



Title 21 Parking and Site Access Amendments

*An Update to Anchorage's Planning and Zoning Rules for
Minimum Parking and Site Access Requirements*



Parking oversupplied due to parking minimums.



One car space can fit ten bike spaces.

Community Discussion Draft



Title 21 Parking and Site Access Amendment

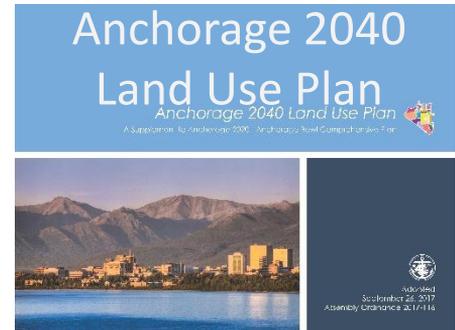
A Title 21 zoning code change to streamline and offer more options for minimum parking requirements, reflect the character and goals for urban and transit-supportive neighborhoods, and increase safety and quality of multi-modal site access

Why is this important?

The Anchorage Bowl population is forecast to grow by up to 21,000 households and more than 40,000 jobs by 2040. Infill and redevelopment – i.e., reinvestment in older, existing buildings, neighborhoods, and commercial districts – anchors the city’s plan for growing in the future. A barrier to urban development are parking costs that often are unnecessary. Parking lots can take up most of a property and raise housing costs in addition to having unintended health, environmental, and aesthetic impacts. As a result, many communities are reducing parking requirements. A walkable or bikeable experience is also a key attribute of successful urban neighborhood contexts. Improving site access along with lowering minimum parking requirements will allow for more efficient land use and more flexibility to meet market demand in urban neighborhood contexts. This project addresses these goals and carries out implementation actions in the *Anchorage 2040 Land Use Plan*.

Action 4-3: Allow more parking reductions by-right in key areas.

Action 4-6: Reform internal site circulation (driveway) standards.



Project Schedule: How to Be Involved at Each Step

The project is in Step 2. Your feedback on the Community Discussion Draft will help the Municipality to prepare a Public Hearing Draft to go before the Planning and Zoning Commission in the first quarter of 2022.

Step 1:
Discuss Options and
Pre-Consultations

Step 2:
Community
Discussion Draft

Step 3:
Public
Hearings

Comments and Consultations

Step	Public Involvement
1. Spring/Summer 2021 Pre-consultations	Pre-Consultations with public, agencies, and subject experts. Discussion of different options for code amendments.
2. Winter 2021 Community Discussion Draft	<i>Community Discussion Draft Review</i> code changes available for public review in October 2021. Comments are due December 17, 2021.
3. Winter/Spring 2022 PZC-Recommended Draft Anchorage Assembly Final	<i>Public Hearing Draft</i> and public hearing before the Planning & Zoning Commission for a recommendation. <i>Final Draft</i> to Anchorage Assembly for a public hearing on adoption of the amendments.

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LEARN MORE:

www.muni.org/Planning/2040actions.aspx

Summary of Major Proposals

Issues



High minimum parking standards lead to over supply in urban context areas and land use inefficiencies.



Driveway and parking takes most of the space on a site.



Lack of secure and convenient bicycle parking.

Main Proposals

1. Streamline approvals for administrative parking reductions from the minimum number of required parking spaces.
2. Provide a more complete menu of available parking reduction strategies.
3. Replace five area-specific administrative parking reductions with a lower minimum by-right parking requirement in urban neighborhood contexts near Downtown and along transit-supportive development corridors.
4. Improve site access for pedestrians, bicyclists, ride-share, and public transit ridership.
5. Amend residential access and circulation driveway requirements in urban contexts to be truer to neighborhood character.
6. Allow smaller dimensions of parking spaces and aisles for certain uses and urban contexts.

Benefits



Infill housing with good site access for pedestrians.



Tailors regulations for areas with an urban street grid.



Secure bike storage for residents and commuters.

Pages 4 – 13 that follow outline these six main proposals in more detail.

Attachment 2 pages ii. and iii. cross-reference these six-main proposals to the specific code amendment language.

Excerpt of Cross-reference to Main Proposals

Page ii. Annotated Zoning Code Amendments

Cross-reference to Main Proposals

The table below and on next page provides a summary list of the main proposals of the Title 21 Parking and Site Access Amendments. It also provides a cross-reference to where those code changes appear in this document. This “crosswalk table” is not an exhaustive list of all code changes but can help readers find the core proposals.

Proposal	Code Reference	Pages
STREAMLINED APPROVALS FOR ADMINISTRATIVE PARKING REDUCTIONS:		
Allow non-discretionary approvals of most parking reductions, up to a % reduction	21.07.090F.1.	30-33
Make some shared parking and off-site parking reductions nondiscretionary (“by-right”)	21.07.090F.5.; 21.07.090F.6.	40-43; 44
Replace five area-specific reductions with lower area-specific parking requirements.	21.07.090E.2.; 21.07.090F.4-8	28-29; 37-38
Simplify the ADU parking exception rules and exempts ADUs by-right in urban contexts.	21.05.070D.1; 21.07.090F.	4; 32
Clarify the maximum % combined reduction from multiple non-discretionary reductions	21.07.090F.3.b.	34
Clarify the approval criteria for parking reductions that still require discretionary review	21.07.090F.2.; F.9.	33; 47
Calculate parking reductions in the amount of required parking spaces more easily	21.07.090F.3.a.	34
MORE COMPLETE MENU OF AVAILABLE PARKING REDUCTION STRATEGIES:		
Reformat and consolidate all parking reductions into a single, easy-to-use menu table	21.07.090F.1	30-32
Add car-sharing to the list of shared vehicle programs eligible for parking reductions	21.07.090F.1	30
Add 3+ reductions for enhanced walkways, sidewalks, and other pedestrian amenities	21.07.090F.1	31
Add a parking reduction for unbundling parking costs from housing rental/purchase fees	21.07.090F.1.	31
Consolidate the ADU parking exception from use-specific standards into 21.07.090F.	21.07.090F.1	32
Add a parking reduction for adaptive reuse of older buildings.	21.07.090F.1	32
Add a parking reduction for historic and cultural landmark preservation.	21.07.090F.1	32
Remove unused or problematic parking reductions for housing density, on-street parking	21.07.090F.15; 19.	48
AREA-SPECIFIC, LOWER PARKING REQUIREMENTS IN URBAN NEIGHBORHOOD CONTEXTS:		
Recognize, define, and map four distinct neighborhood development contexts:	21.07.015 (new)	5-11
Downtown	21.07.015C.1.	5; 8
Traditional Urban Neighborhood	21.07.015C.2.	6; 8
Edge Urban Neighborhood	21.07.015C.3.	7; 8-10
Transit-Supportive Development Corridors	21.07.015C.4.	7, 9-10
Tailor area-specific, lower parking requirements for the four neighborhood contexts	21.07.090E.2.	28
Enable the establishment of Open Option Parking districts where property owners decide how much parking to provide and replace parking with travel demand strategies	21.07.090F.8	45-46



2. More Complete Menu of Available Parking Reduction Strategies

Current

- No minimum parking reductions for car-share programs, enhanced walkways, complete sidewalks, pedestrian amenities, unbundled parking, adaptative reuse, or historic preservation.
- Outdated menu choices for parking reductions that are often not utilized.

Proposed

- Add car-sharing to the shared vehicle programs eligible for parking reductions.
- Add reductions for enhanced walkways, transit shelters, and other pedestrian amenities.
- Move accessory dwelling unit (ADU) parking exception into parking reductions and simplify rules.
- Add parking reductions for adaptive reuse of older buildings and landmark preservation (often occurs on smaller urban lots with less lot space for parking).
- Delete unused and problematic parking reductions.

Parking Reduction Strategies		Non-discretionary Reductions
Shared Vehicle Programs	Carpool Program Rideshare (Vanpool) Car-Share Program Transit Pass Benefits	up to 2% up to 5% NEW up to 10% up to 10%
Enhanced Pedestrian Access	Extra Bicycle Parking Enhanced Walkway Complete Sidewalk Transit Stop or Shelter Pedestrian Amenities	up to 10% NEW up to 2% NEW up to 2% up to 2% NEW +1%
Parking Pricing	Parking Cash-out Unbundled Parking	up to 10% NEW up to 10%
Housing	Affordable Housing ADUs Senior Housing	up to 25% area-specific exemption up to 25%
Efficient Parking Facilities	Shared Parking Off-site Parking District Parking Land Banking	yes, for up to 3 uses yes, for abutting lots discretionary only up to 25%
Infill Goals	Adaptive Reuse NEW Historic Preservation NEW	exempts small increases up to 25% if listed



3 . Area-Specific, Lower Parking Requirements (cont'd): Current and Proposed

Current

Five area-specific administrative parking reductions (map below left):

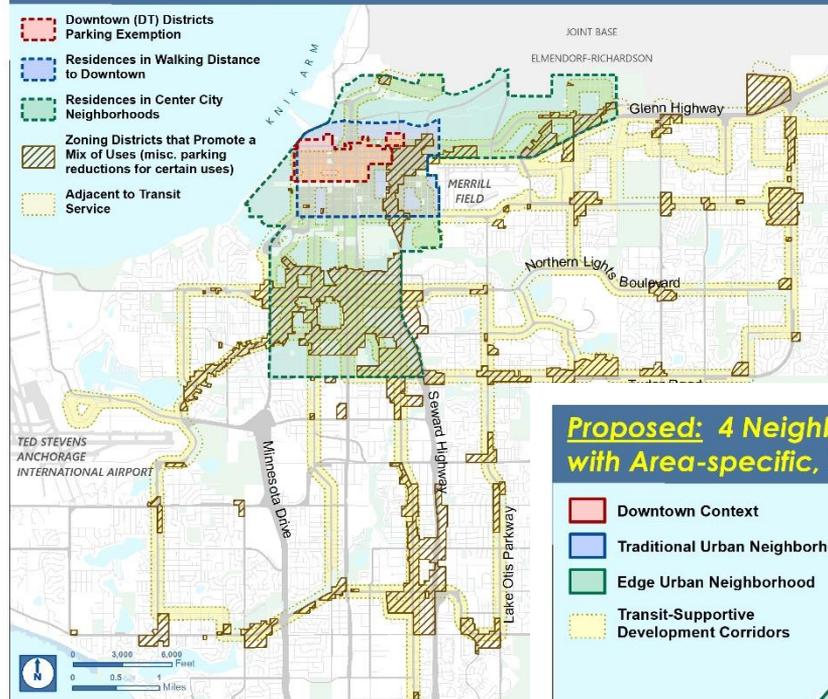
- Downtown no minimum parking requirement.
- One specific fits-all minimum parking requirement elsewhere.
- Some are based on public transit routes that periodically change year-to-year.

Proposed

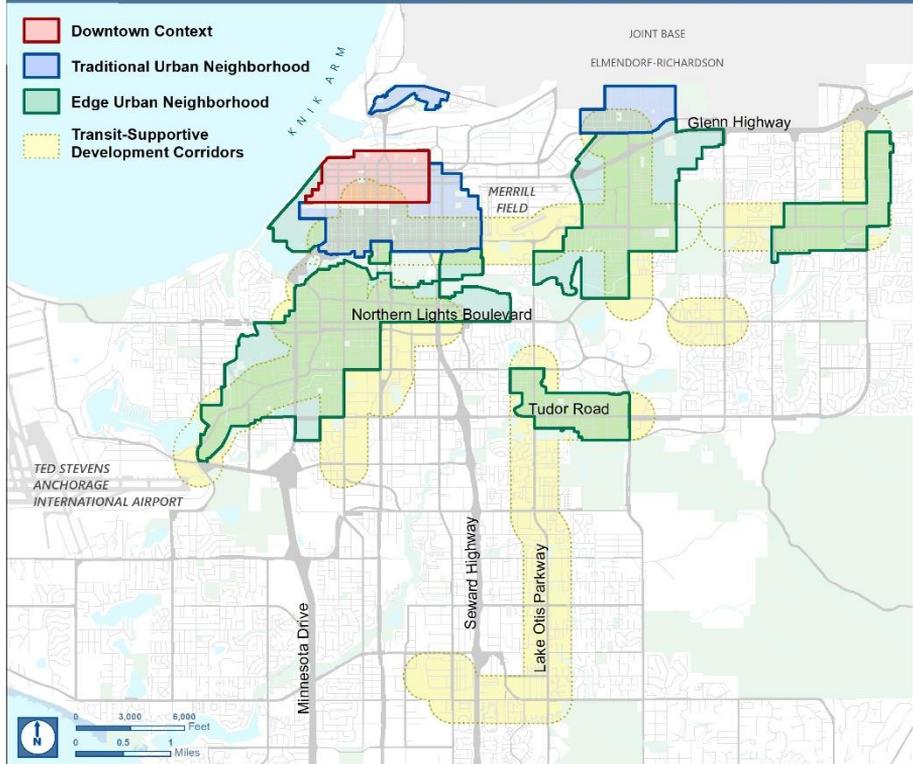
- Recognize, define, and map Anchorage's urban neighborhood development contexts.
- Include neighborhood context maps in Title 21.
- Replace the five area-specific parking reductions with lower minimum by-right parking requirements in the defined/mapped urban neighborhood development contexts (map below right).

- Downtown: All zones exempted from parking requirements (same as current, but area slightly expanded)
- Traditional Urban Neighborhoods like South Addition and Fairview
- Edge Urban Neighborhoods like Spenard and Airport Heights
- Transit-Supportive Development Corridors where the Municipality invests in high-frequency service.

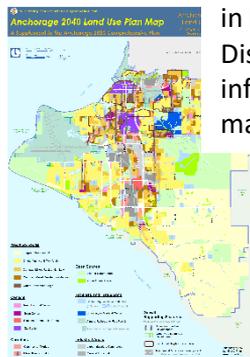
Current: 5 Area-specific Administrative Parking Reductions



Proposed: 4 Neighborhood Contexts with Area-specific, Lower Parking Requirements



The urban neighborhood contexts are recognized in the 2040 Land Use Plan and in Neighborhood and Districts Plans, which informed the proposed map at the right.



3. Area-Specific, Lower Parking Requirements (cont'd): Policy Options for Where to Map Area-Specific Contexts

Alternative Options:

A. "No Area-specific"



All Bowl the Same
(No Area-specific Parking Requirements)

B. "Urban Contexts Only"



Traditional Urban
Edge Urban

C. "Extend & Tailor"



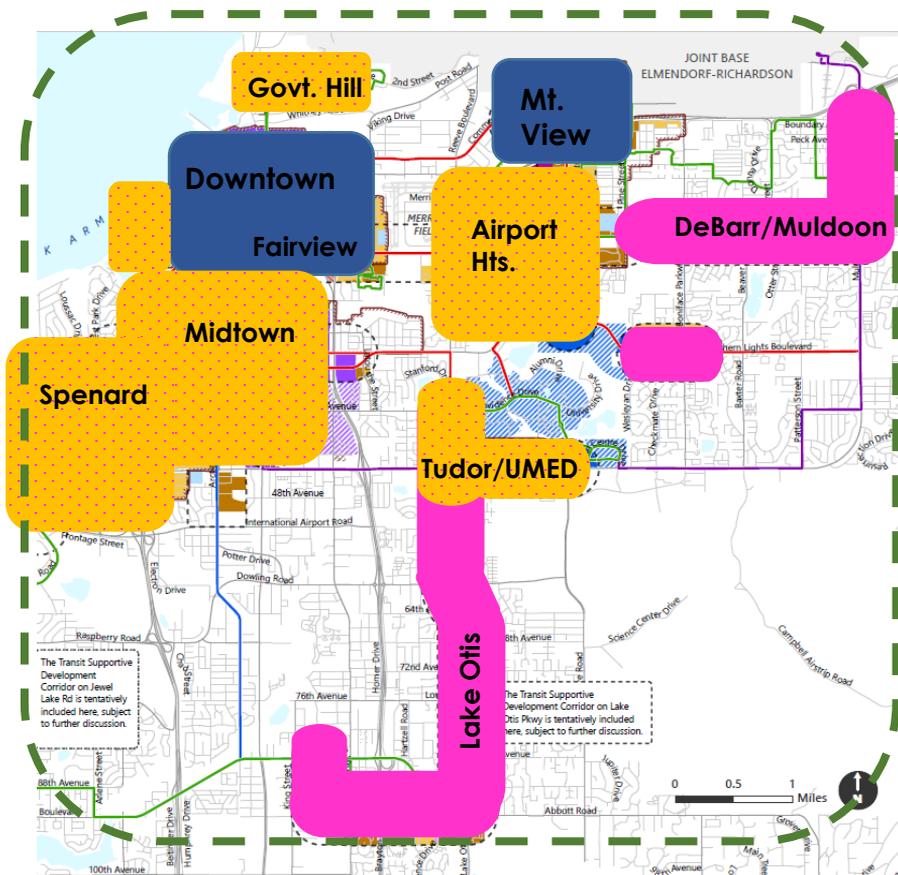
Traditional Urban
Edge Urban
Transit-supportive

D. "Extend & Simplify"



Traditional Urban
Edge Urban/
Transit-supportive

The Community Discussion Draft reflects **Option C: Extend and Tailor (shown below)**. Option C allows tailoring of parking and other development standards by neighborhood context.

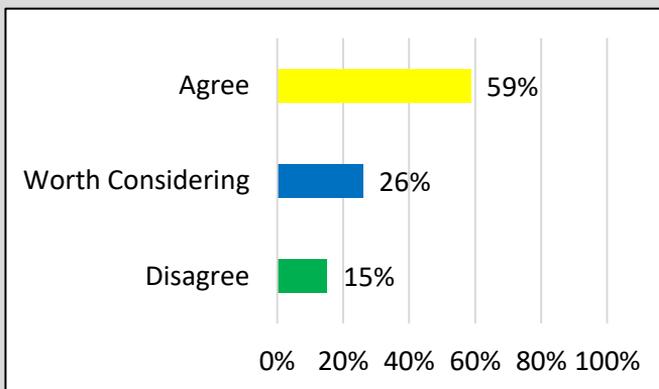


Public Feedback: What We Heard in Step 1 Pre-Consultations

Option C, "Extend & Tailor" received the most votes at design workshops, followed by Option B, "Extend & Simplify." Responses to the project questionnaire showed most people supported area-specific minimum parking requirements tailored to the urban context.

Questionnaire:

Should Anchorage have area-specific minimum parking requirements tailored to urban neighborhoods and transit-supportive development corridors?
(results at right)



3. Area-Specific, Lower Parking Requirements (cont'd): Options for How Low to Set Area-Specific Requirements

Options for Lower Parking Requirements within Urban Contexts:

A. "Match Peak Usage"	B. "Match Average Usage"	C. "Shift toward Goals"	D. "Open Option Parking"
Set Parking Requirement to Match Highest Peak Utilization Levels.	Set Parking Requirement to Match Average Peak Utilization Levels.	Set Parking Requirement to Less-than-Average Peak Utilization Levels.	Set to Zero.
<i>No Change from Current Title 21.</i>	<i>Reduces Title 21 Parking Requirement Somewhat But Maintains Existing Utilization levels.</i>	<i>Further Reduces Title 21 Parking Requirement to Encourage Utilization Levels to Fall.</i>	<i>Eliminates Parking Requirement.</i>

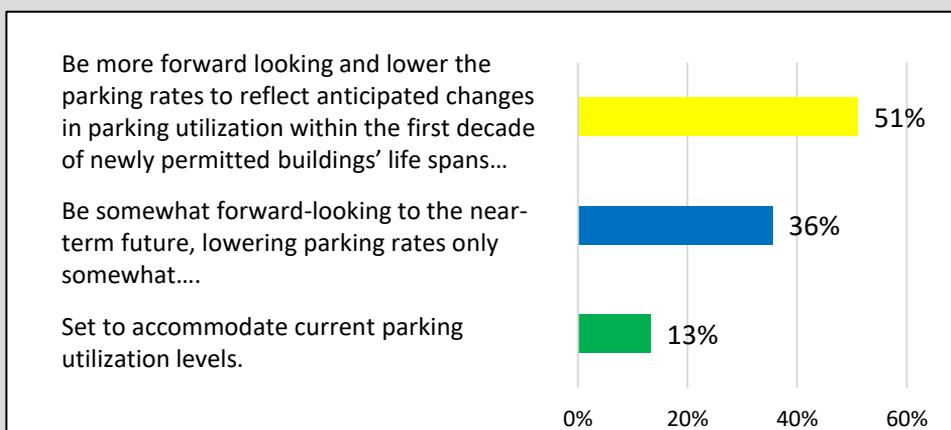
The Community Discussion Draft area-specific parking requirements for urban neighborhood contexts reflect a blend of Options B and C.

Public Feedback: What We Heard in Step 1 Pre-Consultations

A majority of design workshop participants preferred Option C "Shift Toward Goals" as the preferred policy alternative. Option C would set the minimum area-specific parking requirement to less than today's average peak period parking utilization levels. A sizeable minority preferred Option B, "Match Average Usage". Questionnaire respondents responded similarly to a question asking how forward-looking the parking requirements should be.

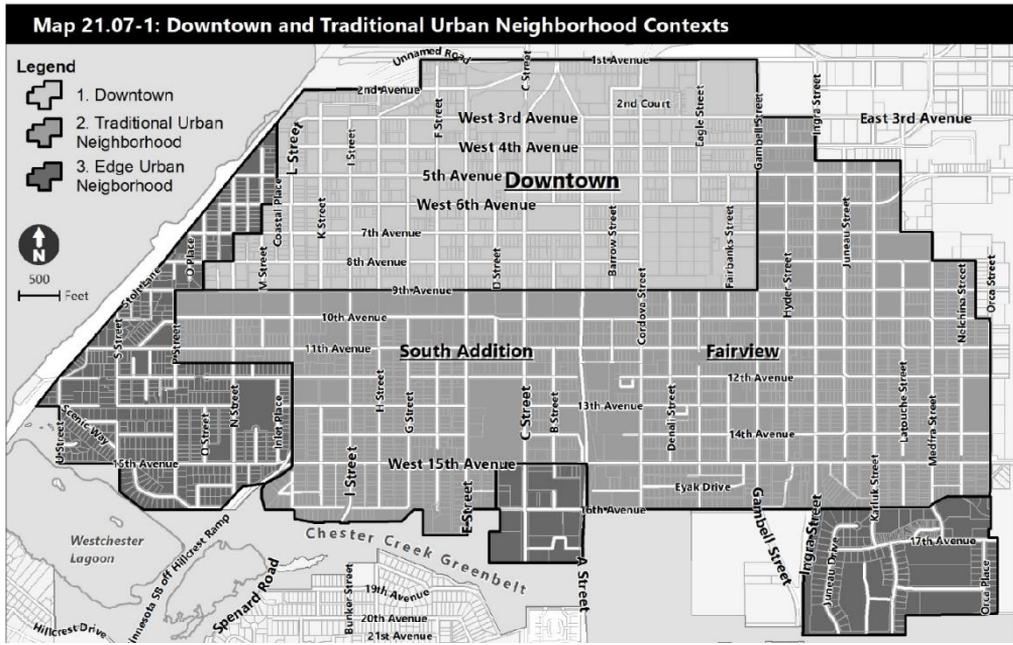
Questionnaire:

How much forward-looking should urban neighborhood parking requirements be? Should they be set to accommodate current parking utilization levels, or to future lower parking utilization levels forecast to occur based on the socioeconomic/technological trends ?
(results at right)



Excerpts from Area-specific Parking Requirements Pages 9 and 28. Annotated Zoning Code Amendments

The map below is from the proposed Title 21 text amendments showing Downtown and Traditional Urban Neighborhood context areas.



The table excerpt below is from the proposed Title 21 text (page 28) showing the minimum spaces required in the mapped neighborhood contexts. The minimum requirements are lowest in Downtown and increase as development patterns extend farther away from Downtown and urban neighborhoods.

TABLE 21.07-7: AREA-SPECIFIC PARKING REQUIREMENTS

<u>Areas</u>	<u>Applicable Uses</u>	<u>Minimum Spaces Required</u>
<u>Downtown Context</u> (Section 21.07.015C.1., Map 21.07-1)	<u>All Development</u>	<u>No off-street parking is required.</u>
<u>Traditional Urban Neighborhood Context</u> (Section 21.07.015C.2., Map 21.07-1.)	<u>Residential Uses east of C Street</u>	<u>70% of the minimum spaces required in table 21.07-8.</u>
	<u>All Other Developments</u>	<u>80% of the minimum spaces required in table 21.07-8.</u>
<u>Edge Urban Neighborhood Context</u> (Section 21.07.015C.3., Maps 21.07-1, thru -3.)	<u>Residential Uses</u>	<u>80% of the minimum spaces required in table 21.07-8.</u>
	<u>All Other Developments</u>	<u>90% of the minimum spaces required in table 21.07-8.</u>
<u>Transit-Supportive Development Corridors outside of Edge Urban Contexts</u> (Section 21.07.015C.3., Maps 21.07-1, thru -4.)	<u>All Developments</u>	<u>90% of the minimum spaces required in table 21.07-8.</u>



Street Capacity for On-Street Parking and Pedestrian Facilities to Replace Off-Street Parking Requirements

Some of the public supported eliminating Title 21 parking requirements entirely in all or parts of the Bowl (policy option D “open option parking” on page 6). This would require changing how Anchorage manages on-street parking, street design, street maintenance, and snow clearing.

10 Challenges to Anchorage Streets and Sidewalks in Absorbing Parking Demand:

1. Many Anchorage streets and sidewalks are substandard.
2. There is little on-street parking management outside Downtown.
3. People park illegally in rolled-curb sidewalks and no-parking zones.
4. Only 3 APD officers enforce on-street parking outside Downtown.
5. Property owners do not clear sidewalk snow on their frontages.
6. Local sidewalks serve as snow storage for city street plows.
7. On-street parkers eliminate snow storage space along the street.
8. On-street parking shifts snow piles, which can affect Fire/EMS.
9. Snow removal resources are challenged to meet 72-hour targets.
10. More on-street parking will increase snow removal times.



Parked car on a rolled-curb sidewalk.



Parked car and remnants of plowed snow on a cracked, broken sidewalk.



Anchorage has few ideal streets like above that are designed and managed to handle on-street parking.



Legacy: Parking Fairies campaigning against parking fees in 1990s. (ADN)



Snow plowed around vehicles parked on street, 5 days after snowfall.



3. Area-Specific, Lower Parking Requirements (Continued): Open Option Parking Areas

The proposed amendments enable the establishment of "Open Option Parking" areas that remove minimum parking requirements within specified boundaries and replace them with parking demand management and street management strategies. Under this option, developers, property owners, and businesses decide how much on-site parking to provide on their properties based on their activities, and the public right-of-way gets managed separately if on-street parking becomes too congested.

Two ways to approach on-street parking congestion:

A) Off street parking minimums

Require certain amount of space to be dedicated to storing vehicles in all situations. This places the cost of on-street parking congestion on property owners.



Off-street parking minimums focus regulations on private property

- Easy to implement in the permitting process
- Generally, no follow-up required
- Cannot guarantee mandated parking will be used
- Apply to all private property regardless of need
- Costs spread across everyone, regardless of use
- Do not directly address on-street congestion

B) Street management

Treat streets as a public asset to be managed in line with community priorities. This places the cost of on-street parking congestion on users..



Street management focuses regulations on public property

- Solves on-street congestion
- More of parking costs borne by parking users
- Property owners decide how much parking to provide on their private property
- Capacity may be limited by driveways serving vehicle storage on private property
- Requires active management and goal setting for community property

Title 21 Parking Amendments in Context: Possible Future Actions



1. Adopt Current Amendment

2. Get a Clearer Picture of Our Parking Needs:

- 2020 Census;
- Post-Pandemic Parking Utilization;
- Monitor Parking Spillover Problems;
- Mobility Trends.

3. Address On-Street Parking Challenges:

- Parking Benefit Districts
- On-street Parking Enforcement;
- Snow Clearing;
- Sidewalks.

4. Follow-up Title 21 Parking Amendment



4. Improved Site Access for Pedestrians, Bicyclists, Ride-Share, and Public Transit

Current

- Pedestrian-supportive street frontage standards are in different sub-sections of Title 21.
- Complicated standards for pedestrian-frontage requirements.



Proposed

- Consolidate existing Title 21 standards for pedestrian-supportive street frontages into one section from different parts of Title 21.
- Ride-hailing spaces and electric vehicle charging spaces count toward required parking.
- Clarify and consolidate design standards for sidewalks and on-site pedestrian walkways.
- Focus on stronger frontage standards for developments with less required parking.
- Simplify the frontage standards that applied to other developments.



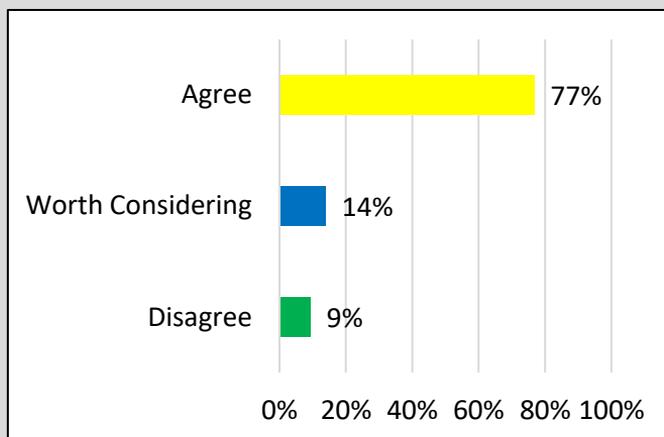
Commercial development with pedestrian-supportive street frontage.

Public Feedback: What We Heard in Step 1 Pre-Consultations

A majority of questionnaire respondents agreed there should be improved pedestrian standards where parking requirements are reduced.

Questionnaire:

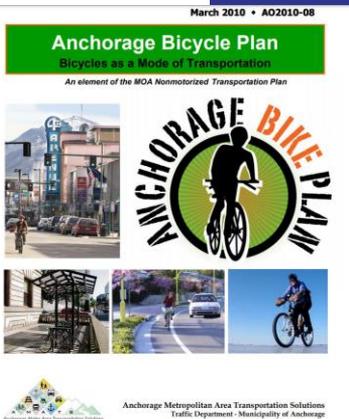
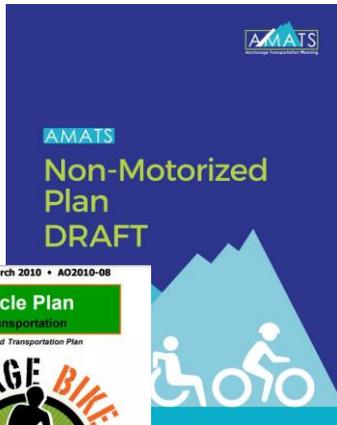
In areas where parking requirements are reduced, should there should be standards for improved accessibility for pedestrians, bicyclists, and other parking demand management strategies?
(results at right)



4. Improved Site Access for Pedestrians, Bicyclists, Ride-Share, and Public Transit (cont'd): Bicycle Parking

Current

- Inadequate bicycle parking requirements.
- Lack of secure long-term storage location requirements for commuters and residents.
- Bicycle parking design requirements in a different sub-section of Title 21 than bicycle space number requirements.



Implements *Anchorage Bike Plan* and *Anchorage Non-Motorized Plan*

Proposed

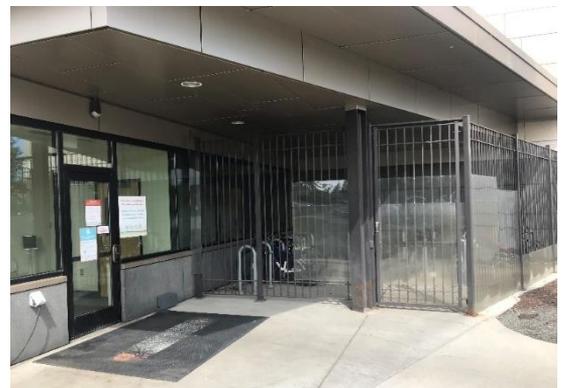
- Locate bicycle space design and space number requirements in the same sub-section of Title 21.
- Require some bicycle parking spaces to be in sheltered, secure spaces to meet long-term parking needs of commuters and residents.
- Increase the bicycle parking requirement primarily in the urban neighborhood contexts where the automobile parking requirements have been reduced.
- Require two bicycle parking spaces per use at a minimum (generally, a single U-rack).
- Updates unclear design requirement language that unintentionally limits different bicycle rack designs.



Secure long-term bike storage with vertical spaces.



Bicycle racks and lockable bicycle boxes with security camera aimed at bicycle parking area.



Secure and covered long-term bike storage for commuters.

4. Improved Site Access for Pedestrians, Bicyclists, Ride-Share, and Public Transit

Current

- Pedestrian-supportive street frontage standards are in different sub-sections of Title 21.
- Complicated standards for pedestrian-frontage requirements.



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- Consolidate existing Title 21 standards for pedestrian-supportive street frontages into one section from different parts of Title 21.
- Ride-hailing spaces and electric vehicle charging spaces count toward required parking.
- Clarify and consolidate design standards for sidewalks and on-site pedestrian walkways.
- Focus on stronger frontage standards for developments with less required parking.
- Simplify the frontage standards that applied to other developments.

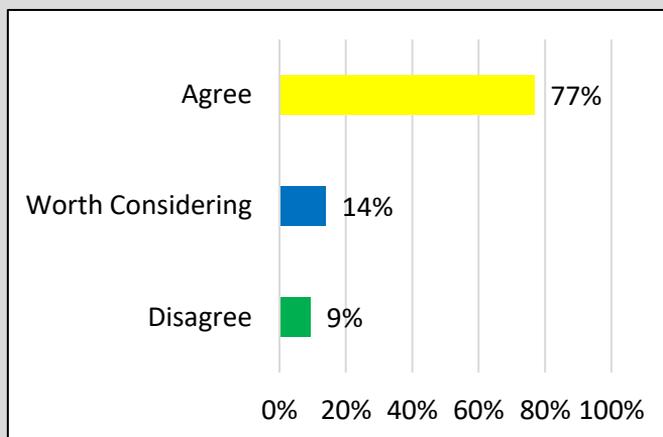


Public Feedback: What We Heard in Step 1 Pre-Consultations

A majority of questionnaire respondents agreed there should be improved pedestrian standards where parking requirements are reduced.

Questionnaire:

In areas where parking requirements are reduced, should there should be standards for improved accessibility for pedestrians, bicyclists, and other parking demand management strategies?
(results at right)



Submitting Comments

- Review code amendments.
- Comments should include who you represent, if applicable, and what part of town you reside.
- State what you want/don't want.
- Provide specific impacts or provide reasons for a different code regulation if at all possible.

Project Webpage to Review Code Amendments:

www.muni.org/Planning/2040Actions.aspx

Submit Comments by Email To:

Anchorage2040@muni.org

Submit Comments by Mail To:

Attn: Planning Department
Re: Title 21 Parking and Site Access
4700 Elmore Road
Anchorage, AK 99507

**Any questions on
how to access
documents or
how to submit
comments?**

Questions on the Amendments, Questions on Process, or Requests for Additional Information/Presentations:

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