

Parking and Site Access Title 21 Amendments

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

Public Hearing Draft

Project Information Session

March 8, 2022

How to Participate

- Please mute your microphone when not speaking.
- To ask a question or make a comment, use Teams feature to raise hand or type in the "Meeting chat".
- We will stop at times to ask if those dialed in by phone have questions/comments.
- This meeting is being recorded to better capture your feedback.

Schedule

Planning and Zoning Commission Public Hearing (6:30pm): **April 11, 2022**

Assembly Public Hearing: TBD after Planning and Zoning Commission meeting

Packet and Staff Report will include comments rec'vd by: **March 21, 2022**

Comment Submission Deadline: **April 10, 2022**

Timeline



Project Information

Project Webpage

www.muni.org/Departments/OCPD/Planning/Projects/AnchLandUse/Pages/Actions4-3%264-6.aspx

Public hearing draft materials include:

- PZC Case 2022-026 Cover Memo
- Attachment 1 – Project Summary
- Attachment 2 – Draft Assembly Ordinance
- Attachment 3 – Annotated Code Amendments
- Attachment 4 – Clean Version Code Amendments
- Attachment 5 – Supplemental Report

Code Amendment drafts posted online include a version with annotation showing all deleted or added code text and corresponding explanation of the changes (Attachment 3 listed above). Code Amendment drafts posted online also have a “clean” version (Attachment 4) showing only the proposed text as it would appear in Title 21 (does not show deletions or have any annotation explaining the changes).

Annotated Zoning Code Amendment Language:

ANNOTATION FOR PAGE 7

21.07.015, Neighborhood Development Contexts (new/4)
This page of code amendments establishes the third development context: Edge Urban/Transit-Supportive Neighborhood Context.

Line(s) #	Comment or Change
5-25	Establish the Edge Urban/Transit-Supportive Neighborhood Context Introduces the edge urban neighborhoods and transit-supportive development corridors and their overall characteristics. The context is a description and intent statement and is not a regulatory standard.
11-30	Edge Urban Neighborhoods Describes edge urban neighborhoods, which are Anchorage's older post-war era neighborhoods with many homes constructed in the 1950s-1960s. <i>Commentary:</i> Although pedestrian and other non-motorized travel is not as prioritized in the Downtown and Traditional Urban Neighborhood contexts, the Edge Urban Neighborhoods are more compact than and distinct from suburban parts of the Anchorage Bowl.
21-25	Transit-Supportive Development Corridors (TSDCs) Describes designated corridors in the Comprehensive Plan, Land Use Plan Map, for which the Municipality has implemented frequent bus service (15- to 30-minute headways). These extend through and outward from edge urban neighborhoods.

(Annotation Page)

Working draft Title 21 Parking and Site Access Amendments: Annotated Zoning Code Amendments


CODE LANGUAGE to be added is **italicized**. Language to be deleted is **ALL CAPS IN BRACKETS]**

CHAPTER 21.07. DEVELOPMENT AND DESIGN STANDARDS

21.07.015, Neighborhood Development Contexts

5, Neighborhood Development Contexts Established

3, Edge Urban Neighborhood Context
The edge urban neighborhood context includes areas generally identified in the Comprehensive Plan, Land Use Plan Map, as traditional neighborhood design areas in Anchorage's early post-war era (1950s-1960s) neighborhoods, such as Spawent, North Star, Midtown, Rogers Park, Airport Heights, Russian Jack Park, and University Area. These neighborhoods feature a variety of interconnected street systems with smaller lot and block sizes than the more suburban parts of the Anchorage Bowl. Some edge urban areas feature a regular, orthogonal grid of street blocks and others provide a more relaxed and irregular street grid. There is an inconsistent presence of alleys and local street sidewalks. Buildings typically have moderate to deep front setbacks. Building orientation along a block face may be inconsistent. Commercial buildings typically have consistent orientation and front setbacks deep enough to allow for a mix of landscaping and some parking. Some edge urban neighborhood context areas include transit-supportive development corridors in which the Municipality is investing in enhanced public transportation services and pedestrian facilities.



4, Transit-Supportive Development Corridors
Transit-supportive development corridors designated by the Comprehensive Plan extend through and outward from the edge urban neighborhood contexts. These corridors are where pedestrian facilities and frequent public transportation service interact with a compact, walkable pattern of commercial, residential, and mixed-use development within walking distance of the public transit route. These corridors have elevated levels of municipal public transportation service with frequent heavy-duty between buses and higher riding demand. These transit routes connect local and regional town centers, city centers, and other service-employment centers, such as the UAMED District. The locations of transit-supportive development corridors are depicted on Maps 21.07.2, 21.07.3, and 21.07.4. Transit-supportive development corridors include all properties wholly or partially within 500 feet of the street right-of-way centerline of the major transit corridor features shown on the maps. Where a transit-supportive development corridor overlaps with an edge urban neighborhood context, only the edge urban neighborhood regulations of this title shall apply.

Working draft Title 21 Parking and Site Access Amendments: Annotated Zoning Code Amendments Page 7

“Clean Version”:

Thank you for your feedback, input, and eyes/ears on this project!

Stakeholder Consultations

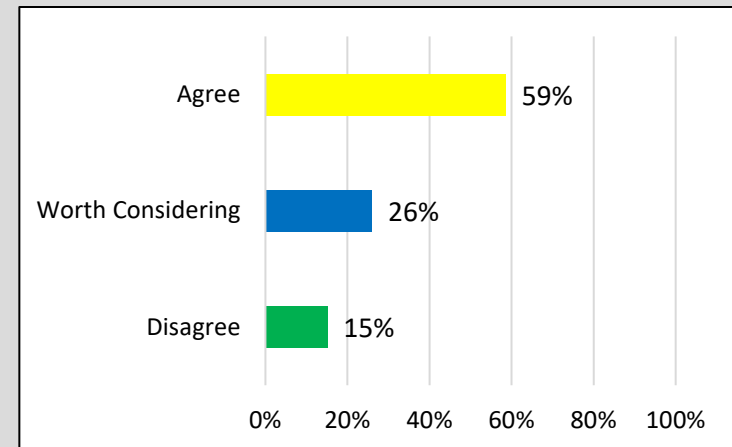
Experts and General Public	<ul style="list-style-type: none"> Anchorage Chamber of Commerce Anchorage Community Land Trust Anchorage Homebuilders Association Bike Anchorage Federation of Community Councils Individual Community Councils Property owners, residents, developers, and engineering and design professionals
Municipal Departments and Other Agencies	<ul style="list-style-type: none"> Anchorage Community Development Authority EasyPark (Anchorage Parking Authority) Fire and Police Departments Land Use/Right-of-Way Enforcement Public Transportation Real Estate Department Street Maintenance Traffic Engineering State DOT&PF
Municipal Boards, Commissions, and Committees	<ul style="list-style-type: none"> AMATS Policy and Technical Advisory Committees Anchorage Public Transit Advisory Board Housing, Homeless, and Neighborhood Development (HHAND) Commission

Online Survey and Live Poll Questionnaires

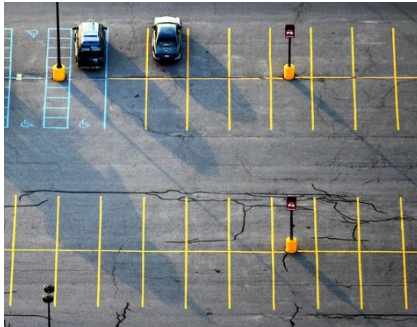
An online survey questionnaire covering all aspects of the potential range of amendments was offered to meeting attendees and made available on the project website. Question #1 responses are below.

Question #1:

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



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.



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

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.



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



Good site access for pedestrians.



Tailors regulations for areas with an urban street grid.



Lack of secure and convenient bicycle parking.



Secure bike storage for residents and commuters.

1. Streamlined Approvals for Administrative Parking Reductions

2. More Complete Menu of Parking Reduction Strategies

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

Proposed Code Amendments

Allow non-discretionary approvals up to a certain % reduction (see table at left). No parking study or discretionary reviews.

Streamline the pre-requisite standards for getting reductions.

Simplify the recorded parking agreement.

Calculate parking reductions more easily.

Add new reductions (see table).

△▲ Changes in Public Hearing Draft ▲△

Increased the reduction for bike parking.

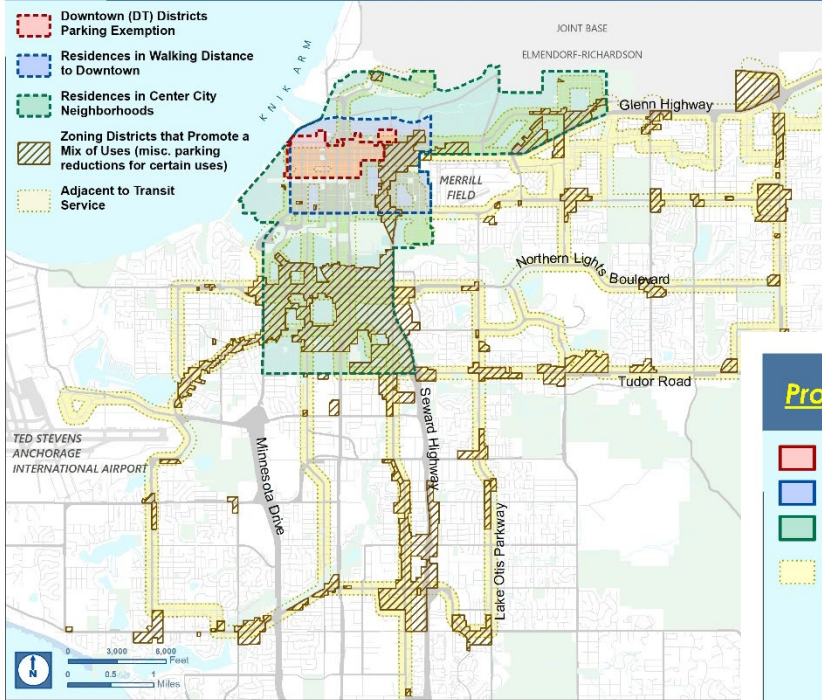
Made the reduction for Unbundled Parking available to non-residential uses.

Simplified calculation of multiple reductions.

Removed proposed amendments to reduction for ADUs. To be addressed in a separate project

3. Area-Specific, Lower Parking Requirements

Current: 5 Area-specific Administrative Parking Reductions

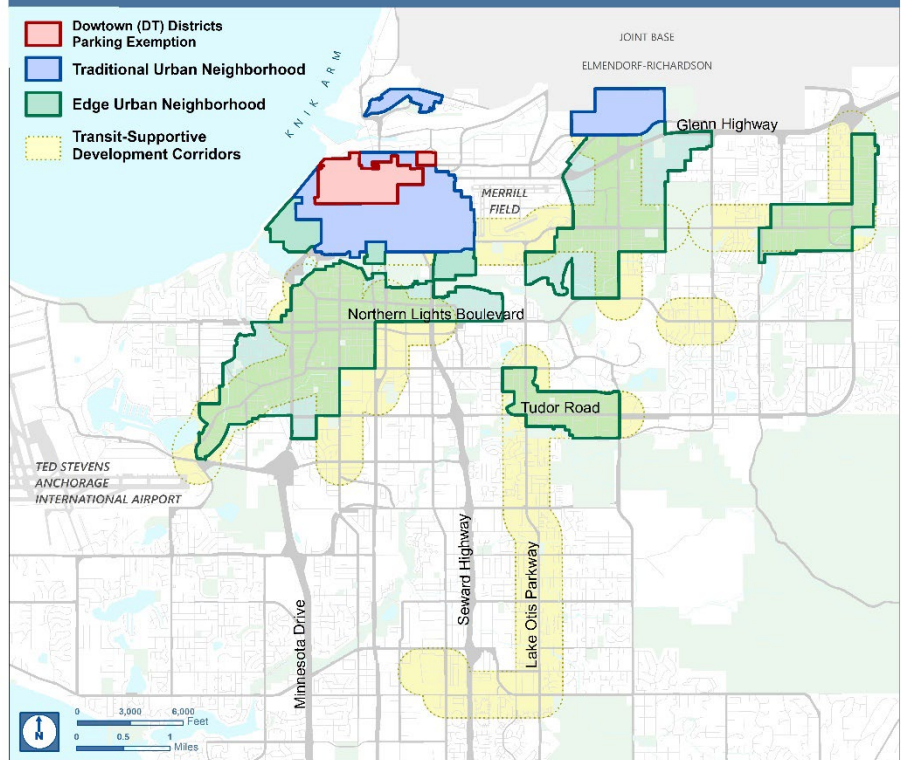


Proposed Code Amendments

Recognize and map Anchorage’s urban neighborhood context areas in Title 21.

Replace area-specific administrative parking reductions (map above left) with lower, by-right min. parking requirements in the Neighborhood Development Context Areas (map below right).

Proposed: 4 Area-specific, Lower Parking Requirements



▲▲ Changes in Public Hearing Draft ▲▲

Downtown Districts Parking exemption clearly denoted as not being changed.

Clarified the descriptions of the “traditional urban,” “edge urban,” and “transit-supportive” Neighborhood Context Areas.

3. Area-Specific, Lower Parking Requirements, cont'd: Open Option Parking Districts



The Open Option would necessitate a change in Anchorage's approach to addressing on-street parking congestion, and managing street design, maintenance, and snow clearing.

Proposed Code Amendments

Enable the creation of *Open Option Parking Districts*.

Provide a public process with Assembly approval for creating Open Option Parking Districts.

Remove parking requirements for developments in approved O. O. Parking Districts.

Allow developers and owners to determine how much off-street parking to provide.

Depends on enhanced management of on-street parking and street maintenance in public ROWs.

△▲ Changes in Public Hearing Draft △▲

Focused applicability on the proposed urban Neighborhood Development Context Areas.

Simplified the approval process for creating new Open Option Parking Districts.

Added minimum size requirements for Open Option Parking Districts.

Strengthened approval criteria for Municipality to determine on-street parking management strategies in proposed O.O. Parking Districts.

Removed all off-street parking requirements for developments in approved O.O. Parking Districts.

Exempted smaller developments from requirements to employ parking demand management strategies. Also simplified this requirement as applied to larger projects.

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

Proposed Code Amendments

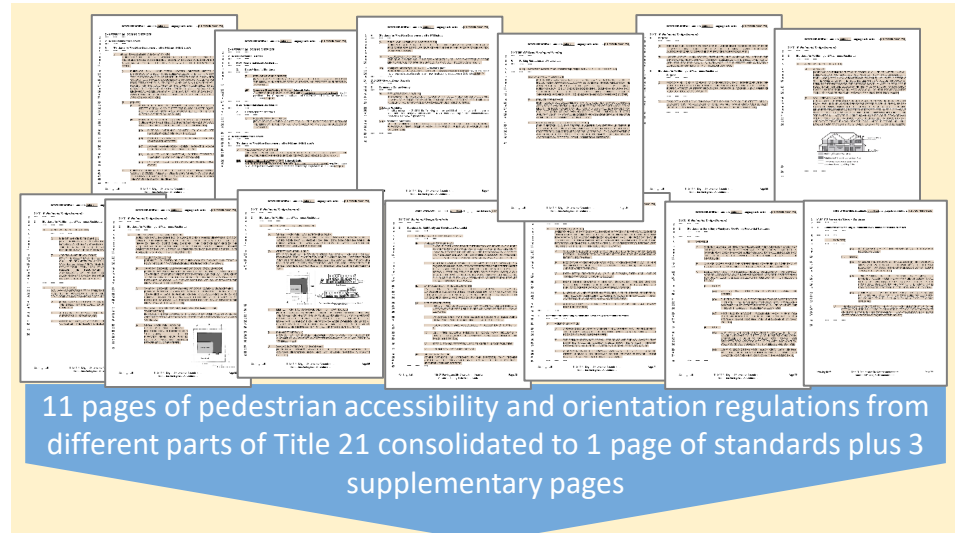
Consolidate existing Title 21 standards for pedestrian-supportive street frontages into one section from different parts of Title 21.

Focus stronger pedestrian frontage standards on developments with less required parking.

Simplify and relax the pedestrian frontage standards that apply to other developments.

Count ride-hailing spaces and electric vehicle charging spaces toward required parking.

Clarify and consolidate design standards for sidewalks and on-site pedestrian walkways.



11 pages of pedestrian accessibility and orientation regulations from different parts of Title 21 consolidated to 1 page of standards plus 3 supplementary pages



1 CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS
 2 *** **
 3 21.07.060 Transportation and Connectivity
 4 *** **
 5 F. Pedestrian Frontage Standards
 6 3. Standard for Urban Neighborhood Contexts and Parking Reductions
 7 The standards of table 21.07.2 apply to the primary frontage and at least one secondary frontage.
 8

Table 21.07.2. Pedestrian Frontage Standard for Urban Neighborhood Contexts and Parking Reductions	Primary Frontage	Secondary Frontage
A. Maximum front setback (ground-floor only) ^{1,4}	30 feet in Traditional Urban, and 60 feet in other areas	60 feet
B. Minimum percentage of the width of ground-floor street-facing building elevation required to be windows or primary entrances ^{1,2}	50%	20%
C. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)	50% in Traditional Urban, and 6% in other areas	6%
D. Maximum distance a garage may project out in front of the rest of the street-facing residential building elevation	No more than the width of the non-garage portion of the street-facing building elevation	
Building Orientation and Access	Primary Frontage	Secondary Frontage
E. Minimum percentage of a non-residential ground-floor street-facing building elevation required to be windows or primary entrances ^{1,2}	30% in Traditional Urban, and 20% in other areas	10%
F. Minimum percentage of residential and upper-floor non-residential street-facing elevation required to be windows or primary entrances ¹	15% in Traditional Urban, and 10% in other areas	10%
G. At least one primary entrance located within max. setback in A ⁴	Required	Not Required
H. Front primary entrances for residential density meet 21.07.060.3a, Overall, Under Residential Entrance	Required	
I. Minimum number of pedestrian amenities from 21.07.060.3, in addition to 21.07.060.1b	2 pedestrian amenities required per multifamily, mixed-use, townhouse, or group housing development	

9

Applicability/Exemptions

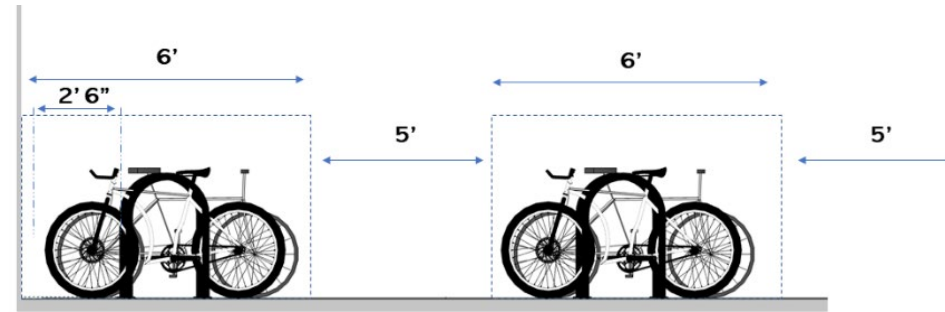
Measurement Rules

▲▲ Changes in Public Hearing Draft ▲▲

Clarified illustrations and proposed language.

Reduced min. size of residential entry sheltering roof.

4. Improved Site Access for Pedestrians, Ride-Share, and Public Transit: Bicycle Parking



Proposed Code Amendments

Locate bicycle space design and space number requirements in the same sub-section of Title 21.

Reformat the bicycle parking requirements into a table.

Base the bike parking requirement for each use category on the forecast bike utilization per building size instead of on the motor vehicle parking requirement.

Require at least two bicycle parking spaces (i.e., one U-rack) and no more than 40 spaces, for any use.

Increase the bicycle parking requirement primarily in urban neighborhood contexts where the motor vehicle parking requirements have been reduced.

Require some bicycle parking spaces to be in sheltered, secure spaces to meet the longer-term parking needs of commuters and residents (“long-term spaces”).

▲▲ Changes in Public Hearing Draft ▲▲

Adjusted bicycle parking dimensions to accommodate fat-tire and electric bicycles.

Created new exceptions from the 6' x 2' space dimensions for wall-mounted racks, stacked racks, and other configurations that do not need as much space.

Clarified where long-term bike spaces may be located, including in dwelling units.

Added diagrams to illustrate dimensional standards and exceptions for bike spaces.

5. Residential Site Access Driveways

6. Dimensions of Parking Spaces and Circulation Aisles

Proposed Code Amendments

Consolidate, organize, and clarify Title 21 driveway and on-site circulation standards.

Exempt multifamily and non-residential from providing on-site turnaround for up to 2 parking spaces fronting on Local class streets.

Allow single-lane (12'), 2-way driveways into residential parking areas with 10 or fewer spaces.

Focus residential alley access requirement on urban Neighborhood Context Areas only.

Consolidate T21 limitations on driveway width in front setbacks in urban Neighborhood Contexts.

Exempt 3- and 4-plexes from submitting parking lighting engineering plans.

Require driveway curb cuts in urban Neighborhood Contexts to restore level sidewalk.

Consolidate and simplify standard/small/compact parking space dimensional standards & table.

Allow half of residential, office, and employment parking spaces to be smaller (8'-6"), by-right.



Large driveway area into multi-family housing inconsistent with surrounding single-family driveways.

△▲ Changes in Public Hearing Draft ▲△

Removed a proposed minimum distance requirement between rows of facing residential garage doors.

Further simplified the parking stall dimensions table.

Allowed all parking spaces in Traditional Neighborhood Contexts to be smaller (8.5 feet wide).

Expanded applicability of administrative adjustments (relief).

Examples of How the Proposed Parking Requirements and Reductions Would Work in Practice



A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

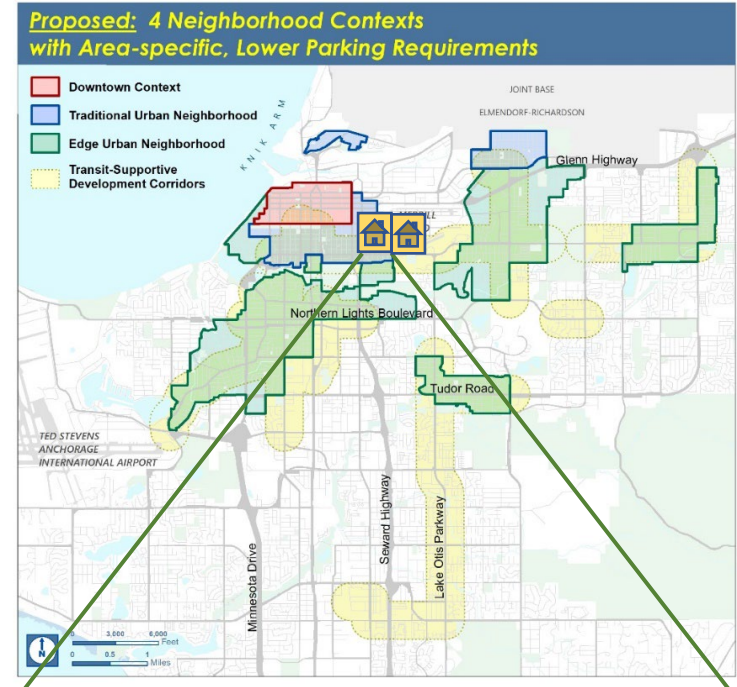
- 8 multifamily 2-BR Units @ 1.5 sp. / unit = 12 spaces
- Guest parking: 8 townhouse-style units x 0.15 = 1.2 spaces
- TOTAL: 12 + 1.2 = 13.2 spaces

Step 2. Derive Area-specific Parking Requirement

- Location: Traditional Urban Neighborhood
- Residential use: 70% of use-specific requirement
- Calculation: 13.2 spaces x 0.70 = 9.24 spaces

Automobile Parking Savings (est.):

4 spaces; \$40,000 in development costs; 1,400 sf. of land



Multifamily site with a pair of four-plex townhouse style buildings at 9th Avenue and Medfra Street. Observed peak period parking utilization was 5-7 parked cars, including cars parked on-street on curb along the property's frontages.



Site #1: Multifamily Development in Fairview, cont'd.



B. Parking Reductions *(Nondiscretionary: no extra reviews required)*

1. Select Parking Reduction(s) from Menu: **Applicant selects 1 reduction**

2. Calculate the Individual Reduction(s): *(from the 9.24 spaces required)*

Parking Reductions Selected	Reduction Allowed 'By-right'	Individual Reductions Calculated
Additional Bicycle Parking*: <i>4 extra bike parking spaces</i>	1 car space for 4 bike spaces, up to a 10% reduction max.	4 bike spaces / 4 = 1 parking space; 9.24 spaces x 10% = 0.92 spaces

3. Calculate the Reduced Automobile Parking Requirement

- Parking Reduction from above: 0.92 car spaces
- Parking Requirement after Reduction: $9.24 - 0.92 = 8.3$, or **8 parking spaces required**

Additional Automobile Parking Savings (est.): 1 more space; \$10,000; 350 sf of land



* *Bike Parking Requirements:* The baseline bike parking requirement for this development would be 4 bike spaces. In this parking reduction scenario, the applicant provides 4 additional bike spaces, for a total of 8 bike spaces. At least 7 out of the 8 bike parking spaces would be required to be in a sheltered, secure space.

Parking Reduction Example Test Sites:
Site #2: Four-Plex Multifamily in Spenard



A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

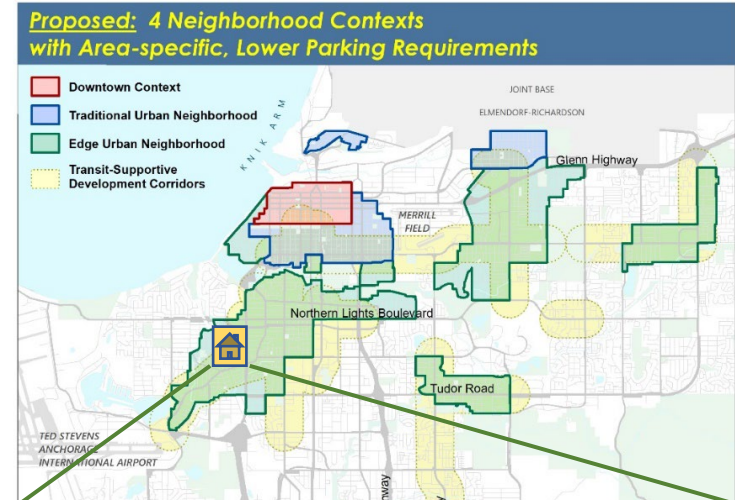
- 4 multifamily 2-BR Units @ 1.5 sp. / unit = 6 spaces
- Guest parking: 4 multifamily units x 0.10, with a minimum of 1 space = 1.0 spaces
- TOTAL: 12 + 1.2 = 7 spaces

Step 2. Derive Area-specific Parking Requirement

- Location: Edge Urban Neighborhood
- Residential use: 80% of use-specific requirement
- Calculation: 7 spaces x 0.80 = **5.6 spaces**

Automobile Parking Savings (est.):

1 space; \$10,000 in development costs; 200 sf. of land



Two-story four plex at 3602 Oregon Drive, with 2 units on top floor and 2 units on first floor. View from street. Lot size is 9,800 sf. R-3 zone allows up to a six-plex on 9,000 sf lots.



Site #2: Four-Plex Multifamily in Spenard, cont'd.



View from alley.



B. Parking Reductions *(Nondiscretionary: no extra reviews required)*

1. Select Parking Reduction(s) from Menu: **Applicant selects 2 reductions**
2. Calculate the Individual Reduction(s): *(from the 5.6 spaces required)*

Parking Reductions Selected	Reduction Allowed 'By-right'	Individual Reductions Calculated
Additional Bicycle Parking*: <i>4 extra bike parking spaces</i>	1 car space for 4 bike spaces, up to a 10% reduction max.	4 bike spaces / 4 = 1 parking space; (6 spaces x 10% = 0.6 spaces)
Affordable Rental Housing	Each affordable unit is eligible for a 25% reduction	6 parking spaces x 25% = 1.5 spaces

3. Calculate the Reduced Automobile Parking Requirement

- Parking Reductions from above: 1 + 1.5 = total reduction of 2.5 parking spaces.
- Parking Requirement after Reductions: 5.6 – 2.5 = 3.1, or a minimum of **3 parking spaces required**

Additional Automobile Parking Savings (est.): 1 more space; \$30,000; 600 sf of land



* *Bike Parking Requirements:* The bike space requirement for this project would be 2 spaces (i.e., 1 bike rack). In this parking reduction scenario, the applicant provides 4 additional bike spaces, for a total of 6 bike spaces. 4 out of the 6 bike parking spaces would be required to be in a sheltered, secure space.

Parking Reduction Example Test Sites:
Site #3: Medical Office on Lake Otis



A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

- 19,000 sf Medical Office @ 1 sp. / 250 sf = 76 spaces

Step 2. Derive Area-specific Parking Requirement

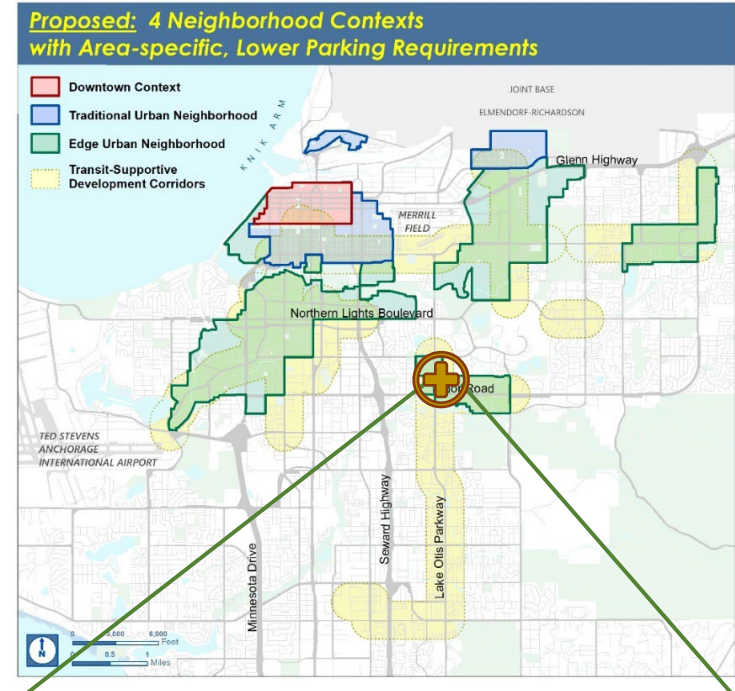
- Location: Edge Urban Neighborhood
- Non-residential use: 90% of use-specific requirement
- Calculation: 76 spaces x 0.90 = 68.4, or **68 spaces***

Automobile Parking Savings (est.):

8 spaces; \$80,000 in development costs; 2,800 sf. of land



* *Bike Spaces*: The baseline bike parking requirement for this development would be 3 bike spaces. At least one space would need to be in a sheltered, secure space.





Parking Reduction Example Test Sites:
 Site #3: Medical Office on Lake Otis, cont'd.

B. Parking Reductions (Nondiscretionary: no extra reviews required)



1. Select Parking Reduction(s) from Menu: **Applicant selects 2 reductions**

2. Calculate the Individual Reduction(s): (from the 68 spaces required)

Parking Reductions Selected	Reduction Allowed 'By-right'	Individual Reductions Calculated
Enhanced On-Site Walkway	2% reduction in required spaces	68 spaces x 2% = <u>1.4 parking spaces</u>
Transit Stop or Shelter	2% reduction in required spaces	68 spaces x 2% = <u>1.4 parking spaces</u>

3. Calculate the Combined Reduction and Reduced Parking Requirement

- Combined Reduction: 1.4 + 1.4 = **2.8 spaces**
- Parking Requirement after Reductions: 68 – 2.8 = 65.2, or **65 spaces required**

Additional Parking Savings (est.): 3 more spaces; \$30,000 in parking development costs; 350 sf. of land

Parking Reduction Example Test Sites:
Site #4: Apartment 20-Plex on W. 32nd



A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

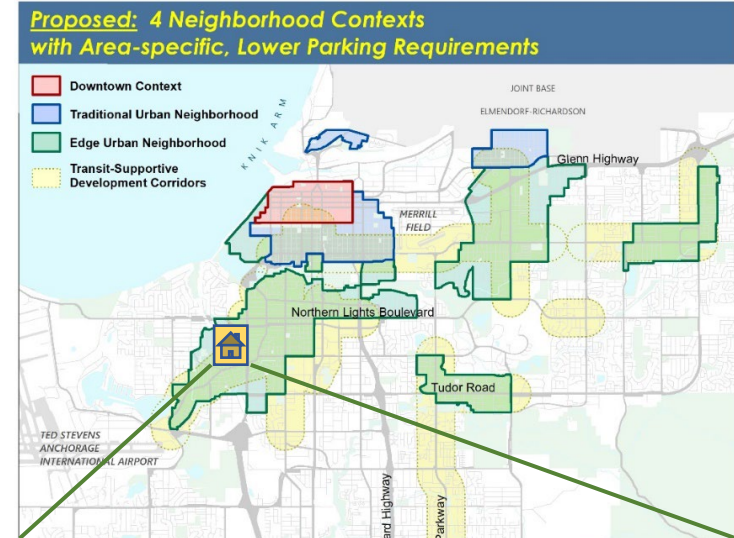
- 14 multifamily 1-BR/studio Units @ 1.0 sp./unit = 14 spaces
- 6 multifamily 2-BR Units @ 1.5 sp./unit = 9 spaces
- Guest parking: 20 units total @ 0.10 sp./unit = 2 spaces
- TOTAL: 14 + 9 + 2 = 25 spaces

Step 2. Derive Area-specific Parking Requirement

- Location: Edge Urban Neighborhood
- Residential use: 80% of use-specific requirement
- Calculation: 25 spaces x 0.80 = **20 spaces**

Automobile Parking Savings (est.):

5 spaces; \$50,000 in development costs; 1,750 sf. of land



Three-story multifamily apartment frontage on W. 32nd Avenue near Spenard Road.



Site #4: Apartment 20-Plex on W. 32nd, cont'd.



B. Parking Reductions *(Nondiscretionary: no extra reviews required)*

1. Select Parking Reduction(s) from Menu: **Applicant selects 2 reductions**
2. Calculate the Individual Reduction(s): *(from the 20 spaces required)*

Parking Reductions Selected	Reduction Allowed 'By-right'	Individual Reductions Calculated
Additional Bicycle Parking*: <i>10 extra bike parking spaces</i>	1 car space for 4 bike spaces, up to a 10% reduction max.	4 bike spaces / 4 = 2 parking spaces; (20 spaces x 10% = 2 spaces)
Affordable Rental Housing <i>10 units (8 1-BR and 2 2-BR)</i>	Each affordable unit is eligible for a 25% reduction	1-BR: 8 parking spaces x 25% = 2 spaces 2-BR: 3 parking spaces x 25% = .75 spaces 10 guest spaces x 25% = .25 spaces

3. Calculate the Reduced Automobile Parking Requirement

- Parking Reductions from above: 2 + 2 + 0.75 + 0.25 = total reduction of 5 parking spaces
- Parking Requirement after Reductions: 20 – 5 = **15 parking spaces required**

Additional Parking Savings (est.): 5 more spaces; \$50,000 in costs; 1,750 sf. of land



* **Bike Parking Requirement:** The baseline bike space requirement for this development would be 10 spaces. In this parking reduction scenario, the applicant chooses to add 10 more spaces, for a total of 20 bike spaces. 18 out of the 20 bike parking spaces would be required to be in a sheltered, secure space.

Parking Reduction Example Test Sites: #5: Former La Mex Redevelopment



A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

- Restaurants: 14,000 sf @ 1 sp. / 100 sf = 140 spaces
- Food processing: 5,000 sf @ 1 sp. / 800 sf = 6.25 spaces
(Note: Proposed development includes a 5,800 sf restaurant addition.)
- TOTAL: 140 + 6.25 = **146.25 spaces**

Step 2. Derive Area-specific Parking Requirement

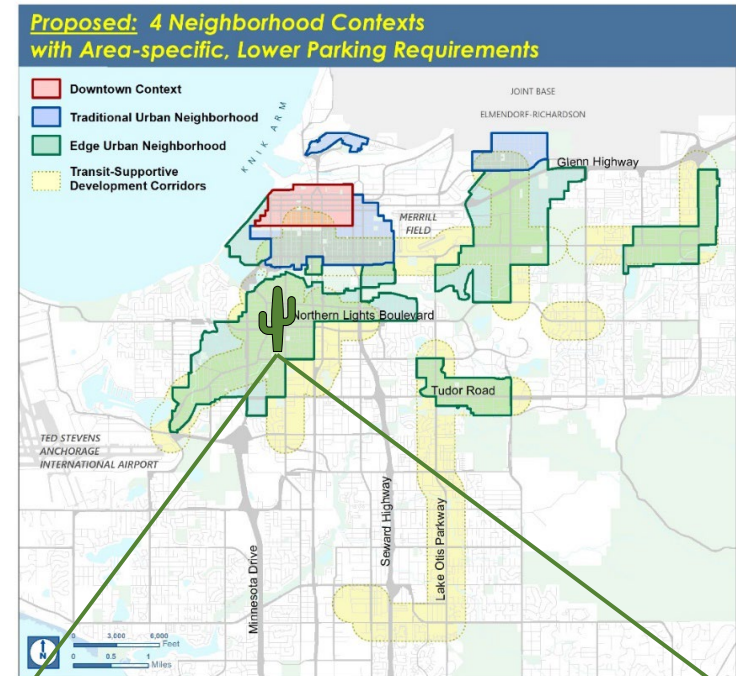
- Location: Edge Urban Neighborhood Context
- Non-residential use: 90% of use-specific requirement
- Calculation: 146.25 spaces x 90% = **131.6 spaces ***

Nonconforming Rights: 131.6 - 26 spaces = **106 spaces**

(In this case, 26 fewer spaces were required when the building was originally constructed)

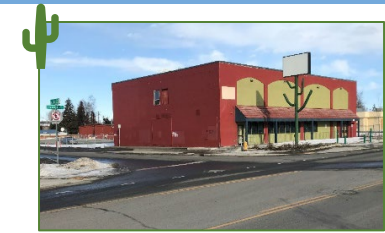
Automobile Parking Savings (est.):

14 spaces; \$140,000 in development costs; 4,900 sf. of land





Site #5: Former La Mex Redevelopment, cont'd.



B. Parking Reductions *(Nondiscretionary: no extra reviews required)*

1. Select Parking Reduction(s) from Menu: **Applicant selects 4 reductions!**
2. Calculate the Individual Reduction(s): *(from the 131.6 spaces required)*

Parking Reductions Selected	Reduction Allowed 'By-right'	Individual Reductions Calculated
12 Additional Bicycle Spaces	1 car space for 4 bike spaces, up to a 10% reduction max.	12 bike spaces / 4 = 3 parking spaces
'Complete Streets' Sidewalk	up to a 2% reduction	131.25 spaces x 2% = 2.6 spaces
Parking Cash-Out Program	up to a 10% reduction	131.25 spaces x 10% = 13.1 spaces
Adaptive Reuse of Old Bldg.	up to 10% of increase in required parking, for up to five spaces	Increase of 5,000 sf addition results in additional 50 spaces x 10% = 5 spaces

3. Calculate the Combined Reduction and Reduced Parking Requirement:

- Combined Reduction from table above: $3 + 2.6 + 13.1 + 5 = 23.7$ spaces
- Parking Requirement after Reductions: $131.6 - 23.7 = 107.9$ spaces required
- ...After deduction for nonconforming rights: $107.9 - 26 = 81.9$, or **82 spaces required**

Additional Car Parking Savings (est.): 24 more spaces; \$240,000 in development costs; 8,400 sf. of land



* *Bike Parking Requirement:* Because the original building has legal nonconforming rights to the lack of required bicycle parking, the requirement for new bicycle spaces would apply only to the 5,800 sf building addition, at 1 bike space per 3,000 SF of restaurant, or 1.9 bike spaces rounded up to 2 spaces (e.g., 1 bike rack). However, to receive entitlement an parking reduction as shown in the table above, the legal nonconforming 11,000 sf of restaurant in the original building would also need to comply, increasing the baseline minimum requirement to 4.6 rounded up to 5 bike spaces.

Supplementary Slides

regarding Area-Specific Parking Requirements

3. Area-Specific, Lower Parking Requirements: Policy Options for How Low to Set Area-Specific Requirements in Urban Contexts

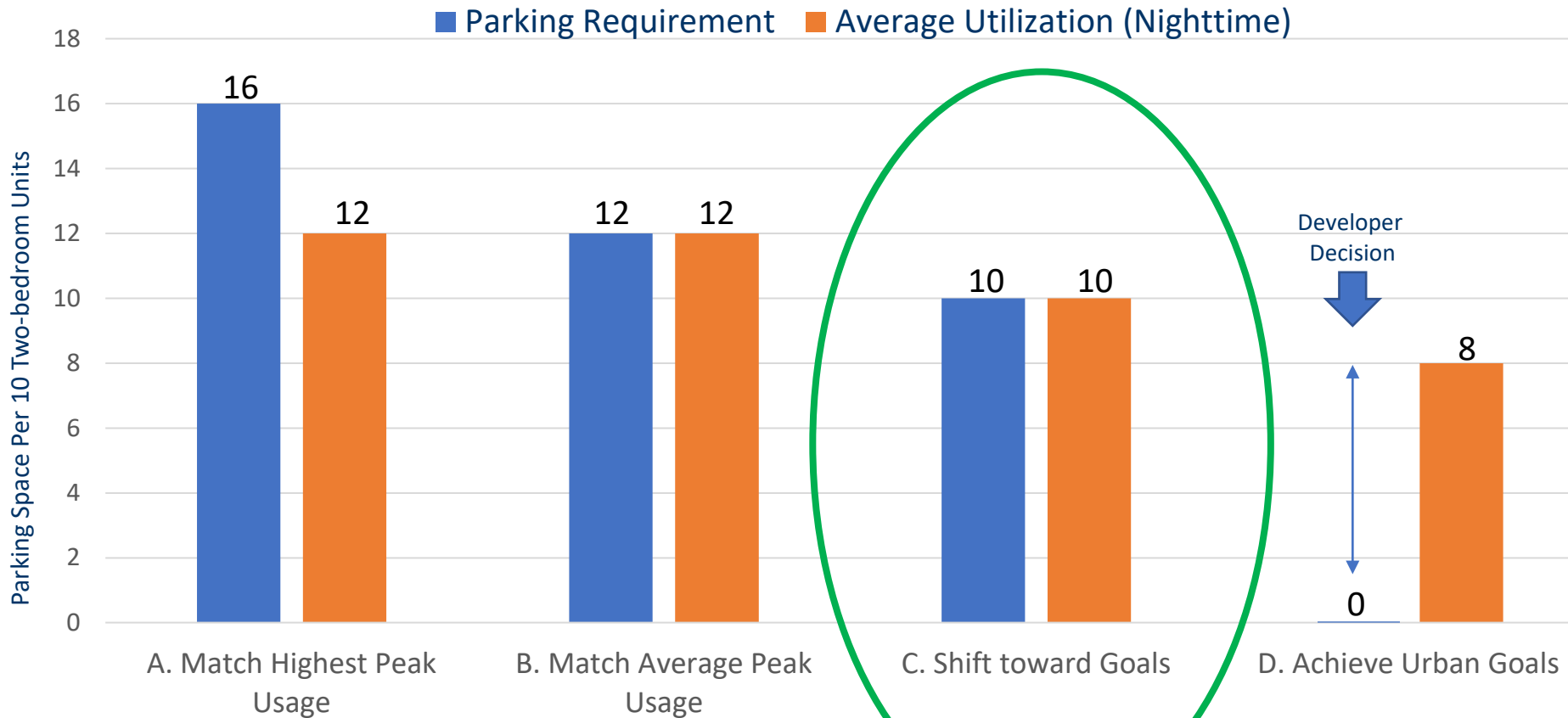
Policy Options for Lower Parking Requirements that the Planning team explored with the Public in 2021:

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 Public Hearing Draft area-specific parking requirements for urban neighborhood contexts reflect a blend of Policy Options B and C.

3. Illustration of Alternative Policy Choices to Lower Parking Requirements

Parking Spaces for 10 Multifamily Dwellings, under the 4 Alternative Requirements



3. Area-specific Parking Requirements Table in Public Hearing Draft Title 21

The table excerpt below is excerpted from the public hearing draft Title 21 text (in Attachment 3: Annotated Zoning Code Amendments). It shows the minimum number of parking spaces required in the mapped neighborhood context areas. The minimum requirements are continued to be exempt in Downtown (per current Title 21), are lowest in the Traditional Urban Context Areas near 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>Applicability</u>	<u>Minimum Spaces Required</u>
<u>Downtown (DT) zoning districts</u>	<u>All Developments</u>	<u>No off-street parking is required, as provided in 21.11.070F.</u>
<u>Traditional Urban Neighborhood Context (Section 21.07.015D., Map 21.07-1.)</u>	<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 (Section 21.07.015D., Maps 21.07-1 thru -3.)</u>	<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 Context areas (Section 21.07.015D., Maps 21.07-2 thru -4.)</u>	<u>All Developments</u>	<u>90% of the minimum spaces required in table 21.07-8.</u>
<u>Open Option Parking Districts (21.07.090E.7.)</u>	<u>All Developments</u>	<u>No off-street parking is required, subject to subsection 21.07.090E.7.</u>
<u>Girdwood</u>	<u>See section 21.09.070L. for area-specific parking requirements in Girdwood.</u>	

3. Street Capacity for On-Street Parking and Sidewalks to Replace Off-Street Parking Requirements

Eliminating Title 21 parking requirements entirely in parts of the Bowl (policy option D “open option parking” on previous resource slide) would require changing how Anchorage manages on-street parking, street design & maintenance, and snow clearing.

10 Challenges to Anchorage Streets 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 rolled-curb sidewalk.



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



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



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