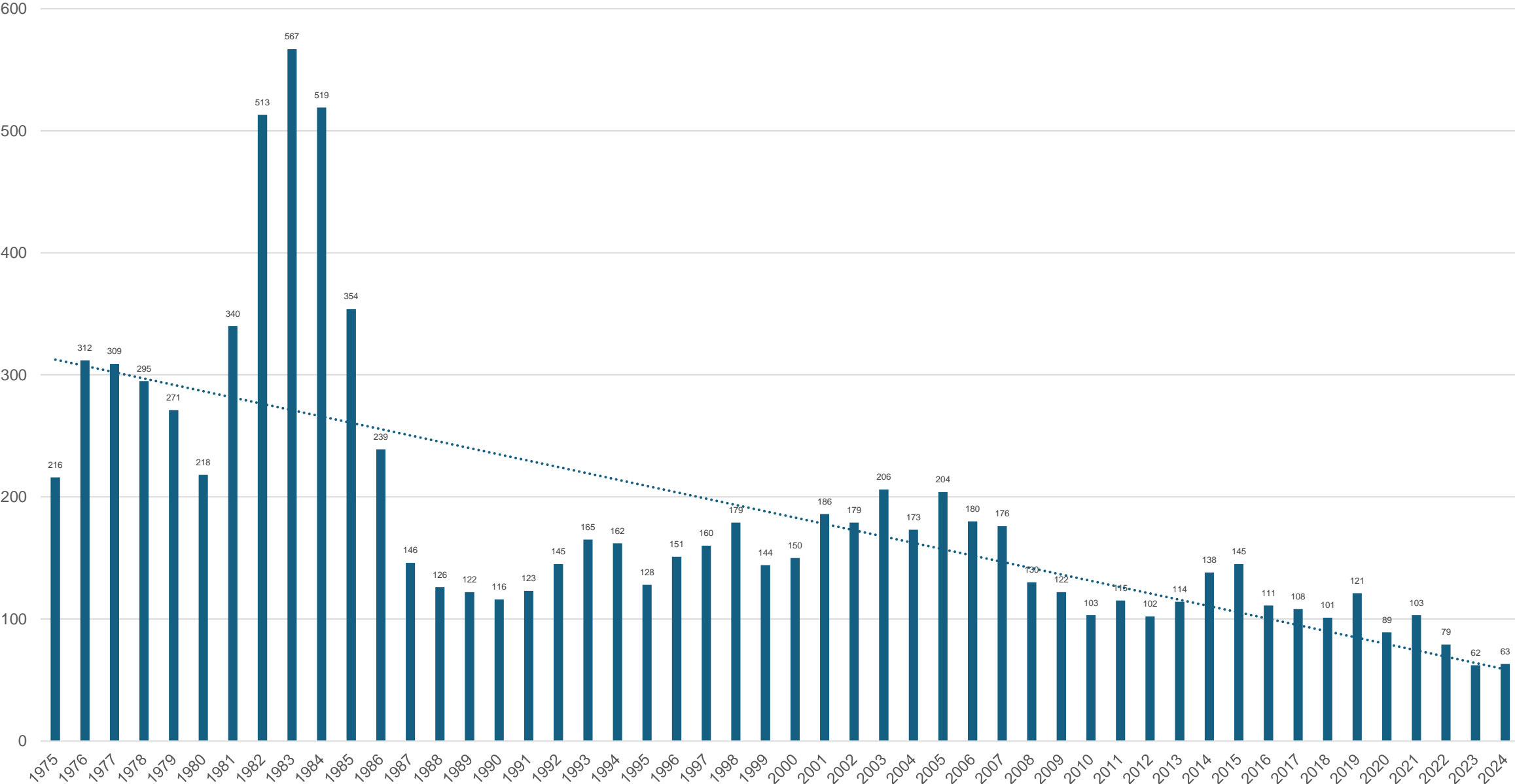
In the same timeframe, the best available records show 116,000 individuals moving into the Borough and 85,900 moving out. That is a net increase of 30,100 residents due to migration.

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



# Plats in the Anchorage Recording District





## Total Dwelling Units Permitted by Year 2010-present

