

Proposed Amendment #1 to AO 2022-80(S)

AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

Submitted by: Assembly Member Volland

PROPOSED AMENDMENT

Purpose/Summary of Amendment: This recommended amendment was intended to be included in the final draft S-version amendments to the accessible (ADA) parking space regulations in AMC subsection 21.07.090J. This floor amendment ensures that ADA pedestrian access aisles are placed between adjoining accessible parking spaces, making it easier for passengers to load or unload from either side of the vehicle.

TEXT OF AMENDMENT

(adding new language, [DELETING CURRENT CODE LANGUAGE] and ~~[Deleting words proposed by the unamended AO or AO(S) that are not in current code]~~)

AO 2022-80(S) Section 2, Anchorage Municipal Code subsection 21.07.090J., *Accessible Parking Spaces*, on page 100 beginning after line 10; Insert the following paragraph .090J.7. from current Code and amend its last sentence, as follows:

8[7]. *Dimensions.* Car accessible spaces shall be at least eight feet wide with an access aisle at least five feet wide abutting the space. Van accessible spaces shall be at least eight feet wide with an abutting access aisle at least eight feet in width. **When t[T]wo or more accessible parking spaces are required per Table 21.07-7, spaces shall[MAY] share a common access aisle between them.**

Will there be any public or private economic effect to the proposed amendment?

YES NO (check one) **If yes, please detail below.**

Proposed Amendment #2 to AO 2022-80(S)

AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

Submitted by: Assembly Member Volland

PROPOSED AMENDMENT

Purpose/Summary of Amendment: This set of recommended amendments adjusts the multifamily bicycle parking requirements proposed in AMC 21.07.090K., including the long-term bike space requirements. It also adjusts the development standards for long-term bike spaces to simplify and make them more flexible. These amendments are intended to ensure that the multifamily bicycle parking requirement matches the expected bicycle parking demand in Anchorage’s local context, is practical to implement, and avoids disproportionate cost burden impacts to multifamily developers.

TEXT OF AMENDMENT

(adding new language, [DELETING CURRENT CODE LANGUAGE] and [Deleting words proposed by the unamended AO or AO(S) that are not in current code])

Amendments No. 2.1 through 2.5 to AO 2022-80(S) Section 2, Anchorage Municipal Code subsection 21.07.090K., *Bicycle Parking*, are provided below:

Amendment 2.1. Subsection 21.07.090K.2.a., page 101, lines 26-31; delete the second sentence in the paragraph as follows:

- a. A minimum of two bicycle parking spaces shall be provided for each use in Table 21.07-8[14]. ~~[For commercial and community uses, group living uses with 10 or more beds, and household living uses with 10 or more dwellings, the two spaces shall be located outdoors and publicly accessible for customers and short-term visitors.]~~

Amendment 2.2. Subsection 21.07.090K.2., Table 21.07-8, page 102; amend the first two rows of the table and add a footnote 3 to the end of the table, to read as shown below. Summary of changes:

- For multifamily and mixed-use dwellings, reduce the bike parking requirement to 1 bike space per 5 dwellings.
- For all residential uses, reduce the minimum percentage of bicycle spaces required to be long-term spaces to 75 percent.
- A footnote 3 added: For multifamily and mixed-use dwellings, apply the requirement that a minimum percentage of bike spaces be long-term spaces only to buildings with five or more dwellings, and exempt all townhouse-style buildings.

Use Category/Type	Minimum Number of Bicycle Spaces ¹ (“sf” = square feet; “gfa” = gross floor area)		Minimum Percentage for Long-Term Spaces (for required bicycle parking in excess of 2 spaces) ²
	<u>[Areas with Area-specific Parking Requirements in Table 21.07-7]</u>	<u>[All-Other Areas]</u>	
Multifamily and mixed-use dwellings	1 space per <u>5</u> [two] dwellings	<u>[1 space per 10 dwellings]</u>	<u>75[90]</u> percent ³
Group living uses, Roominghouses, Homeless and transient shelters [a]	1 space per 5 beds	<u>[1 space per 5 beds]</u>	<u>75[90]</u> percent
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³ <u>For multifamily and mixed-use dwellings, the requirement for a minimum percentage of required bike spaces to be long-term spaces is applicable only to buildings with five or more dwellings. All townhouse-style buildings are exempt from the long-term space requirement.</u>			

Amendment 2.3. Subsection 21.07.090K.6.a., page 103, lines 36-41; delete the second sentence in the paragraph as follows:

- a. Required bicycle parking or a sign leading thereto shall be located in an area visible from a primary entrance area. ~~[Required bicycle parking other than long-term bicycle parking shall be located within 50 feet of a primary entrance as measured along an accessible pedestrian route.]~~

Amendment 2.4. Subsection 21.07.090K.7.a., page 106, lines 19-24; amend the first sentence of the paragraph by adding the words “indoor or outdoor,” and add a third sentence, as follows:

- a[i]. Long-term bicycle parking shall be located in illuminated [well-lit] restricted access, lockable rooms or indoor or outdoor enclosures providing protection from theft, vandalism, and weather. Bicycle lockers, covered bicycle cages, or a secure room inside a building are common

examples. ***A bicycle parking area located in a secure part of the building, such as an employee area not accessible to the public, is also acceptable.***

Amendment 2.5. Subsection 21.07.090K.7.c., page 106, lines 30-40; delete most of the paragraph and amend the last sentence, as follows:

c[iii]. ~~***[Long-term bicycle parking spaces for residential uses with fewer than five dwellings may be located within dwelling units, provided each dwelling unit has at least one bike parking space. Bicycle parking in the dwelling shall be located] [within 15 feet of the dwelling's primary entrance and] [in a closet or three-sided alcove which includes a rack and meets the development standards of this subsection 21.07.090K.6][4].]***~~ ***Required I***~~***]***~~***ong-term spaces shall not be located within dwelling units, or*** on a balcony, deck, or patio area accessory to an individual dwelling unit.

Will there be any public or private economic effect to the proposed amendment?

YES NO (check one) **If yes, please detail below.**

This set of amendments has a private economic effect in that it may reduce costs for multifamily developments by requiring less bicycle parking spaces and long term bike storage percentages than currently proposed in the S version.