

TRANSIT-SUPPORTIVE DEVELOPMENT

January 2025



WHAT IS TRANSIT-SUPPORTIVE DEVELOPMENT?

- ▶ Transit-Supportive Development is a planning and design strategy that consists in promoting urban development that is **compact, mixed-use, pedestrian- and bicycle-friendly, and closely integrated with mass transit** by clustering jobs, housing, services, and amenities around public transport stations
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- A decorative graphic consisting of several parallel white lines of varying lengths, slanted diagonally from the bottom right towards the top right, set against a blue background.

DO WE WANT IT?

- ▶ At the Federal Level (HUD): “Transit-Oriented Development is increasingly recognized as having the potential to improve the quality of life for American households, by creating vibrant, livable communities in proximity to transit.”
- ▶ At the Muni Level:
 - ▶ 2040 Land Use Plan (LUP), AO 2017-116
 - ▶ Goal 2:
 - ▶ Identify the most appropriate areas that can absorb more intensive use and compact housing
 - ▶ Ensure that infrastructure can serve identified sites, and that public amenities are available nearby; and
 - ▶ Support redevelopment and infill projects that can catalyze additional development.

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.

WHAT DOES TSD LOOK LIKE?

2040 LUP



St. Paul, MN



Smyrna, TN



Portland, OR



Mercer Island, WA

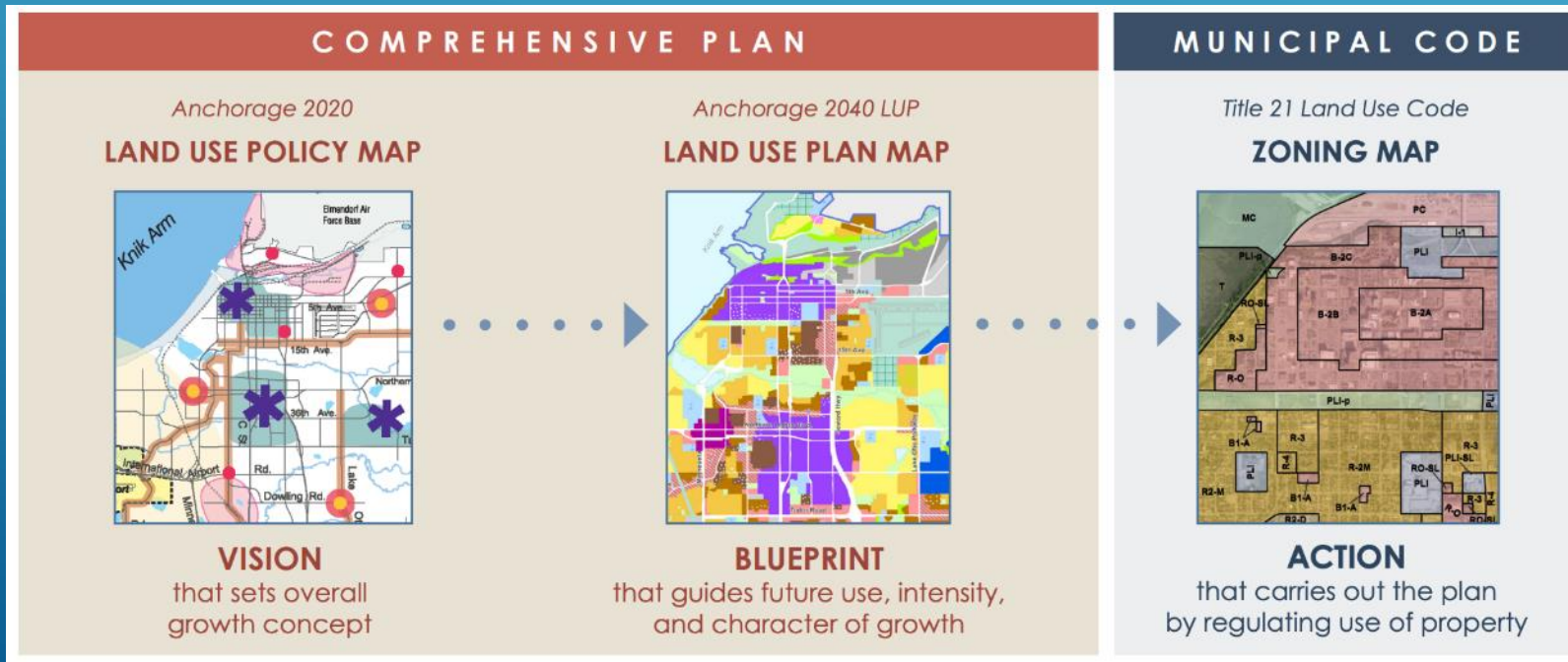


RELATIONSHIP BETWEEN PLANS AND CODE

- ▶ Plans: Vision and Strategy for the future shape of Anchorage
- ▶ Code: What can actually be built on the ground
- ▶ Transit-Supportive Development is in our plans, but was never implemented to be in code

We want this In the future

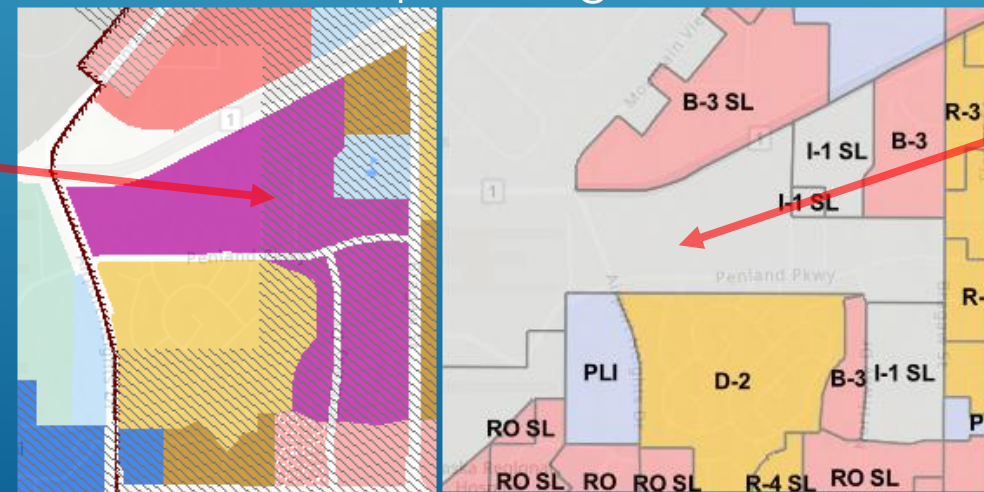
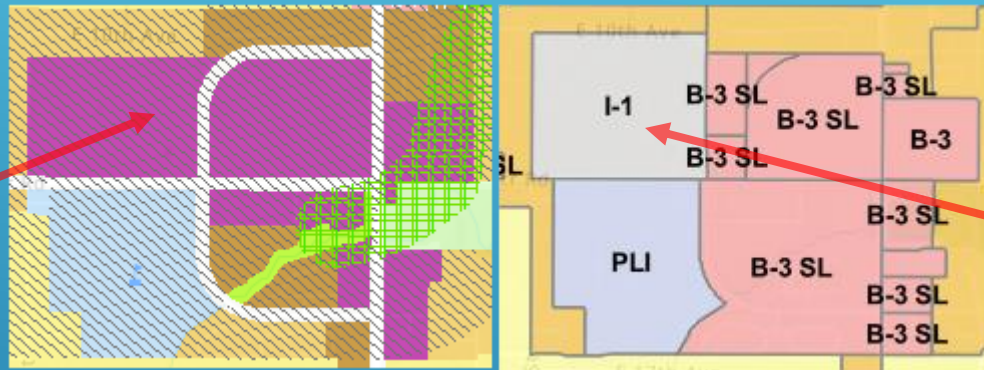
We can do this now



RELATIONSHIP BETWEEN PLANS AND CODE

We want this in the future
(2040 LUP)

We can do this now
(Code)

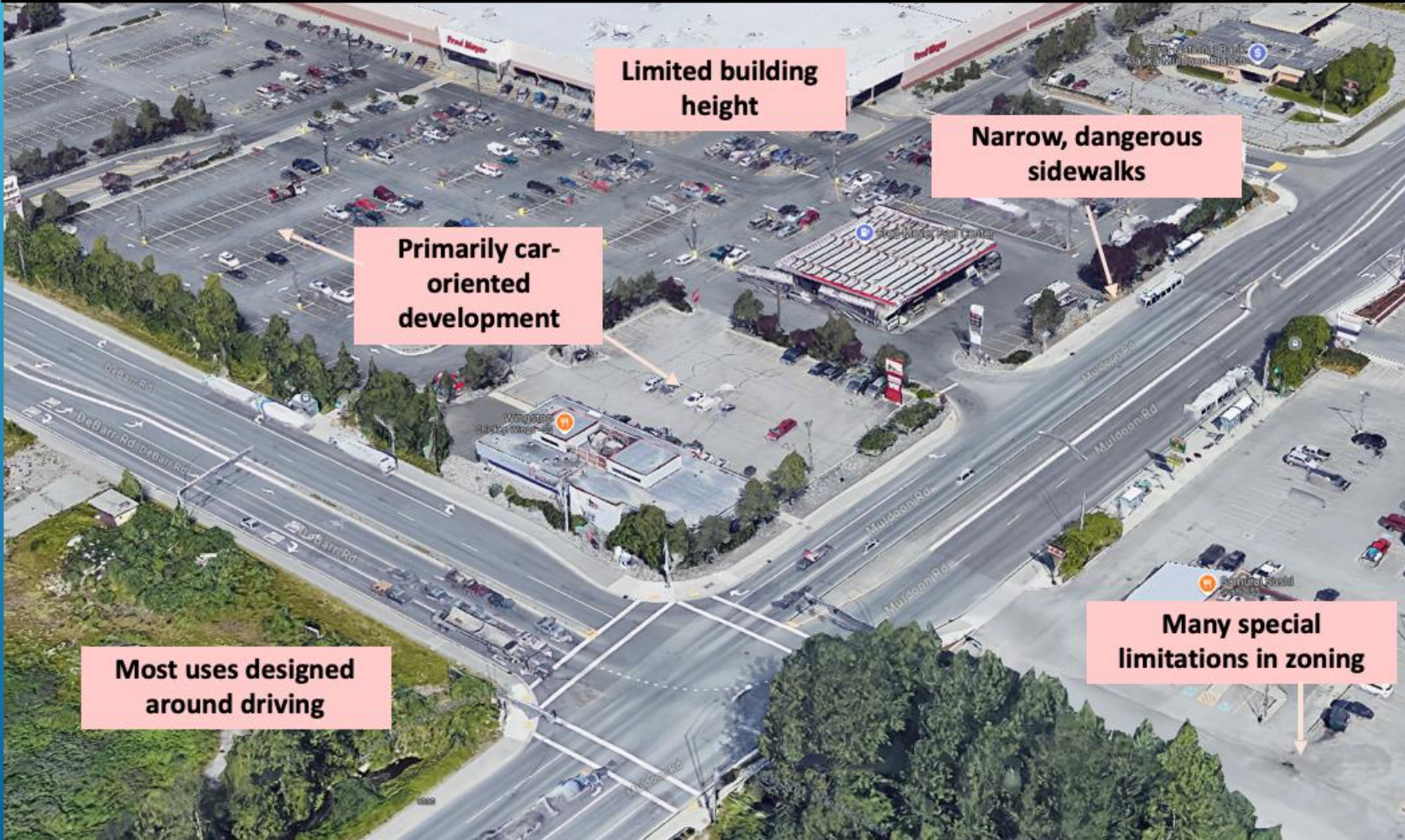


Town Centers (Purple):
Housing
Mixed-Use
Walkable

Industrial:
No Housing Allowed

WHAT OUR EXISTING CODE RESULTS IN: (MULDOON FRED MEYER AREA)

Existing land use regulations result in this:



WHAT TSD COULD RESULT IN:

Updated land use regulations could allow this:



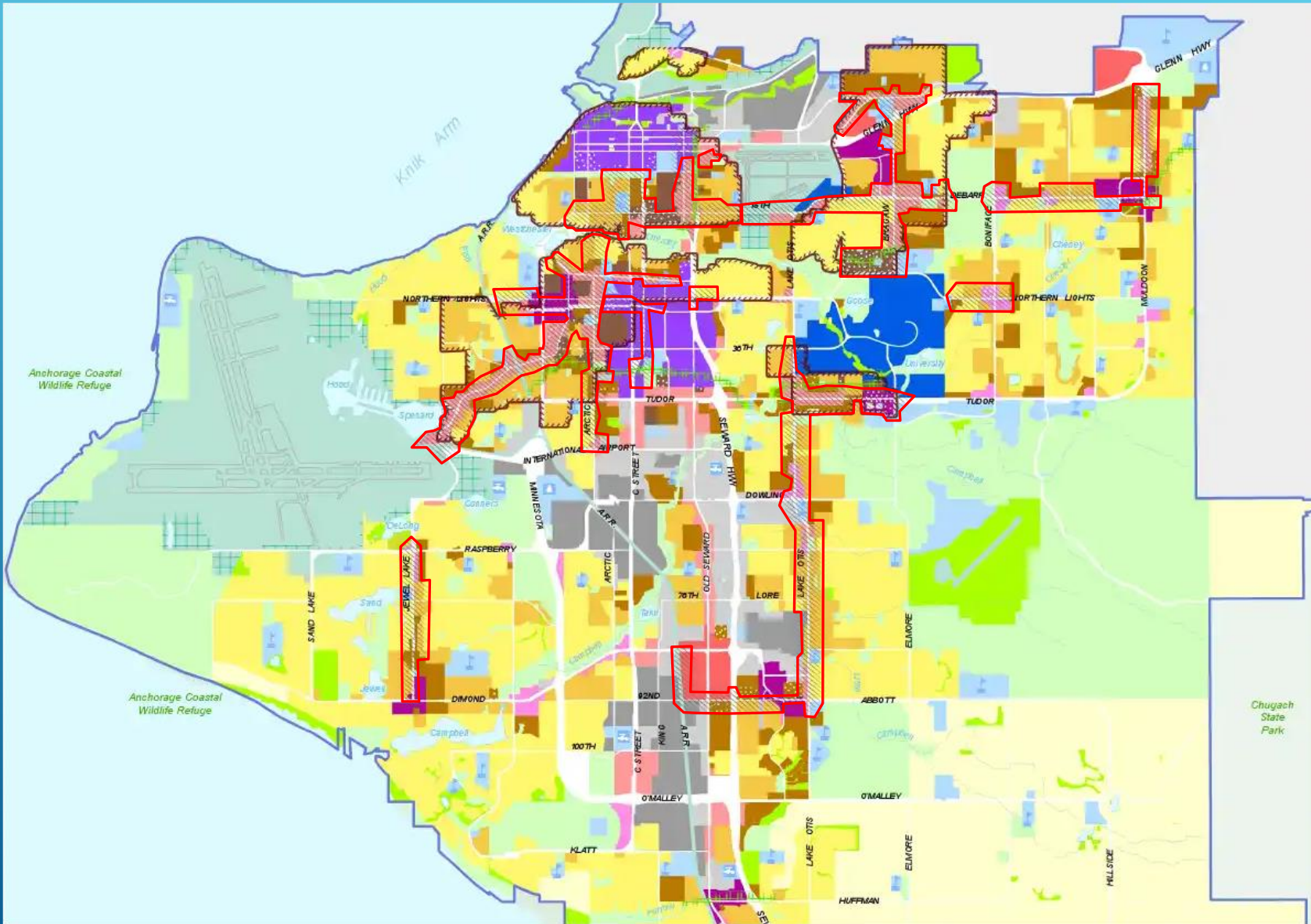
Smaller lot sizes allowed by right

City-height buildings allowed by right

Buildings allowed to be closer to the public street

More types of uses allowed by right

WHERE MIGHT THIS BE IN ANCHORAGE?



NOTE: RED LINES
APPROXIMATE


ALSO, TOWN CENTERS
ARE DARK PURPLE

WHO DOES IT HELP AND HOW?


▶ Who

- ▶ Young families and professionals
- ▶ Seniors Looking to downsize but stay in their community and maintain independence
- ▶ Entrepreneurs who want to serve their community
- ▶ Everyone who loves walking or biking to get a cup of coffee or a pastry

▶ How

- ▶ Increased availability and diversity of housing
 - ▶ Dynamic neighborhoods and corridors
 - ▶ Greater transportation flexibility and choice
 - ▶ Commercial opportunities and growth
 - ▶ Financial benefits to city and residents
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WHAT IS THE PATH FORWARD?

- ▶ Resolution in support of implementing Town Centers and Transit-Supportive Corridors from the 2040 LUP.
 - ▶ Engage in the public process should an ordinance come forward.
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BACKUP SLIDES



BENEFITS

- ▶ University of Utah: Walkable neighborhoods contribute to 15% decrease in obesity and 20% decrease in diabetes
 - ▶ Fiscally sound policy: more intensive land use contributes greater property taxes at same mill rates and land valuations for existing properties
 - ▶ Increases development by relieving constrictions on development that contribute to high housing prices and depreciating housing stock
 - ▶ Creates affordable, attainable, desirable housing at a range of income levels and in multiple areas of town
 - ▶ Provides greater incentive for roads to be retrofitted for greater pedestrian and cyclist use as areas transform into mixed-uses
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DOES IT WORK?

- ▶ U.S. Department of Transportation: “Homes in walkable and transit-accessible areas are extremely desirable, and insufficient supply generally leads to higher prices for these homes. Increasing the amount of development near transit **enables lower housing costs and makes more convenient transit service available for residents of all incomes.**”