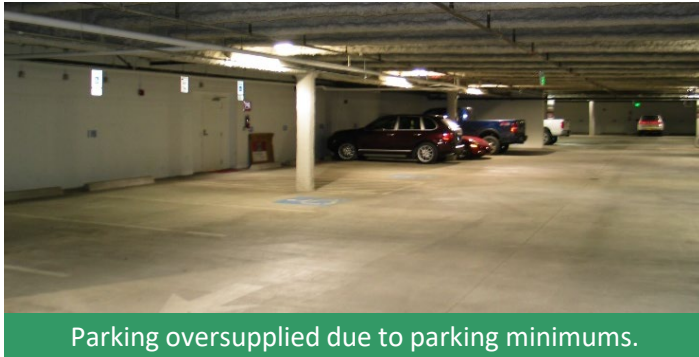




Parking and Site Access Title 21 Amendments

*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.

Public Hearing Draft



**Attachment 1:
Project
Summary**

February 7, 2022

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Summary of Proposed Code Amendments

The Planning Department is seeking comments on the Public Hearing Draft of Planning and Zoning Commission Case No. 2022-0026, a proposed text amendment to the off-street parking and site access regulations in the Anchorage Municipal Code Title 21 Zoning Ordinance (Title 21). This amendment provides for area-specific lower parking requirements and streamlines approvals of reductions in parking for developments. It also reforms site access requirements for driveways and pedestrian facilities.

This project carries out Actions 4-3 and 4-6 of the *Anchorage 2040 Land Use Plan* in order to:

- Reduce cost of development and enable new housing and business growth.
- Support infill development, redevelopment, and walkability in urban neighborhoods.
- Support alternative travel modes such as rideshare, walking, bicycling, and transit.
- Provide more site planning options and flexibility to yield better design outcomes.
- Simplify and make regulations easier to use and save time in review processes.
- Reflect the character and goals for urban and transit-supportive neighborhoods and increase safety and quality of multi-modal site access.

The amendments comprise seven main recommendations:

1. **Streamlined Approvals for Administrative Parking Reductions:** Makes parking reduction approvals non-discretionary (i.e., “by-right”) up to a certain percentage reduction, without need for parking studies or discretionary reviews by department directors.
2. **More Complete Menu of Available Parking Reduction Strategies:** Adds more parking management strategies available for receiving administrative parking reductions.
3. **Area-specific Lower Parking Requirements in Urban Neighborhood Contexts:** Replaces five (5) existing area-specific administrative parking reductions with area-specific lower parking minimum requirements tailored to traditional urban neighborhood contexts near Downtown and for transit-supportive development corridors extending from Midtown.
4. **Improved Site Access for Pedestrians, Bicyclists, Ride-share, and Public Transit:** Shifts site development regulations toward including alternative modes of site access, such as ride-share, walking, bicycling, and transit. Improves bicycle parking requirements. Consolidates Title 21 provisions for pedestrian-oriented building frontages.
5. **Reforms to Residential Site Access Driveway Standards:** Allows and promotes narrower driveways and less paved area for on-site vehicle turnarounds in small multi-unit housing developments of 3 to approximately 6 units. Focuses the existing alley access requirement on urban neighborhoods only, and places limits on driveway width in front setbacks in those areas.
6. **Smaller Dimensions of Parking Spaces and Circulation Aisles:** Allows more parking spaces to be smaller, by-right, in Anchorage’s traditional urban neighborhoods, and for residential, offices, and other uses with lower-turnover parking utilization.
7. **Consolidated, Simpler Regulations:** These changes consolidate, clarify, and shorten many development regulations in Title 21. This results in easier-to-use regulations.

Public Engagement

Feedback from dozens of consultations and public meetings with private-sector development experts, design/architectural professionals, business organizations, neighborhoods, public agencies, municipal committees and commissions, and individuals helped shape these public hearing draft amendments to Title 21. Feedback and public comment on the proposed changes were obtained from:

Design Workshops, Public Information Sessions, and Forum. The project team held three public design workshops with community professionals and the public, two open houses, and two public information sessions for anyone to attend. In addition, the project team discussed the proposed Code amendments at the Anchorage Chamber of Commerce “Make it Monday” forum, which included live polls of policy choices.

Community Organizations. Presentations with opportunity for comments and questions were given to 14 Community Councils and the Federation of Community Councils (FCC) Board of Delegates. The project team gave updates at four more FCC meetings and attended additional council meetings in Fairview and South Addition. Presentations were provided for other community and business organizations listed below.

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. The team used the online survey questionnaire along with design workshops and a forum with interactive live polls to obtain feedback on policy direction. Input on these policy choices shaped the draft code amendments.

Agency Consultations. Consultations were held with municipal agencies, Anchorage Metropolitan Area Transportation Solutions (AMATS), municipal boards and commissions, and other agencies shown below.

| Type of Stakeholder | Stakeholder |
|---|---|
| Experts, Stakeholders, 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 |

Public Involvement Steps and Schedule



PRE-CONSULTATION STAGE PUBLIC COMMENTS: GENERAL POLICY DIRECTION *(January – October 2021)*

Feedback and comments from the events and sources listed on page 2 indicated overall support for lowering parking requirements in specific areas, streamlining approvals of site-specific parking reductions, reforming some residential driveway requirements, and improving site access for bicyclists, pedestrians, ride-share, and public transit. Some commenters recommended that the Municipality lower parking requirements more than proposed, such as eliminating parking requirements or lowering them for the entire Municipality. Others were concerned about parking spillover effects on neighboring streets and properties. Concerns heard for municipal capacity to maintain streets and sidewalks and enforce parking, potential spillover parking, and car ownership data led the project team to propose lowering minimum Title 21 parking requirements primarily in urban neighborhood contexts that experience lower parking utilization, while still streamlining zoning regulations and parking reduction processes across the Anchorage Bowl.

COMMUNITY DISCUSSION DRAFT: PUBLIC COMMENTS *(November 2021 – January 2022)*

A *Community Discussion Draft* of the code amendments was released for public comment in October 2021 and two public information meetings were held in November 2021. The project team received public comments recommending adjustments in the draft bicycle parking requirements to ensure that bike parking is adequate, secure, and usable for Alaska bikes. Community council representatives in urban neighborhood contexts discussed the importance of limiting the width of driveways along the street frontages and instead using alleys to retain the pedestrian sidewalk. Comments from some community councils expressed interest in the “Open Option” parking district concept in the draft, where future parking management districts without a minimum parking requirement could be established with the approval of property owners. Residential developers and design professionals discussed reducing minimum required widths of on-site driveway circulation aisles where excess to vehicle access needs. More generalized comments, questions, and concerns were also received. Agency reviewers suggested clarifications and simplifications to draft code language. The draft code amendments have been updated and refined in response to these comments.

PUBLIC HEARING DRAFTS: FURTHER REVIEW, REVISION, AND ADOPTION *(February 2022 –)*

A revised, *Public Hearing Draft* of the code amendments was released on February 7, 2022 for two months of public review and then a hearing at the Planning and Zoning Commission. The project team will continue to consult with interested stakeholders, provide updates and presentations about the project, and collect comments and feedback on the public hearing draft. See page 17 for how to access project information, updates, and events. [*Feedback on the Public Hearing Draft will help the Municipality and Planning and Zoning Commission improve the draft code amendments.*](#)

A public hearing is scheduled with the Planning and Zoning Commission on April 11, 2022. The Planning and Zoning Commission will deliberate on the draft code amendments and forward its recommendations to the Assembly. The Anchorage Assembly will then hold a second public hearing and take final action on adopting the code changes.

Background and Purpose of the Code Amendments

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.

Data-Driven Research

An interagency project team reviewed the existing code language and researched trends in local parking utilization and car ownership rates by neighborhood along with Anchorage’s track record with approvals of project-specific parking reduction strategies. The team studied parking reform experiences of peer cities and evaluated various parking demand reduction strategies. The team sought feedback and guidance from developers, designers, businesses, and the public in public meetings and consultations.

Outcomes

Reflects Character and Goals of Urban Neighborhood Contexts:

- Allows more efficient land use.
- Traditional urban and transit-corridor neighborhoods get new developments that fit their character and goals.
- Minimum parking requirements reduced in parts of the Anchorage Bowl where parking demand is lower and multi-modal access is a key priority; developer still has choice to add more parking than is required.
- Amends parking circulations standards for multi-family housing to prevent wide swaths of asphalt out of character with neighborhoods.

Meets Housing Needs:

- Will not have to pay for expensive parking spaces if they are not needed.
- Greater flexibility in parking will facilitate development of a variety of housing types; developers better able to respond to market demands.



Increased Safety and Improved Quality of Multi-Modal Access:

- Improves access for pedestrians, bicyclists, ride-share, and transit.

Streamlines Code and Offers More Options to Developers:

- More choice for parking management strategies.
- Offers options for smaller parking lot space dimensions for land uses with lower-parking turnovers.
- Allows non-discretionary approval for some parking reductions.
- Consolidates parking, driveway, and pedestrian access regulations into fewer sections of Title 21.
- Simplifies and streamlines residential pedestrian frontage requirements.

Major Proposals Covered in the Remaining Pages

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. *See Page 6.*
2. Provide a more complete menu of available parking reduction strategies. *See Page 7.*
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. *See Pages 8-12.*
4. Improve site access for pedestrians, bicyclists, ride-share, and public transit ridership. *See Pages 13-14.*
5. Amend residential access and circulation driveway requirements in urban contexts to be truer to neighborhood character. *See Page 15.*
6. Allow smaller dimensions of parking spaces and aisles for certain uses and urban contexts. *See Page 16.*

Benefits



Good site access for pedestrians.



Tailors regulations for areas with an urban street grid.



Secure bike storage for residents and commuters.

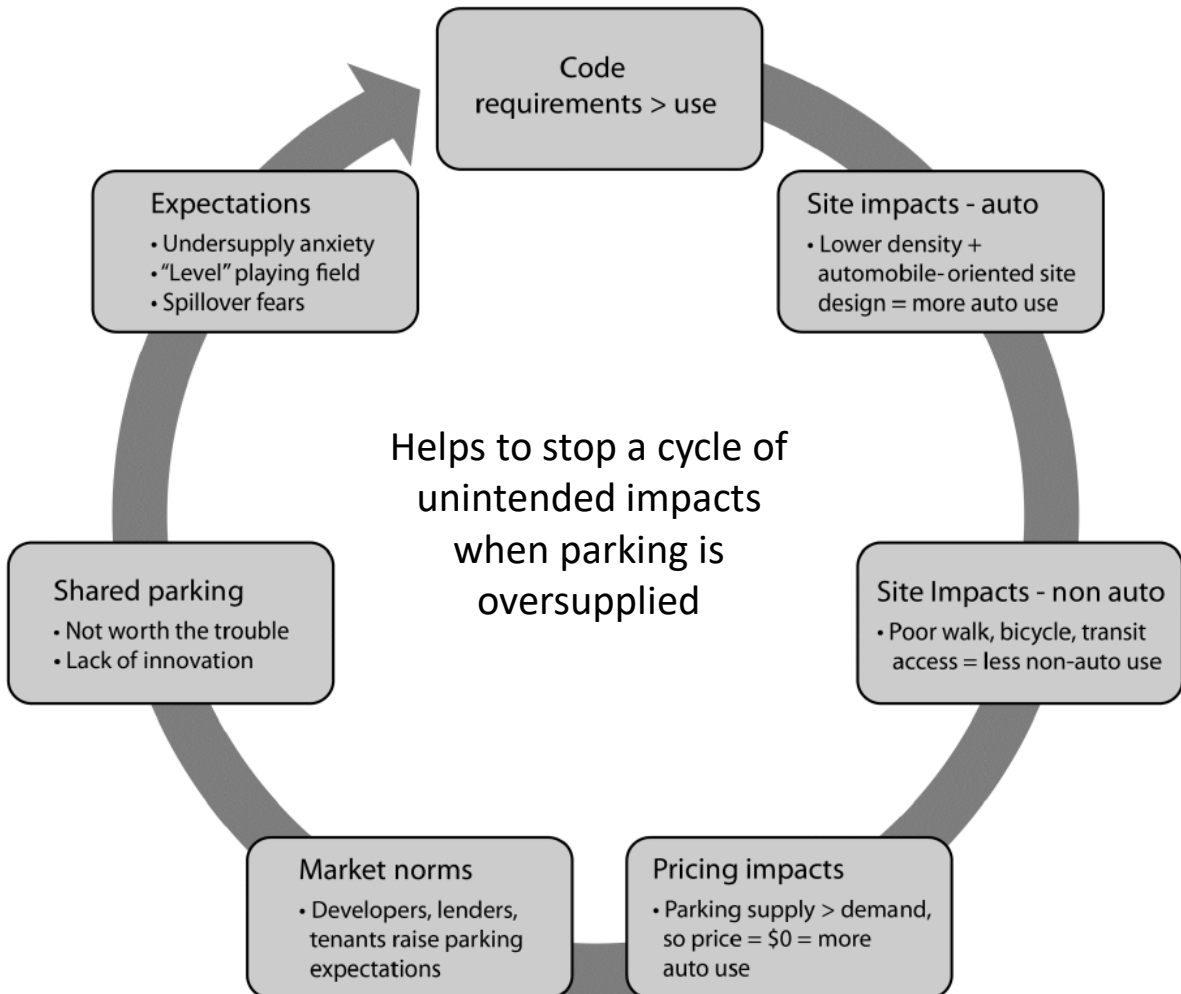
1. Streamlined Approvals for Administrative Parking Reductions

Current

- Discretionary approval (signature of Traffic Director/Engineer and Planning Director) for all parking reductions.
- Parking studies required for many parking reductions.
- Extensive pre-requisite approval criteria.

Proposed

- Allow non-discretionary approvals of most parking reductions up to a maximum percent (%) reduction (see next page for proposed percentages).
- Allow non-discretionary approvals for some shared parking and off-site parking agreements.
- Clarify approval criteria for parking reductions that still require discretionary review.
- Streamline and clarify the development standards for shared parking, off-site parking, and other reductions.
- Calculate parking reductions more easily, consistently.



Credit/Illustration: Richard Willson, *Parking Reform Made Easy*

2. More Complete Menu of Parking Reduction Strategies

Current

- No parking reduction menu choices for car-share programs, enhanced walkways or sidewalks, pedestrian amenities, parking pricing strategies, adaptative reuse of old buildings, or historic preservation.
- Outdated menu choices for parking reductions that are often not utilized.

Proposed

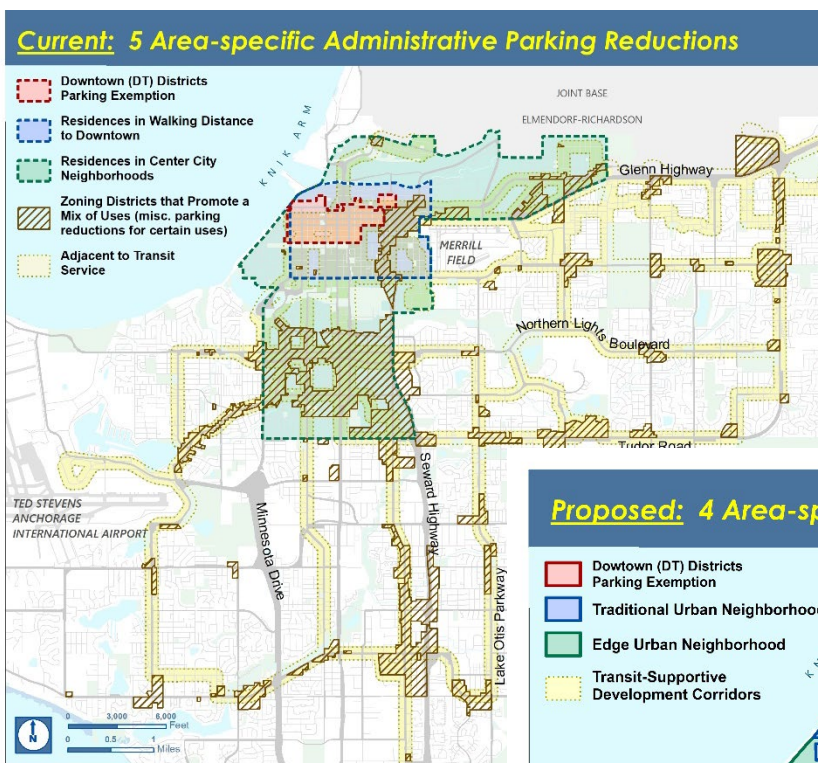
- Add car-sharing to the shared vehicle programs eligible for parking reductions.
- Add reductions for enhanced walkways, transit shelters, and other pedestrian amenities.
- Add parking reductions for adaptive reuse of older buildings and landmark preservation (often occurs on smaller urban lots with 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 NEW Transit Pass Benefits | up to 2% up to 5% up to 10% up to 10% |
| Enhanced Pedestrian Access | Extra Bicycle Parking Enhanced Walkway NEW Complete Sidewalk NEW Transit Stop or Shelter Pedestrian Amenities NEW | up to 10% up to 2% up to 2% up to 2% +1% |
| Parking Pricing | Parking Cash-out Unbundled Parking NEW | up to 10% up to 10% |
| Housing | Affordable Housing Senior Housing | up to 25% 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: Current and Proposed

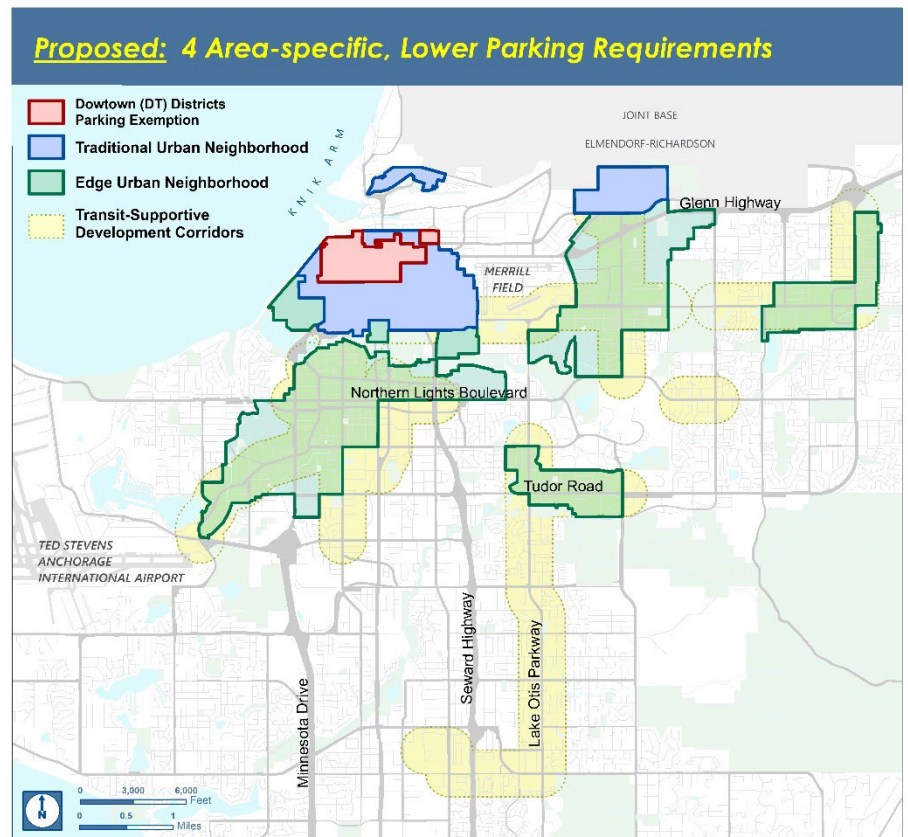
Current

- One-size-fits-all minimum parking requirement applies throughout Anchorage.
- Five (5) area-specific administrative parking reductions (map below left).
- Most area-specific reductions require discretionary approvals, as discussed on page 6.
- Area-specific parking reduction based on public transit routes that periodically change.

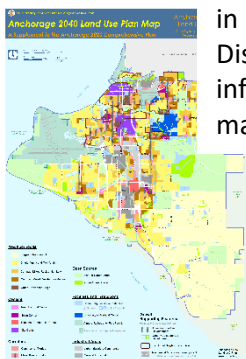


Proposed

- Recognize Anchorage’s urban neighborhood development contexts and include neighborhood context area maps in Title 21.
- Replace four of the area-specific parking reductions with three lower minimum by-right parking requirements in the urban neighborhood development contexts (map below right). The Downtown District parking exemption is carried forward and clarified.
- Neighborhood Development Context Areas:
 - Traditional Urban Neighborhoods such as South Addition and Fairview
 - Edge Urban Neighborhoods such as Spenard and Airport Heights
 - Transit-Supportive Development Corridors where the Municipality invests in high-frequency transit service




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): Options for Where to Map Area-Specific Contexts

Alternative Policy 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"

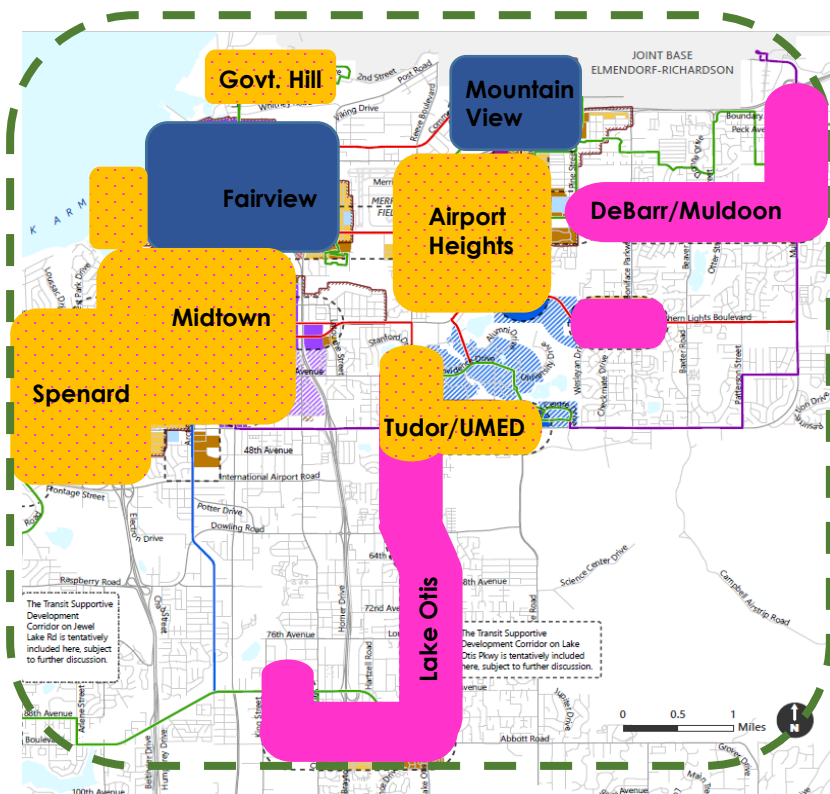
 Traditional Urban
 Edge Urban
 Transit-supportive

D. "Extend & Simplify"

 Traditional Urban
 Edge Urban/
Transit-supportive

The Public Hearing Draft reflects **Option C: Extend and Tailor (shown below).**

Option C allows tailoring of parking and other development standards by neighborhood context.

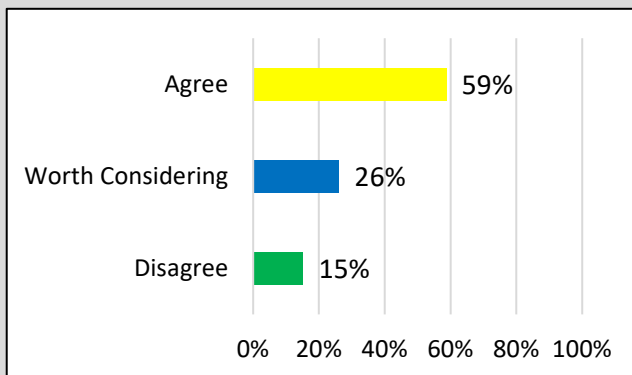


Public Feedback: What We Heard in Step 1 Pre-Consultations

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

Policy 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 Public Hearing Draft's 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".

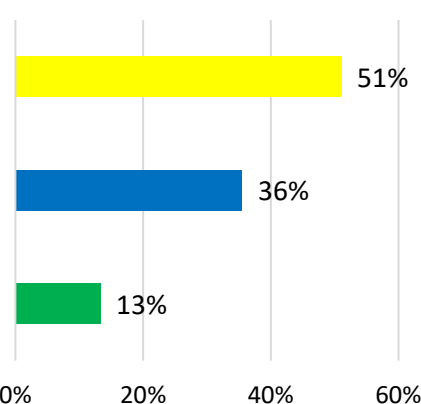
Questionnaire respondents responded similarly to a question asking how forward-looking the parking requirements should be.

Questionnaire:

How 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 socioeconomic/technological trends?

(results at right)

Be more forward looking and lower parking rates to reflect anticipated changes in parking utilization within the first decade of newly permitted buildings' life spans...



Be somewhat forward-looking to the near-term future, lowering parking rates only somewhat....

Set to accommodate current parking utilization levels.

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

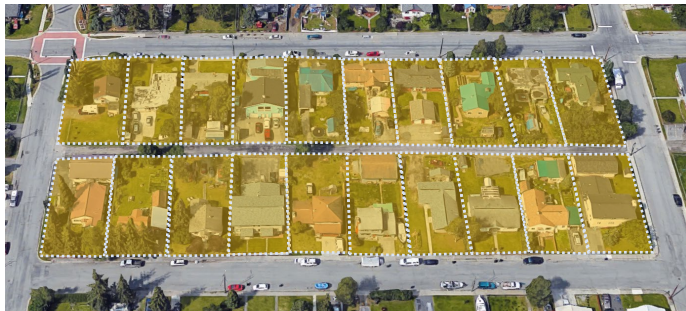
The Open Option: Some members of the public supported eliminated parking requirements entirely in all or parts of the Bowl (policy option D “open option parking” on the previous page). This would necessitate a change in Anchorage’s current approach to addressing on-street parking congestion, and managing street design, maintenance, on-street parking enforcement, and snow clearing.

Enabling Ordinance: The proposed amendments enable the future establishment of "Open Option Parking Districts" that would remove minimum parking requirements within specified boundaries and replace them with a street management strategy proposed by the applicant. In an Open Option Parking District, developers, property owners, and businesses decide how much on-site parking to provide on their properties based on their site-specific characteristics and activities, and the public right-of-way gets managed separately to ensure on-street parking is managed in coordination with street operations and maintenance. Provided strategic parking management in the public right-of-way, any area within the Traditional Urban Neighborhood or Edge Urban Neighborhood Context Areas discussed on the previous pages could be eligible as an Open Option Parking District.

Two ways to approach on-street parking congestion:

A) Off-street parking minimums

Off-street parking minimums require a certain amount of space be dedicated on each property to storing vehicles in all situations. This places the cost of on-street parking congestion on property owners. Parking spaces are not typically shared among properties.



Off-street parking minimums focus regulations on private property

- Easy to implement in the permitting process
- Generally, no follow-up required after permitting
- Difficult to guarantee mandated parking space will be used as intended
- Apply to all private property regardless of need
- Require large amounts of land and increase the costs of development
- Costs spread across everyone, regardless of use
- Do not directly address on-street congestion

B) Street management

Using the **Open Option** approach, street management treats streets as a public asset that is managed in line with community priorities. This places the cost of on-street parking congestion on users. Property owners are still able to provide as much parking as they wish.



Street management focuses regulations on public property

- Effectively solves on-street congestion
- Costs borne by users
- Does not prohibit property owners from using their own land for vehicle storage
- Capacity may be limited by driveways serving vehicle storage on private property
- Requires active management and goal setting for community property
- Some people may be uncomfortable losing subsidized storage

3. Open Option (Cont'd): Capacity for On-Street Parking and Pedestrian Facilities to Replace Off-Street Parking

Public Street Management Needed for "Open Option Parking Districts":

Eliminating Title 21 off-street parking requirements outside of Downtown in more parts of the Bowl (policy option D "open option parking" on page 10 above) would require rethinking how Anchorage manages on-street parking, street design, and 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. On-street parking management is limited outside of 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 often 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; this can affect Fire/EMS response.
9. Snow removal resources are challenged to meet city's 72-hour targets.
10. More unmanaged 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.

The photo illustrates some elements of public street management needed for Open Option Parking Districts:

1. On-street Parking Management
2. Accommodation of Snow Storage
3. Pedestrian-friendly ROW Design



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



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

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

Current

- Pedestrian-supportive street frontage standards are scattered in different subsections of Title 21.
- Complicated standards for pedestrian-frontage requirements for mixed-used projects and multifamily residential development.
- One-size-fits-all pedestrian frontage standards apply the same to urban and suburban neighborhoods.



Proposed

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



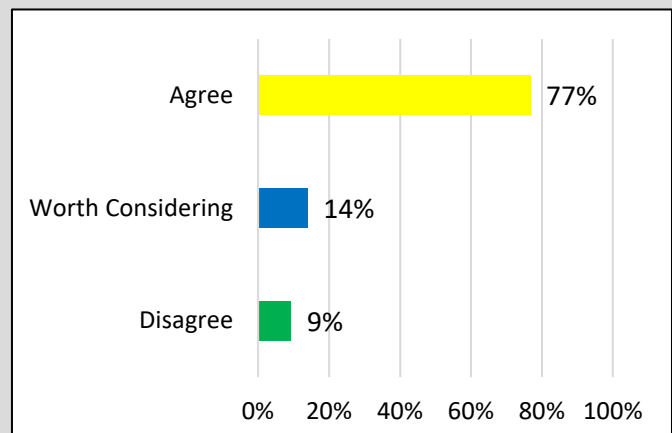
A pedestrian-supportive street frontage.

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:

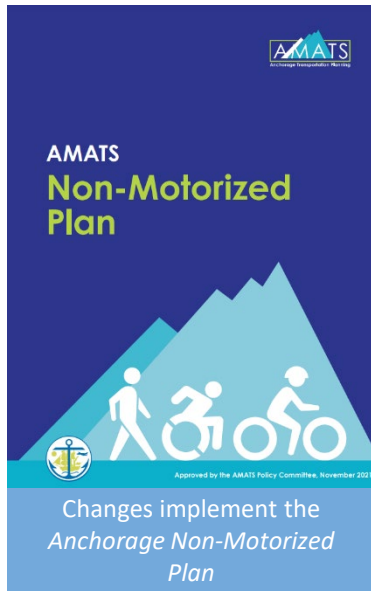
In areas where parking requirements are reduced, should there should be standards for improved accessibility for pedestrians, bicyclists, and other parking demand management strategies?
(results at right)



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

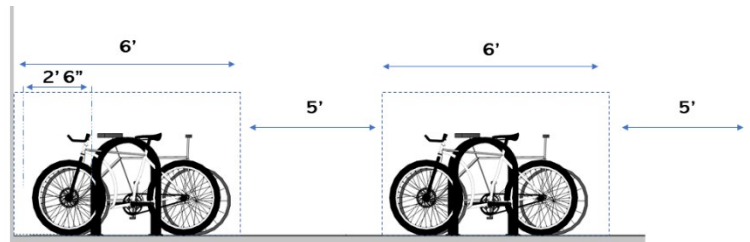
Current

- Inadequate bicycle parking requirements.
- Lack of secure longer-term (e.g., all-day) storage for commuters and residents.
- Bicycle parking design requirements in a different section of Title 21 than bicycle space number requirements.



Proposed

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



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



Secure and covered long-term bike storage for commuters.

5. Residential Site Access Driveways

Current

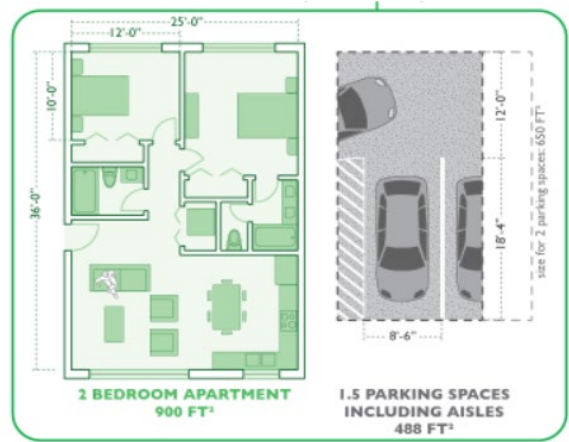
- Exemptions from on-site turnaround requirements and allowances for narrower driveway aisles for 3- and 4-plexes must be approved by Traffic Engineer.
- Driveway and access provisions unclear.
- Residential driveway and alley access standards in a separate part of Title 21.
- Residential alley access requirement applies areawide including in suburban contexts.



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

Proposed

- Consolidate, organize, and clarify the vehicle access and circulation driveway standards.
- Exempt 3- and 4-plexes from on-site turnaround requirements in certain situations, by-right.
- Allow single-lane driveways into multi-unit residential developments of 3 to 6 units.
- Require driveway curb cuts in urban neighborhood contexts to restore level sidewalks.
- Focus residential alley access requirements on urban neighborhood contexts only.

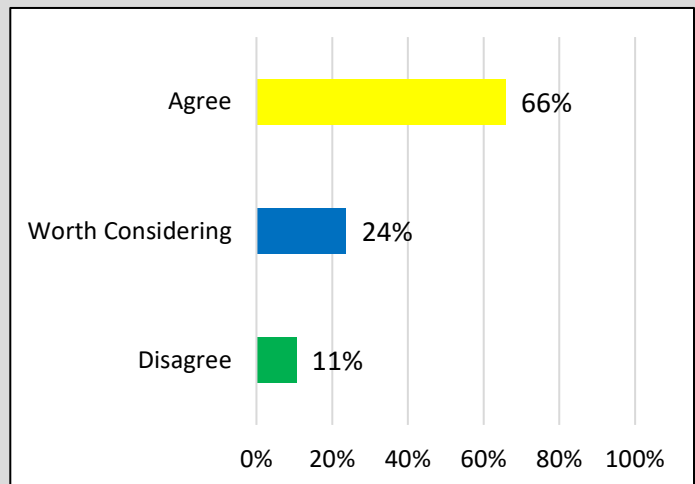


Public Feedback: What We Heard in Step 1 Pre-Consultations

A majority of questionnaire respondents supported tailoring driveway standards for infill housing projects to the urban neighborhood contexts.

Questionnaire:

Should driveway standards for infill housing projects be tailored for urban neighborhood contexts?
(results at right)



6. Dimensions of Parking Spaces and Circulation Aisles

Current

- Code standards and exceptions for minimum parking space width are distributed among several sections of Title 21, which makes it confusing to determine applicable parking space dimensions.
- Some compact parking dimensions in chapter 21.11 date from the 1970s and are redundant to the current Title 21 parking dimensions table.
- Lack of clarity on tandem parking and stacked parking exceptions.



In urban contexts, not all parking spaces need to be able to accommodate a large pickup truck.



Some parking space size requirements are unchanged from the 1970s.

Proposed

- Allow some parking spaces to be smaller parking spaces “by-right” for residential, office, and employment uses with lower parking turnover.
- Allow smaller parking spaces within Anchorage’s original urban neighborhood contexts built before modern parking requirements.
- Consolidate small/compact parking space dimensions and streamline approvals.
- Consolidate and clarify allowances for tandem parking and stacked parking spaces.
- Allow narrower on-site driveway aisles between rows of facing garage doors.



Parking space marked for compact cars in a parking garage amongst spaces of other sizes.

How to Access 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 (cont'd)

This page of code amendments establishes the third development context: Edge Urban/Transit-Supportive Neighborhood Context.

| Line (s) # | Comment on Change |
|------------|---|
| 5-25 | Establish the Edge Urban/Transit-Supportive Neighborhood Context Introduces the edge urban neighborhood and transit-supportive development contexts and their overall characteristics. The context is a descriptive and intent statement and is not a regulatory standard. |
| 11-20 | 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 as 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 routes (15- to 30-minute headways). These extend through and outward from edge urban neighborhoods. |

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

(Annotation Page)

"Clean Version":

CODE LANGUAGE to be added is underlined. Language to be deleted is ~~ALL CAPS IN BRACKETS~~.

1 CHAPTER 21.07. DEVELOPMENT AND DESIGN STANDARDS


2 *** **

3 **21.07.015. Neighborhood Development Contexts**

4 **C. Neighborhood Development Contexts Established**

5 **1. Edge Urban Neighborhood Contexts**

6 The edge urban neighborhood context includes areas generally identified in the Comprehensive Plan and the Plan Map, as traditional neighborhood design areas in Anchorage's early post-war era (1950s-1960s) neighborhoods, such as Seward, North Star, Midway, 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.



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The project website also has summaries of what we heard during workshops, open houses, and information sessions, results of the online survey questionnaire, copies of presentation slides, and a video recording of the public information session.

Other Project Documents

- [Public Information Sessions Presentation](#) - November 2021
- [Video Recording of Nov. 16 Lunchtime Public Information Session](#) - November 2021
- [Project Slide Presentation](#) - April 2021
- [Project Background and Objectives](#) - April 2021

What We Heard from You in Pre-Consultation Phase: Winter 2020 - Summer 2021

The forthcoming Community Discussion Draft (October 2021) merges recommendations from individuals and organizations collected during the pre-consultation phase of the project. Thank you for your comments! Please review Project Documents for information on materials presented during this phase of the project. As we compile summaries of public comments and questionnaire responses from this phase we are posting them here:

- [Your Responses to Summer 2021 Online Project Questionnaire](#)
- [What We Heard at March 31, 2021 Lunch and Learn Meeting](#)
- [What We Heard at April 7 and 15, 2021 Open Houses](#)
- [What We Heard at June 9, 2021 Design Workshop](#)



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