



Title 21 Parking and Site Access Amendments
Community Discussion Draft

Public Information Session

November 16, 2021

AGENDA

- 12:00 *Introductions and Format*
- 12:05 *Project Overview and How to Comment*
- 12:10 *Parking Reductions/Lower Parking Requirements*
- 12:35 *Site Access for Pedestrians and Bicyclists*
- 12:50 *Site Driveway Access and Parking Dimensions*
- 12:55 *Next Steps*
- 1:00 – 1:30 *Optional time for Continued Discussion*

How to Participate

- Please mute your microphone when not speaking.
- To ask questions or make a comment, use the “Meeting chat” bar.
- 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.

Outcomes

Meets Housing Needs:

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

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 if market demands it.
- Amends parking circulations standards for multi-family housing to prevent wide swaths of asphalt out of character with neighborhoods.



Increased Safety and Improved Quality of Multi-Modal Access:

- Improves site access for pedestrians, bicyclists, ride-share, and public 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.

Parking and Site Access Text Amendment

Why is this important?

A barrier to urban development is the cost of parking spaces that may not be necessary. 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.

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

Your feedback on the Community Discussion Draft will help the Municipality to prepare a Public Hearing Draft.



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.



Summary of Major Proposals

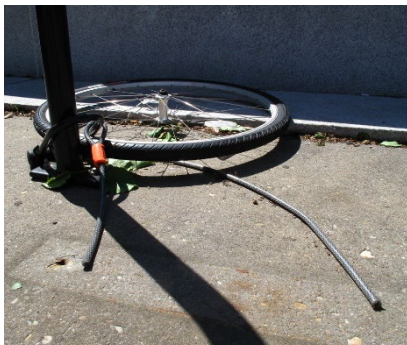
Issues



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



Good site access for pedestrians.



Tailors regulations for areas with an urban street grid.



Secure bike storage for residents and commuters.



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



Excerpt of Cross-reference to Main Proposals

Page iii. Annotated Zoning Code Amendments

Proposal	Code Reference	Page
IMPROVED SITE ACCESS FOR PEDESTRIANS, BICYCLISTS, RIDE-SHARE, AND PUBLIC TRANSIT:		
Clarify and consolidate design standards for sidewalks and on-site pedestrian walkways	21.07.060E., F	12-13
Consolidate standards for pedestrian-supportive frontages into one section from different parts of Title 21 (which are to be deleted)	21.07.060F. 21.04.020; .030; 21.07.060F.4 21.07.110C.; D.	14-16 1-3 35-36 65-74
Focus stronger frontage standards on developments with less required parking	21.07.060F.3	15
Relax and simplify the frontage standards that applied to other developments	21.07.060F.4.	16
Increase bicycle parking requirement in areas with lower parking requirements	21.07.090K.	62
Allow for use-specific variations and administrative exceptions from bike parking	21.07.090K.	62-63
Require some bike spaces to be in sheltered, secure spaces for longer-term parking	21.07.090K.	62; 64
Clarify and improve the bike parking design, dimensional, and locational standards	21.07.090K	63-64
Allow ride-hailing spaces and EV charging spaces to count toward required parking	21.07.090C.5.c	26
REFORMS TO RESIDENTIAL SITE ACCESS DRIVEWAY STANDARDS		
Consolidate, organize, and clarify the vehicle access and circulation driveway standards	21.07.090H.8-11. 21.07.110F.3-4.	50-56 75-77
Expand the ability of the Traffic Engineers to grant waivers and exceptions in Title 21	21.07.090H.8.b.	50
Exempt 3- and 4-plexes from on-site turnaround requirements in certain situations	21.07.090H.10.e.	53
Allow single-lane driveways into multi-unit residential developments of 3 to 6 units	21.07.090H.11.d.	55
Focus alley access requirement on urban neighborhood contexts and increase flexibility	21.07.090H.9.b. 21.07.110F.4.	51 77
Limit max. allowed driveway width in front yards in urban neighborhood contexts	21.07.090H.9.e.	52
Require driveway curb cuts in urban neighborhood contexts to restore a level sidewalk	21.07.090H.11.b.	54
SMALLER DIMENSIONS FOR PARKING SPACES AND CIRCULATION AISLES		
Allow some parking spaces to be smaller "by-right" for certain uses and urban contexts	21.07.090F.21 21.07.090H.12.	48; 57-58
Consolidate and clarify allowances for tandem parking and stacked parking spaces	21.07.090F.20 21.07.090H.12.	48; 59
Consolidate and update Downtown's small/compact parking space dimensions	21.07.090H.12; 21.11.070F.3	57-58 78-79
Allow narrower on-site driveway aisles between rows of facing garage doors	21.07.090H.10.c.	52



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:

Elizabeth Appleby, 907-343-7925, elizabeth.appleby@anchorageak.gov

Tom Davis, 907-343-7916, tom.davis@anchorageak.gov



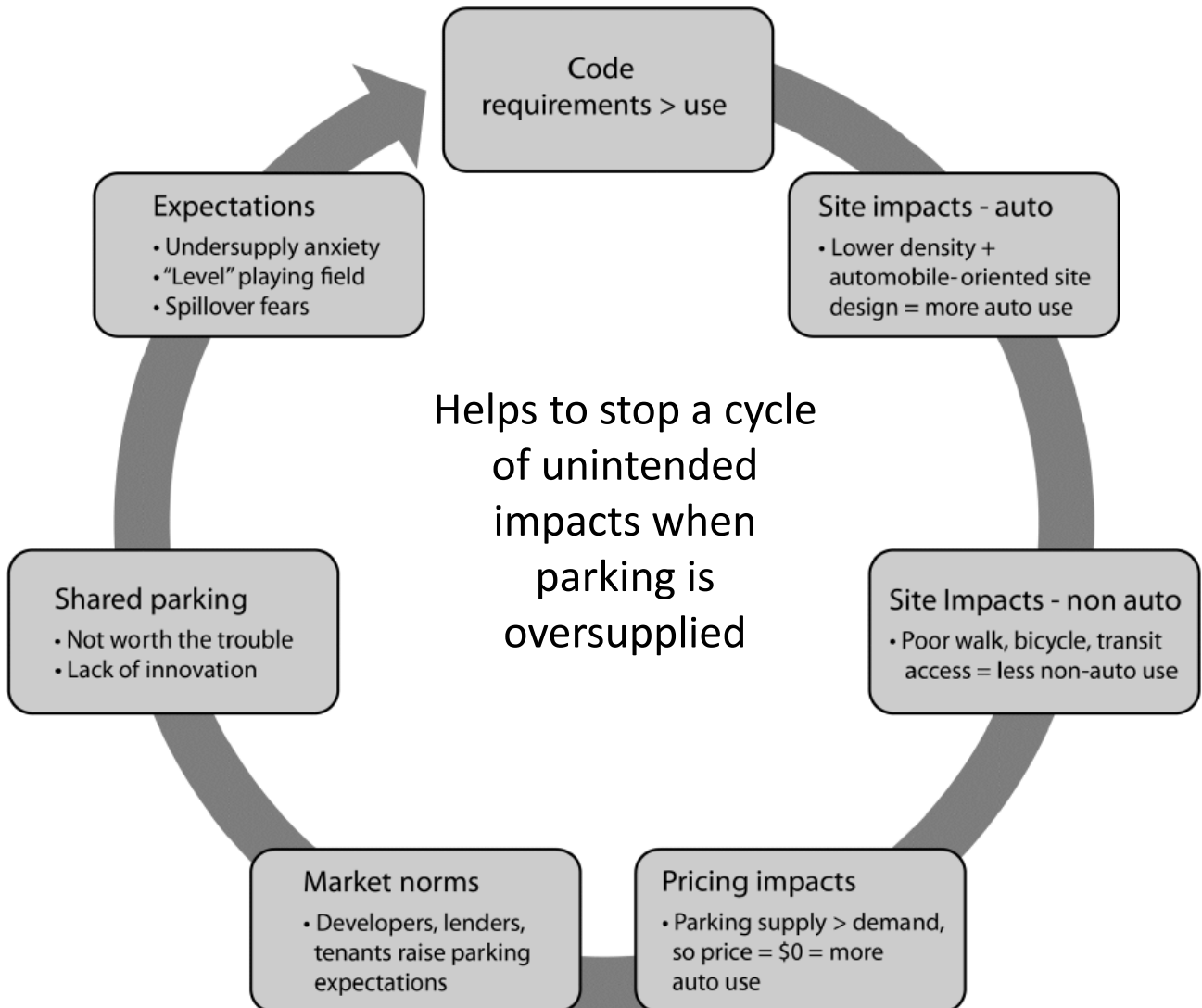
1. Streamlined Approvals for Administrative Parking Reductions

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).
- Set a maximum % combined reduction from multiple non-discretionary reductions.
- 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 site-specific parking reductions more easily and consistently.



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



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



Excerpt of Cross-reference to Main Proposals

Page 30. Parking Reductions Allowed

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

The table below shows part of the proposed consolidated table or allowed parking reductions. Several pages of text explaining the reduction were deleted and instead placed in this table for easier reference. Relocated text is still shown as added text where it appears in a new section of the amendments.

The table shows the type of reduction, its applicability (areas or uses for which it applies), any additional requirements in order to receive the reduction, and the reduction amount (typically a percentage reduction).

Table 21.07-9: Parking Reductions Allowed			
<u>Type of Reduction</u>	<u>Applicability</u>	<u>Additional Requirements</u>	<u>Reduction Amount</u>
A. Shared Vehicle Programs: Participation in one or more of the shared vehicle programs below may substitute for required parking spaces. Information about the shared vehicle programs shall be made available in a location visible to all residents or employees.			
1. <u>Carpool Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner sponsors a carpool program that is available to all employees and provides designated carpool parking spaces.</u>	<u>Each carpool space counts as two spaces toward meeting the minimum number of required parking spaces, up to a 2% reduction in the number of required parking spaces.</u>
2. <u>Rideshare Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner sponsors a rideshare program that is available to all employees and provides designated rideshare parking spaces that meet the accessible parking space dimensional standards of 21.07.090J.7.</u>	<u>Each rideshare space may count as six spaces toward meeting the minimum number of required parking spaces, up to a 5% reduction in the number of required parking spaces.</u>
3. <u>Car-Share Program</u>	<u>Residential uses located in the Neighborhood Development Contexts¹</u>	<u>The property owner sponsors memberships to an active car-share program for all households or group living residents on the site and provides designated car-share spaces.</u>	<u>Each carshare space may count as five spaces toward meeting the minimum number of required parking spaces, up to a 10% reduction in the number of required parking spaces.</u>
4. <u>Transit Pass Benefits</u>	<u>Any use located in the Neighborhood Development Contexts¹</u>	<u>The property owner sponsors public transit passes cost-free to all employees or residents.</u>	<u>10% reduction in the number of required parking spaces.</u>
***	***	***	



Excerpt of Annotation for Page 30

Annotated Zoning Code Amendments

Below is an example of information included in the annotation of page 30 (excerpt shown on previous slide) for the zoning code amendments. The annotation explains how text was relocated into a table and provides rationale for this amendment to Title 21.

ANNOTATION FOR PAGE 30

Section 21.07.090F. Parking Reductions and Alternatives

Subsection 21.07.090F. provides for administrative reductions and alternatives to the minimum number of required parking spaces in Section 21.07.090E. These percentage reductions are available to development projects with characteristics that are known to result in lower parking demand.

The changes on page 30 and the pages that follow it reform 21.07.090F. to streamline approvals by allowing non-discretionary approvals of parking reductions (up to a certain percentage reduction), add more parking demand management strategies as menu options, and clarify and simplify the regulations for ease of use. Non-discretionary reductions reduce costs and uncertainty, especially for applicants who may be considering asking for parking reductions in return for development characteristics known to reduce parking demand.

<i>Line (s) #</i>	<i>Comment on Change</i>
4-19	<p>Add new subsection 21.07.090F.1.: Parking Reductions Allowed. The introduction to the parking reductions is amended to clarify Section 21.07.090 and its approval procedures and criteria.</p> <p>Subsections b., c., and d. provide references to existing requirements for administrative parking reductions. Subsection e. references the set of revised and clarified requirements for parking reductions that are subject to discretionary approval by the Traffic Engineer and Planning Director.</p>
Table 21.07-1	<p>Establish Parking Reductions in Table. New table 21.07-9 consolidates and reformats all of the Title 21 parking reductions and their supplementary standards in one place for ease of reference. The table re-organizes the parking reductions into categories A through F. Developers can choose from these reductions or choose not to use them at all and provide all required parking or more.</p> <p>Most reductions in the table are proposed to receive non-discretionary approvals, up to a percentage reduction, as set forth in the right-hand column of the table.</p>
Table section A. Shared Vehicle Programs	<p>Relocate the “Rideshare Programs” parking reduction, including carpool and rideshare programs, from 21.07.090F.9. (p. 38 lines 15-36) into Table 21.07-9. Streamline the approval criteria from F.9. and no longer require land-banking. Require information regarding the shared vehicle program to be made available to residents and employees.</p> <p>Relocate the “Transit Pass Benefits” parking reduction from 21.07.090F.10. (page 38). Apply only in designated Neighborhood Development Contexts including Transit-Supportive Development Corridors. Streamline its approval criteria.</p> <p>Add Car-Share Programs as a new Parking Reduction, to be available in the Urban Neighborhood Development Contexts.</p> <p>For all shared vehicle programs: Allow non-discretionary approvals up to a certain percentage reduction.</p>



3 . Area-Specific, Lower Parking Requirements: Current and Proposed

Current

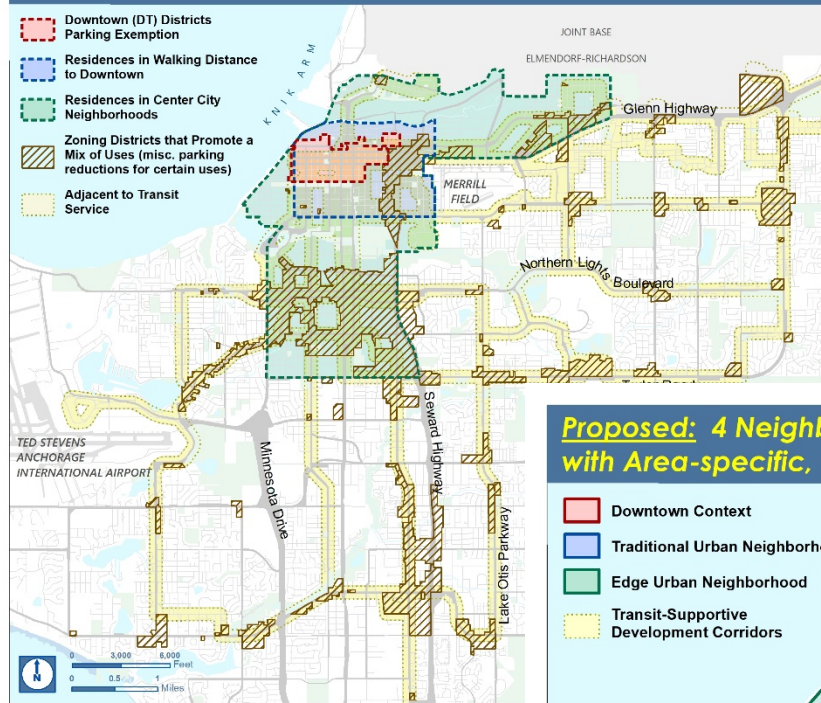
Five area-specific administrative parking reductions (map below left):

- 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.

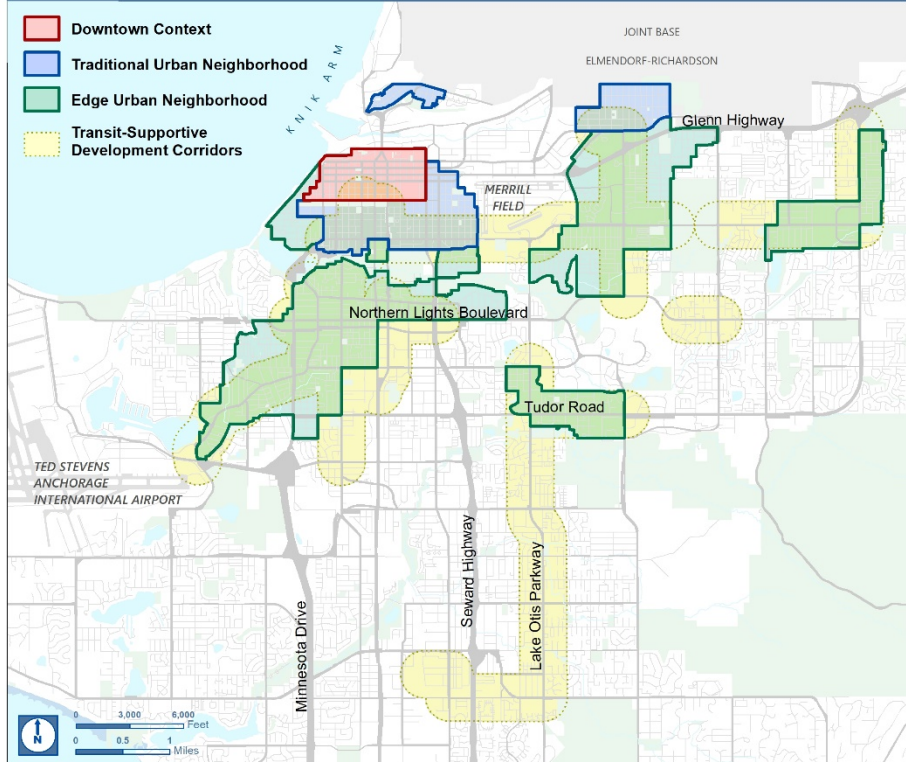
Proposed

- 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.

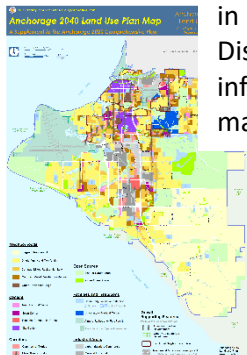
Current: 5 Area-specific Administrative Parking Reductions



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"



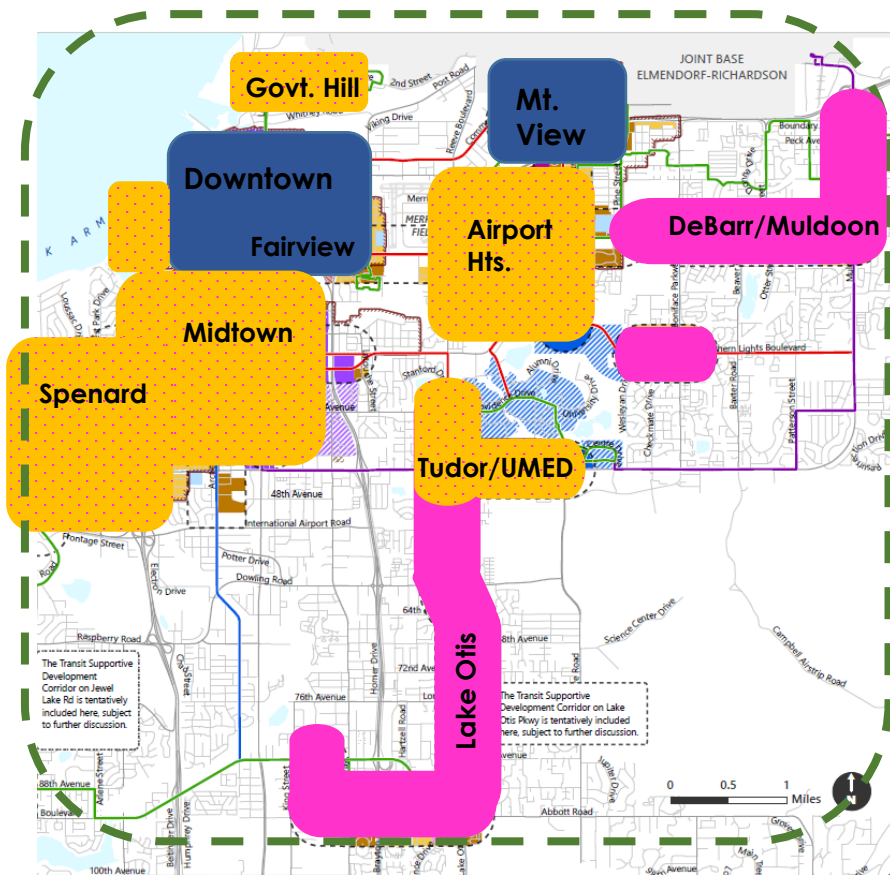
Traditional Urban
Edge Urban
Transit-supportive

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.

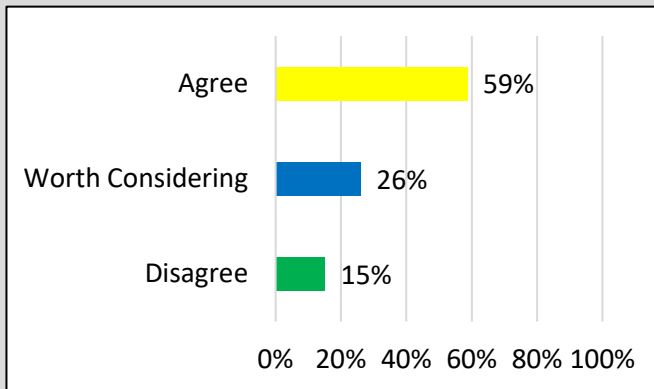


Public Feedback: What We Heard in Step 1 Pre-Consultations

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>

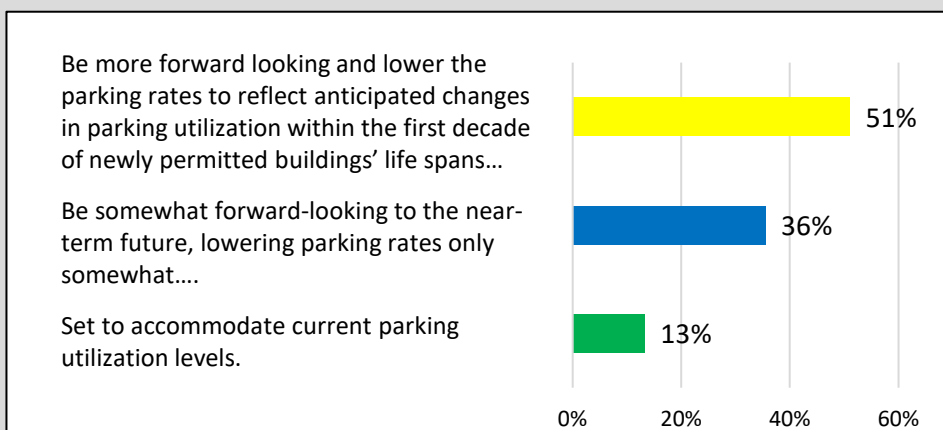
The Community Discussion Draft area-specific parking requirements for urban neighborhood contexts reflect a blend of Options B and C.

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.

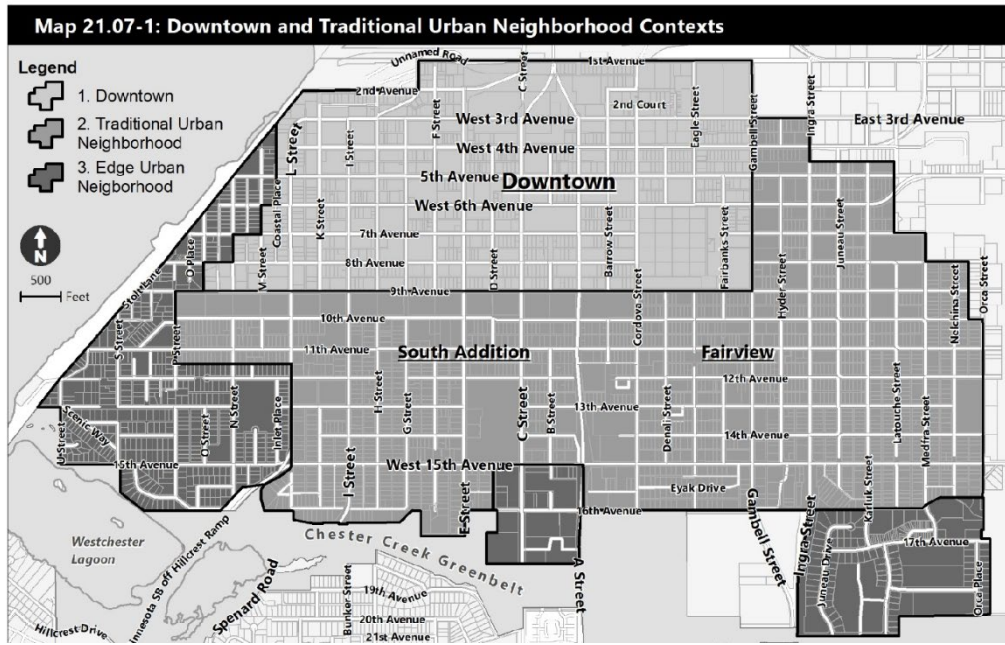
Questionnaire:

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.



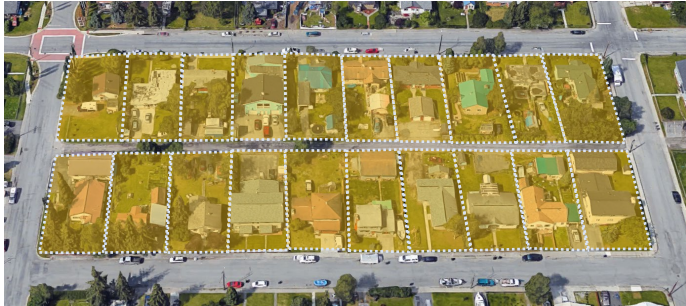
3. Area-Specific, Lower Parking Requirements (Cont'd): Open Option Parking Areas

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.

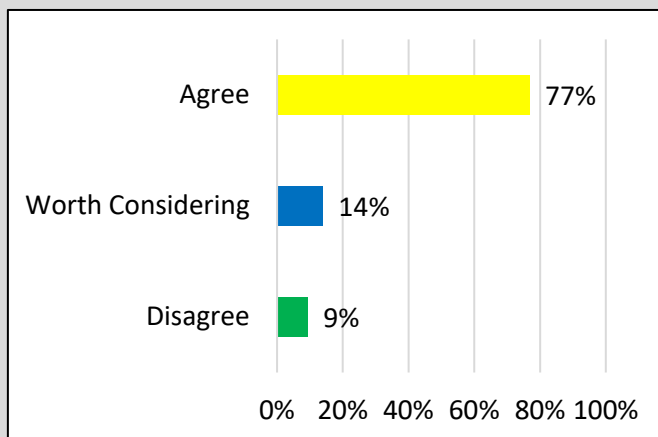


Public Feedback: What We Heard in Step 1 Pre-Consultations

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

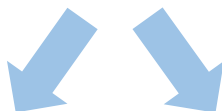
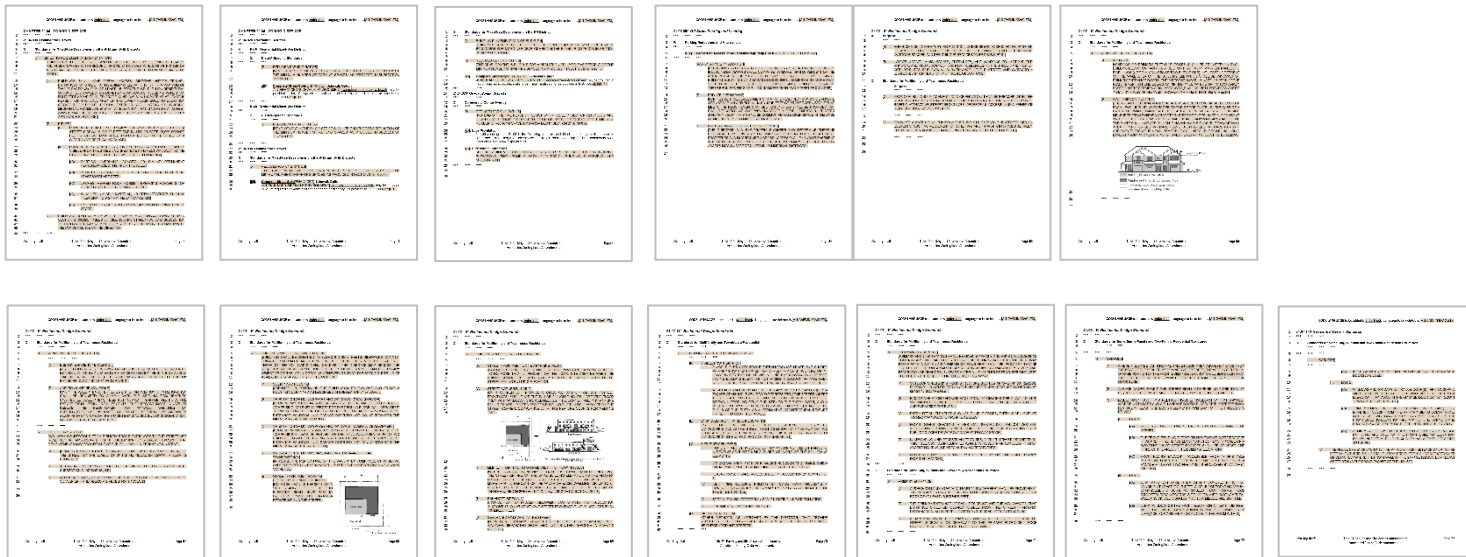
Questionnaire:

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)



Excerpts from Pedestrian Development Standards: Pages 2-4, 15-16, 36, 65-74. Annotated Code Amendments

Pages of pedestrian accessibility and orientation regulations from different parts of Title 21 being consolidated into a 1-page pedestrian frontage standard table (below).



Pedestrian Frontage Standard in Urban Neighborhood Contexts

Pedestrian Frontage Standard in Suburban Contexts

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 21.07.060 Transportation and Connectivity
4 *** **
5 **F. Pedestrian Frontage Standards**
6
7 **3. Standard for Urban Neighborhood Contexts and Parking Reductions**
The standards of table 21.07.2 apply to the primary frontage and at least one secondary frontage.

8

Building and Parking Placement *	Primary Frontage	Secondary Frontage
A. Maximum lot setback (ground-floor only) ¹	30 feet in Traditional Urban and 60 feet in other areas	90 feet
B. Minimum percentage of the length of street-facing building elevation required to be windows or primary entrances ^{2,3}	50%	30%
C. Residential garage entrances as a percentage of ground-floor street-facing building elevation (with maximum allowed)	50% in Traditional Urban and 67% in other areas	67%
D. Maximum distance a garage may project out in front of the rest of the street-facing residential building elevation	A distance equal to no more than the width of the 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 ^{2,3}	20% in Traditional Urban and 25% in other areas	15%
F. Minimum percentage of residential and urban-floor street-facing elevation wall areas required to be windows or primary entrances ⁴	15% in Traditional Urban and 10% in other areas	10%
G. At least one primary entrance located within max. setback in A.	Required	Not Required
H. Front exterior entrances for residential dwellings meet 21.07.060.15, Covered, Double Residential Entrances	Required	Required
I. Minimum number of residential entrances from 21.07.060.15 in addition to those required by this table 21.07.2	2 pedestrian entrances required per multifamily, mixed-use, townhouse, or group housing development	

¹ Generally applicable standards and exceptions for maximum setbacks are provided in 21.05.020.C.
² Non-residential ground-floor windows used to meet these percentages shall be visual access windows (21.15.040) and have a minimum height of no more than four feet above finished grade. Ground-floor wall area is defined in 21.10.040.
³ Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020.P.

Working draft Title 21 Parking and Site Access Amendments: Annotated Zoning Code Amendments Page 15

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 21.07.060 Transportation and Connectivity
4 *** **
5 **F. Pedestrian Frontage Standards**
6
7 **3. Standard for Other Areas and Developments in the Municipality**
The standards of table 21.07.3 apply to the primary frontage and at least one secondary frontage.
8
9 (Placeholder for illustration)
10

Building and Entrance Placement	Primary Frontage	Secondary Frontage
A. Residential garage entrance as a percentage of ground-floor street-facing building elevation with maximum allowed	67%	75%
B. Maximum distance a garage may project out in front of the rest of the street-facing residential building elevation	A distance equal to no more than the width of the garage portion of the street-facing building elevation	
Building Orientation and Access	Primary Frontage	Secondary Frontage
C. Minimum percentage of residential street-facing building elevation wall area required to be windows or primary entrances	Windows required, with minimum percentage	Required
D. Front primary entrances to residential dwellings meet 21.07.060.15, Covered, Double Residential Entrances	Required	Required
E. Minimum number of residential entrances from 21.07.060.15 in addition to those required by this table 21.07.2	1 pedestrian entrance required per multifamily, mixed-use, townhouse, or group housing development	

¹ Rules of measurement for calculating window area as a percentage of building wall area are included in 21.15.020.P.

Working draft Title 21 Parking and Site Access Amendments: Annotated Zoning Code Amendments Page 16



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.

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.



AMATS
Anchorage Metropolitan Area Transportation Solutions

AMATS
Non-Motorized Plan
DRAFT

March 2010 • AO2010-08

Anchorage Bicycle Plan
Bicycles as a Mode of Transportation
An element of the MOA Nonmotorized Transportation Plan

ANCHORAGE BIKE PLAN

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

Anchorage Metropolitan Area Transportation Solutions
Traffic Department - Municipality of Anchorage



Secure long-term bike storage with vertical spaces.



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

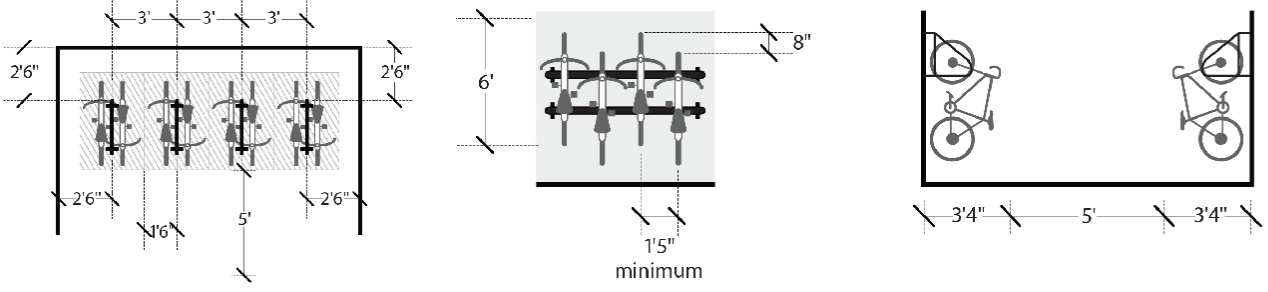


Secure and covered long-term bike storage for commuters.

TABLE 21.07-15: Bicycle Parking Spaces Required			
<u>Use Category/Type</u>	<u>Minimum Number of Bicycle Spaces</u>		<u>Minimum Percentage for Long-Term Spaces</u>
	<u>Area-specific Contexts Listed in Table 21.07-7</u>	<u>All Other Areas</u>	
<u>Multifamily and mixed-use dwellings</u>	<u>1 space per two dwellings</u>	<u>1 space per 10 dwellings</u>	<u>90 percent</u>
<u>Group living uses, Roominghouses, Homeless and transient shelters,</u>	<u>1 space per 5 beds</u>	<u>1 space per 5 beds</u>	<u>90 percent</u>
<u>Government administration & civic facility, Offices, Hospitals/Healthcare facilities,</u>	<u>1 space per 5,000 sf gfa</u>	<u>1 space per 10,000 sf gfa</u>	<u>75 percent</u>
<u>Cultural Facilities, Entertainment & Recreation Facilities</u>	<u>1 space per 10,000 sf gfa</u>	<u>1 space per 20,000 sf gfa</u>	<u>10 percent</u>
<u>Schools, Colleges,</u>	<u>4 spaces per classroom</u>	<u>2 space per classroom</u>	<u>25 percent</u>
<u>Restaurants, Bars</u>	<u>1 space per 3,000 sf gfa</u>	<u>1 space per 10,000 sf gfa</u>	<u>10 percent</u>

- c.** A required bicycle parking space shall be a minimum of six feet long and two feet wide, with the following exceptions:
 - i.** Bicycle parking spaces placed side-by-side shall be a minimum of one foot six inches wide, as shown in figure 21.07-15.
 - ii.** Vertical bicycle parking spaces shall be a minimum of three feet six inches long and six feet tall with a vertical stagger of eight inches between side-by-side spaces as shown in figure 21.07-15.
 - iii.** Triangle bike locker layouts are exempt from the two-foot minimum width however shall have a minimum length of six feet six inches and access doors at least two feet six inches wide.

Figure 21.07-#: Alternative Dimensions for Side-by-Side and Wall-Mounted Bicycle Spaces



5. Residential Site Access Driveways

Current

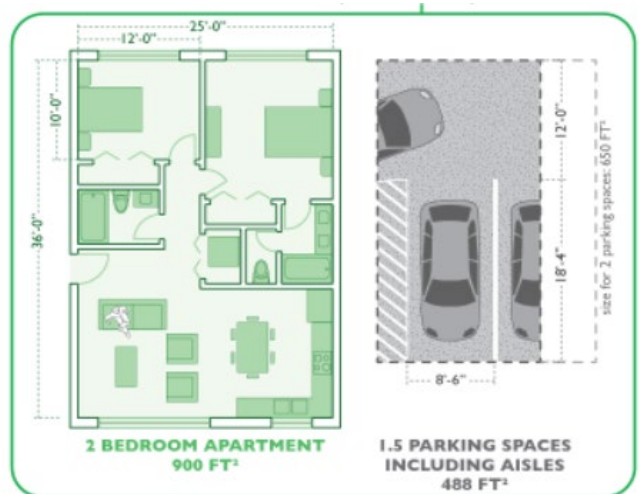
- Exemptions from on-site turnaround requirements and allowances for narrower driveway aisles for 3- and 4-plexes must be approved by Traffic Engineer.
- Driveway and access provisions unclear in Title 21.
- Residential driveway and alley access standards in a separate part of Title 21.



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.
- 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.

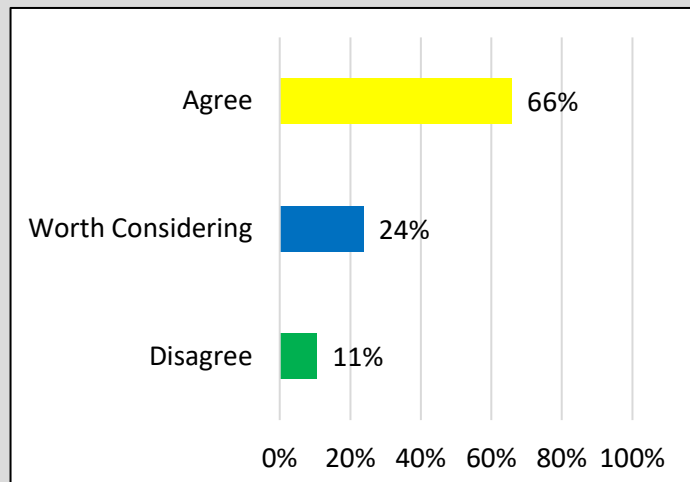


Public Feedback: What We Heard in Step 1 Pre-Consultations

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.
- The Downtown parking dimensions in chapter 21.11 date from the 1970s and need adjustment for compatibility with current code and modern vehicle dimensions..
- Lack of clarity on tandem parking and stacked parking exceptions.



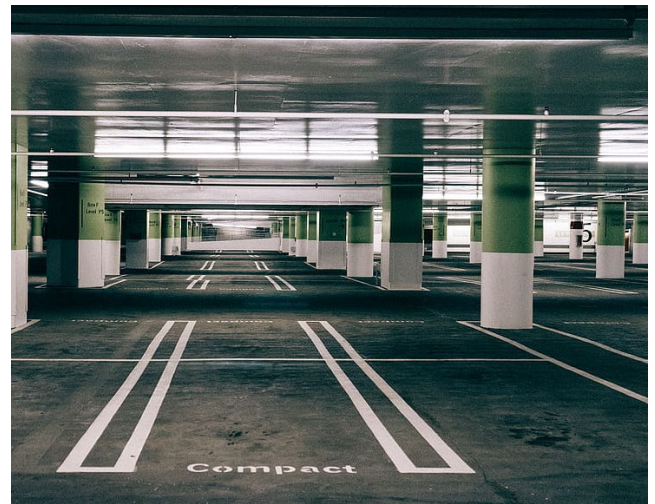
In urban contexts, not all parking spaces need to be able to accommodate a large pickup truck.



Downtown Central Business District parking space size requirements are unchanged from the 1970s.

Proposed

- Allow some parking spaces to be smaller parking spaces and “by-right” for residential, offices, and employment uses within urban contexts.
- Consolidate and update Downtown’s small/compact parking space dimensions.
- 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.

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:

Elizabeth Appleby, 907-343-7925, elizabeth.appleby@anchorageak.gov

Tom Davis, 907-343-7916, tom.davis@anchorageak.gov

