# Transit-Supportive Development Overlay

Presentation for Rogers Park Community Council August 25, 2025

## 25 years of support in the Comprehensive Plan

## 2001:

and in Chapter 5.

#### ANCHORAGE 2020 Anchorage Bowl Comprehensive Plan **Land Use Policy Map** 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 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 Arra Growth Allocation Map - Illustrates how future population and hossing 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. Hajor Employment Centers Restrokyment / Hand-Use Areas Land Use Policy Map The Land Use Policy Map sets the direction for Neighborhood Commercial Genera at Entering Communical Language the preferred form of long-term growth and develop- Beharral Reserves ment in the Anchorage Bowl. This direction will be Transit-Supportine Development Corridors refined in subsequent district and neighborhood plancomponents of the Comprehensive Plan. The map Conceptual Boundary between Urban and Rural Service Artess pursupout location - boundary will be deservoised through the Hilbole Decree Plant highlights only those key policies that can be shown graphically-other key ANCHORAGE 2020 policies are West Anchorage Planning Area highlighted in the Planning Principles in this chapter

### 2017:

### Anchorage 2040 Land Use 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 development. 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 Offs Transit Route



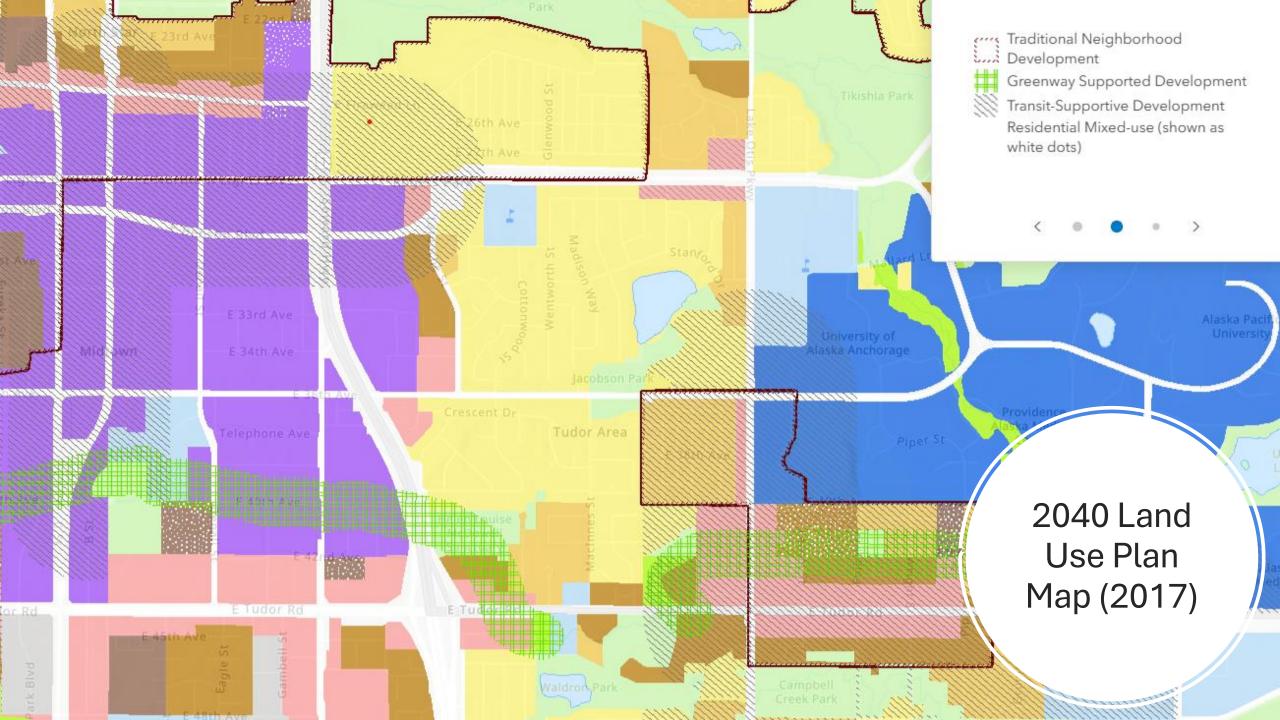
Transit-supportive Mixed-use Building with Housing

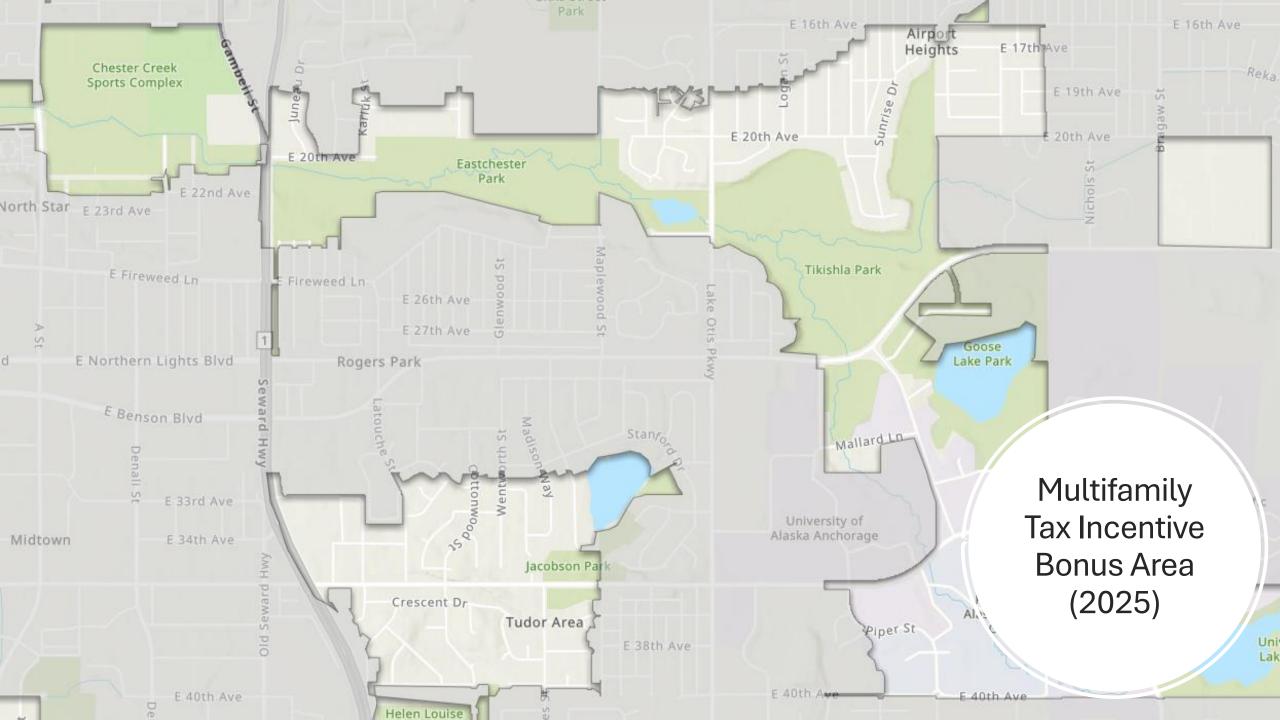
TSD could affect the design of streets, pedestrian facilities, and property developments for up to a quarter mile or a 5- to 15-minute walk from the transit route. Exact boundaries will be determined through corridor studies and coordination with residents, businesses, and property owners (See Section 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 cornidors 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.





## 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, we'll likely have to reduce service.

## Building where we have infrastructure and services

- Since 2017, nearly 80% of Anchorage's housing as 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.

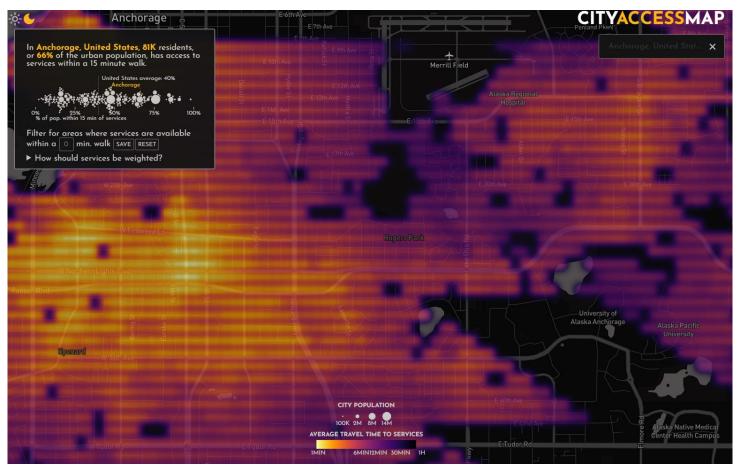


Image Source: CityAccessMap



## 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.

# 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'

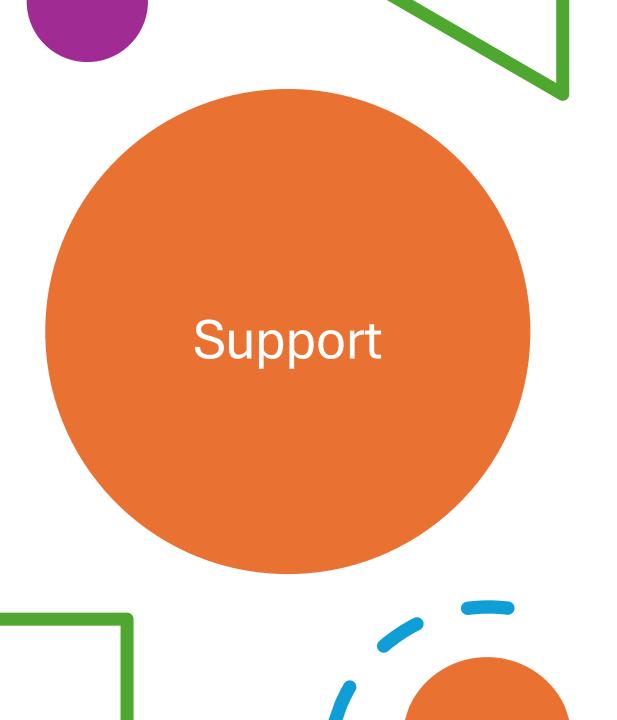
• Collectors: 55'

Local roads: 40'



## Concerns

- 1. Parking congestion
- 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



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