

Background Information

**Planning and Zoning Commission Work Session Slides
March 14 and April 11, 2022**

***Title 21 Text Amendment to Off-Street Parking and Site
Access Regulations***

Public Hearing Draft

PZC Case No. 2022-0026

***Anchorage 2040 Land Use Plan
Implementation Actions 4-3 and 4-6***

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**Case No. 2022-0026 Public Hearing Draft
Title 21 Text Amendment to Parking and
Site Access Regulations**

**Planning and Zoning Commission
Work Session #1**

March 14, 2022

Work Session Objectives:

- Introduce project, public process, main proposals, and development examples.
- Show where and how to begin reading the Public Hearing Draft information and materials.
- Respond to initial Commissioner questions, comments, and information requests.

Schedule

- Planning and Zoning Commission Work Session #2 (5:30 pm): **April 11, 2022**
- Planning and Zoning Commission Public Hearing (6:30 pm): **April 11, 2022**
- Staff Report and Packet to be submitted to Commission by around April 1.

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) Corridors 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

5, 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 the larger high-rise area of the Downtown, neighborhood, and its adjacent, South Hill, Midtown, Russian Jack, 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.




6, 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 extend at a compact, walkable 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 limits of the street right-of-way corridors 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”:

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 Spennet, North Star, Midtown, Russian Jack 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 limits of the street right-of-way corridors 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.

Public Engagement

Stakeholder Consultations

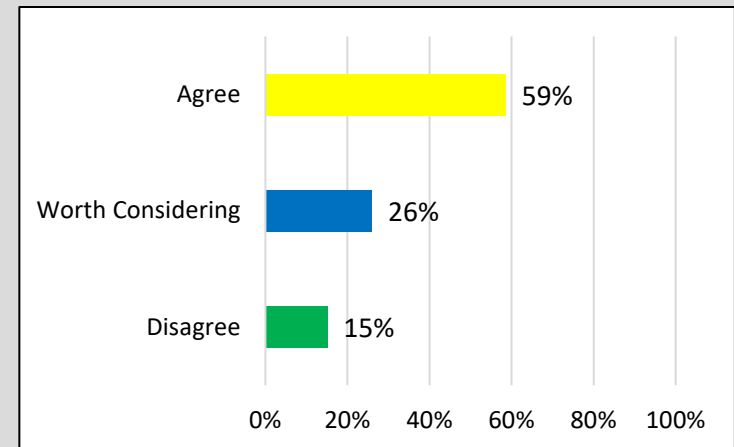
| | |
|---|---|
| Experts and General Public | <ul style="list-style-type: none"> Anchorage Chamber of Commerce Anchorage Community Land Trust Anchorage Homebuilders Association Bike Anchorage Federation of Community Councils Individual Community Councils Property owners, residents, developers, and engineering 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.

Assessment of Current Title 21 Parking and Site Access Regulations

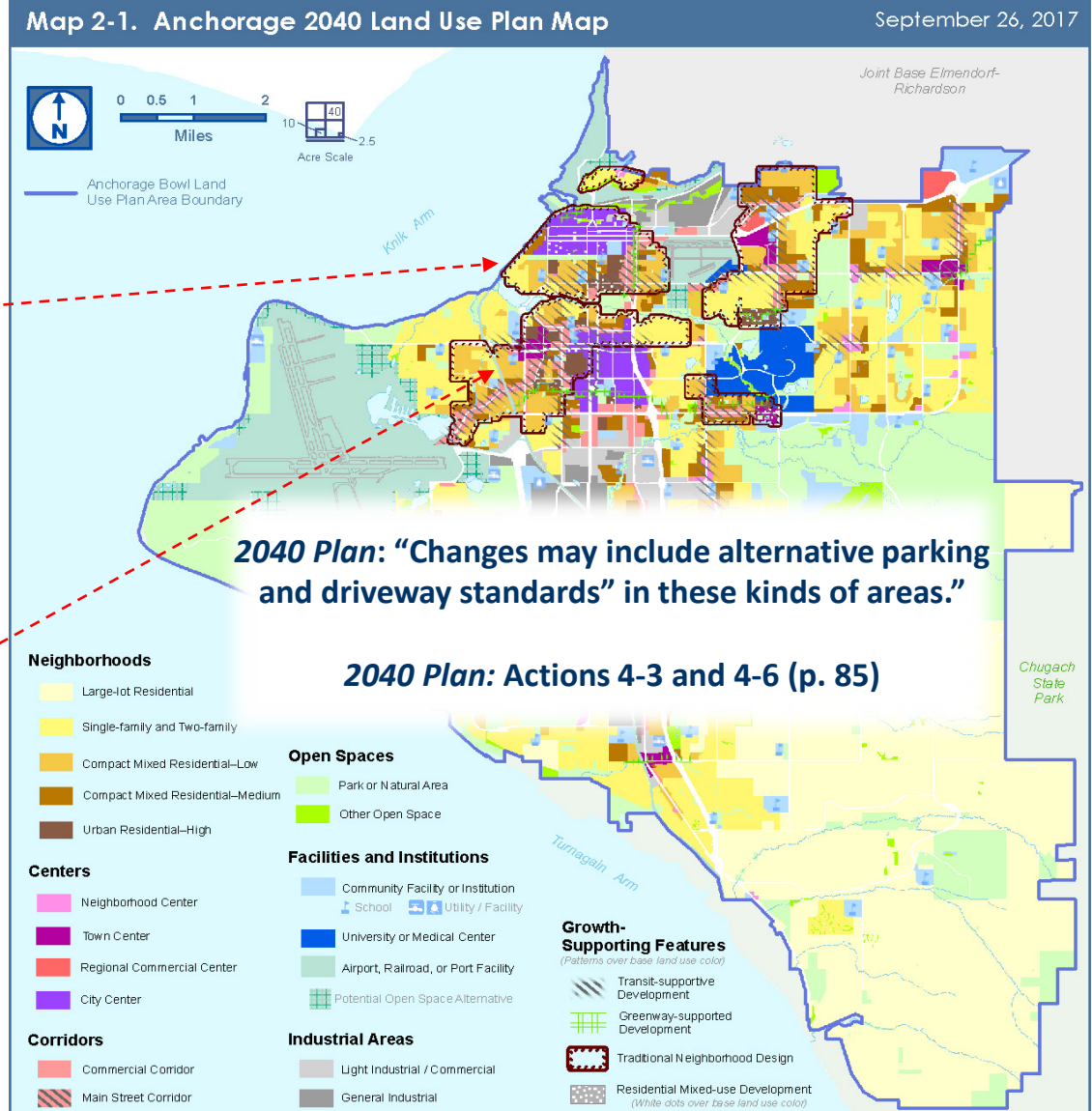
Assessment of Parking Regulations: Urban & Transit-Oriented Neighborhoods

Anchorage 2040 Land Use Plan

- Traditional Urban Neighborhoods



- Transit-Supportive Development Corridors

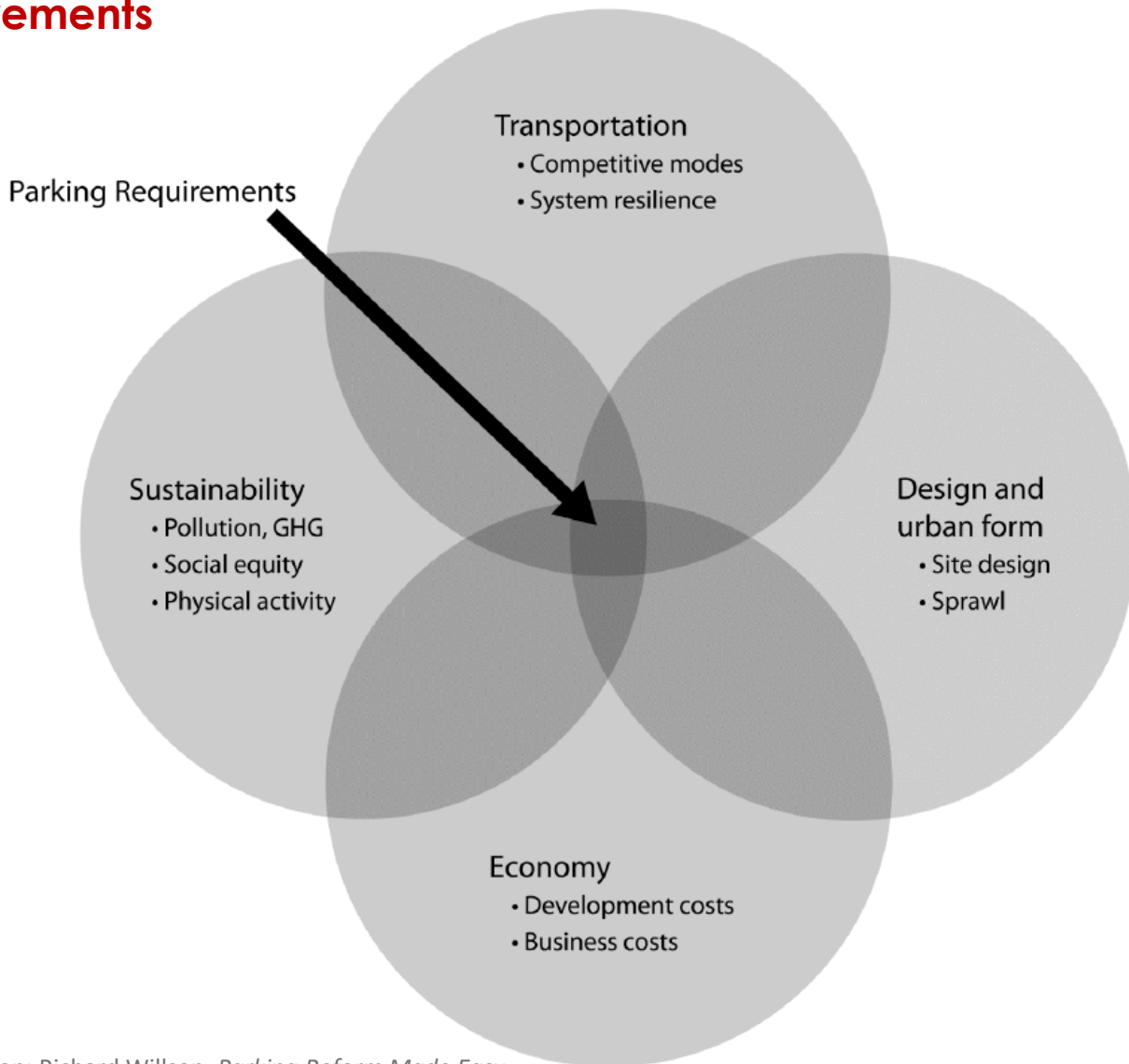
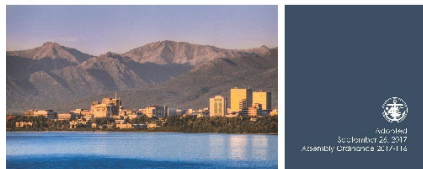
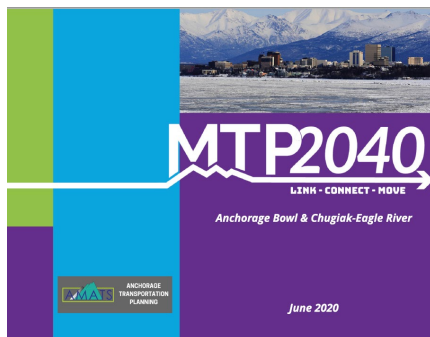


Assessment of Parking Regulations

Parking IS Policy

Minimum Parking Requirements

- At Intersection of Many Policies
- Connects to Broader Issues
- A Policy Choice





Parking Code Does Not Align with City Plans

Circle of Vice*:

- Require Excessive Parking
- Induce More Driving
- Thwart Other Goals



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

Assessment of Parking Regulations: Impact on Multi-Unit Housing



Costs of Excessive Parking and Driveway Requirements

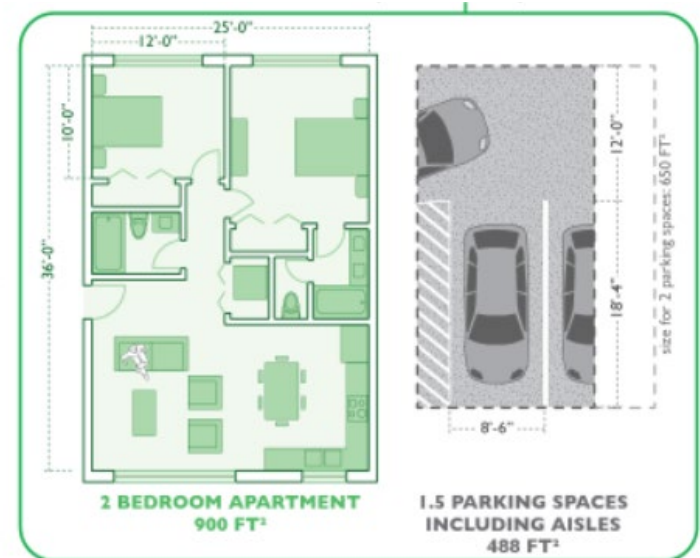
1. Biggest, most costly Title 21 requirement for 🏠.
2. Each parking space costs \$10,000-\$60,000.
3. Each parking space occupies 350-450 sq. ft.
4. Driveways must be 2X wider than needed for many infill projects.
5. 3+ units must have vehicle turn-around on-site.



Driveways and Parking Cover Most of a Townhouse Site

10%-30% of multi-unit development costs (on-site).

HOUSING COST AND SIZE ↑
HOUSING SUPPLY ↓
RENTS ↑ FOR ALL TO PAY FOR PARKING



Two-Bedroom Apartment Living Space Versus its Parking Space
(Credit: Seth Goodman, graphingparking.com)

Assessment of Parking Regulations

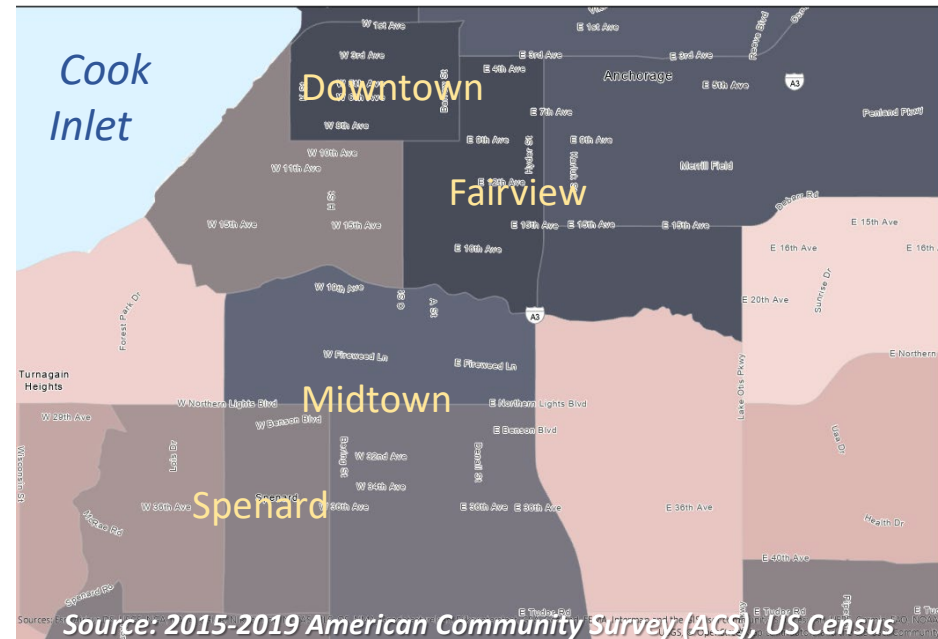
Where is Parking Utilization Lower?



Data-driven, Place-based Parking Requirements

- a. Household Vehicle Ownership.
- b. Local Parking Utilization Studies.
- c. Research: Strategies that Reduce Parking Demand, e.g., Parking Management, Public Transit, and Walkable Neighborhoods, etc.
- d. Emerging Transportation Trends

% of Households Owning Zero Vehicles, by US Census Tract



Parking Utilization Study, 2:45 a.m.

Multifamily Parking Utilization in Urban Contexts:
10% to 35% lower than min. parking requirement



Existing Title 21 Administrative Parking Reductions

Discretionary Approval Process Discourages Parking Reductions

1. Minimum parking requirement exceeds parking demand for many types of development and parts of town.
2. Requests for parking reductions must undergo discretionary review and potentially a parking study.
3. Only 22 reductions requested (and 21 approved) annually, on average, 2016-2020.

Most Common Parking Reduction Agreements, 2000-2021

| Number | Type of Parking Agreement |
|--------|---|
| 150 | Off-Site Parking |
| 43 | Shared Parking (4 included mixed-use housing) |
| 42 | Other (unclassified, prior to current Title 21) |
| 9 | Bicycle Parking |
| 9 | Adjacent to Public Transit Route |
| 5 | Land Banking |
| 4 | Smaller Parking Spaces |
| 2 | Walking Distance to Downtown (north of 15 th) |
| 2 | Senior Housing |
| 2 | Affordable Housing |
| 2 | Housing in Central City (in Midtown area) |
| 2 | On-Street Parking (typ. in urban neighborhoods) |
| 1 | Stacked and Tandem Parking |
| 1 | Community Parking Facility |
| 0 | Zoning Districts that Promote Mix of Uses |

(15 area-specific reductions (shaded yellow))



Northwood Drive Apartments in Sand Lake had same minimum parking requirements as the project below.



3600 Spenard was eligible for parking reductions. Like many eligible projects, it did not request any.

Assessment of Parking Regulations: Amendment Project Scope



What this Project Does:

- ✓ DOES: Carries out specific, limited actions called for in the city's comprehensive plan:
 - ✓ Moves toward right-sizing minimum parking and driveway requirements in targeted areas of town.
 - ✓ Streamlines approval of parking reductions for projects that take steps to reduce parking utilization.
 - ✓ Shifts Title 21 toward encouraging alternative site access: walking, bicycle, ride-share, and transit.
- ✓ DOES: Focuses on code fixes Anchorage can do immediately, at low cost, that can result in win-wins.

What this Project Does NOT Do:

- Does **NOT** reduce minimum parking requirements in suburban Anchorage Bowl or in Chugiak-Eagle River.
- Does **NOT** attempt a comprehensive overhaul of minimum parking requirements, by use type.
- Does **NOT** create a lot of on-street spillover parking that would require changes to public street infrastructure investment plans, street maintenance operations, or on-street parking enforcement.

Project Summary: 6 Main Proposals

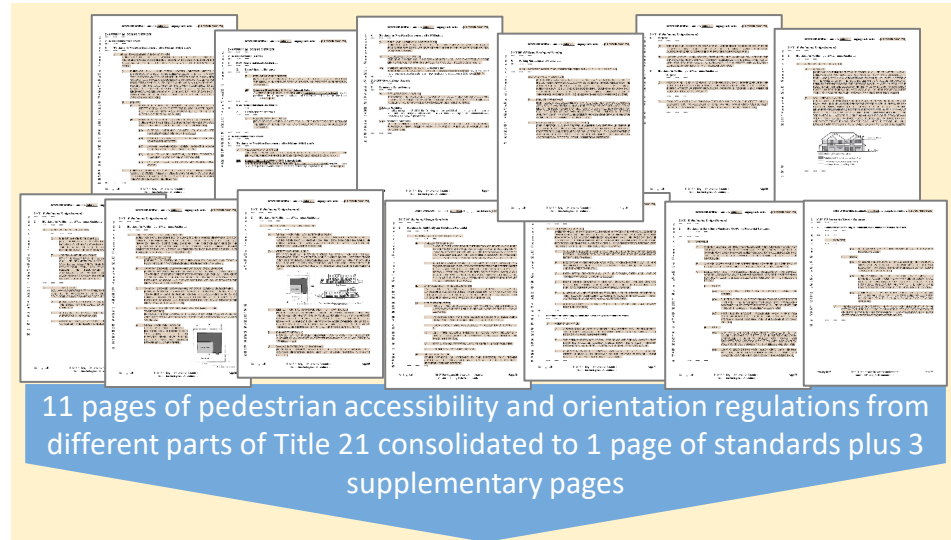
(Presentation of Pages 5 – 16 from *Public Hearing Draft Attachment 1*)

Summary of Proposed Amendments (2 Supplementary Slides)

7. Consolidated, Simpler Regulations

Proposed Code Amendments

- Consolidate existing Title 21 standards for pedestrian-supportive street frontages into one section from different parts of Title 21.
- Consolidate and clarify access driveway standards for residential uses.
- Collapse paragraphs of regulations into easier-to-use tables and illustrations.
- Simplify and relax the pedestrian frontage standards that apply to other developments.
- Clarify and consolidate design standards for sidewalks and on-site pedestrian walkways.



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 | | | |
|---|---|--------------------|--|
| Building and Parking Placement ¹ | Primary Frontage | Secondary Frontage | |
| A. Maximum front setback (ground-floor only) ² | 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 ³ | 50% | 20% | |
| C. Residential garage entrance as a percentage of ground-floor street-facing building elevation (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 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 ³ | 50% in Traditional Urban, and 10% in other areas | 10% | |
| F. Minimum percentage of residential and upper-floor non-residential street-facing elevation required to be windows or primary entrances ³ | 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 developments must be 42.0000 ft. Or more, Under Residential Entrance | Required | | |
| I. Minimum number of pedestrian amenities from 21.07.0600, in addition to 21.07.0600.15 | 2 pedestrian amenities required per multifamily, mixed-use, townhouse, or group housing development | | |

¹ Generally applicable standards and exceptions for maximum setbacks are provided in 21.04.0300.5.
² Non-residential ground-floor windows used to meet these percentages shall be visual access windows (21.15.040) and have a sill height of no more than five feet above finished grade. Ground-floor wall area is defined in 21.15.040.
³ Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.0300.
⁴ Development in the R-44 zoning district is exempt from the maximum setback-related standards A, B, and G.

9 Pedestrian Frontage Standard in Urban Neighborhood Contexts

11 Applicability/Exemptions

12 Measurement Rules

Changes in the Public Hearing Draft

△▲ Changes in Bicycle Requirements △▲

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

Created new exceptions from the 6' x 2' bike 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.

△▲ Changes in Parking and Driveways △▲

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

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

Further simplified parking dimensions table.

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

Expanded applicability of administrative adjustments (relief).

△▲ Changes in Open Option Parking District △▲

Focused applicability on the proposed urban Neighborhood Development Context Areas.

Simplified the proposed Assembly public 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. O. O. depends on enhanced management of on-street parking and street maintenance in public ROWs.

Removed all off-street parking requirements for developments in approved O.O. Parking Districts. Allow developers and owners to determine how much off-street parking to provide.

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

△▲ Changes in Parking Reductions △▲

Increased the parking reduction award for bike parking.

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

Simplified calculation of multiple reductions.

Case No. 2022-0026 Public Hearing Draft
Title 21 Text Amendment to Parking and
Site Access Regulations

Planning and Zoning Commission Work Session #2

April 11, 2022

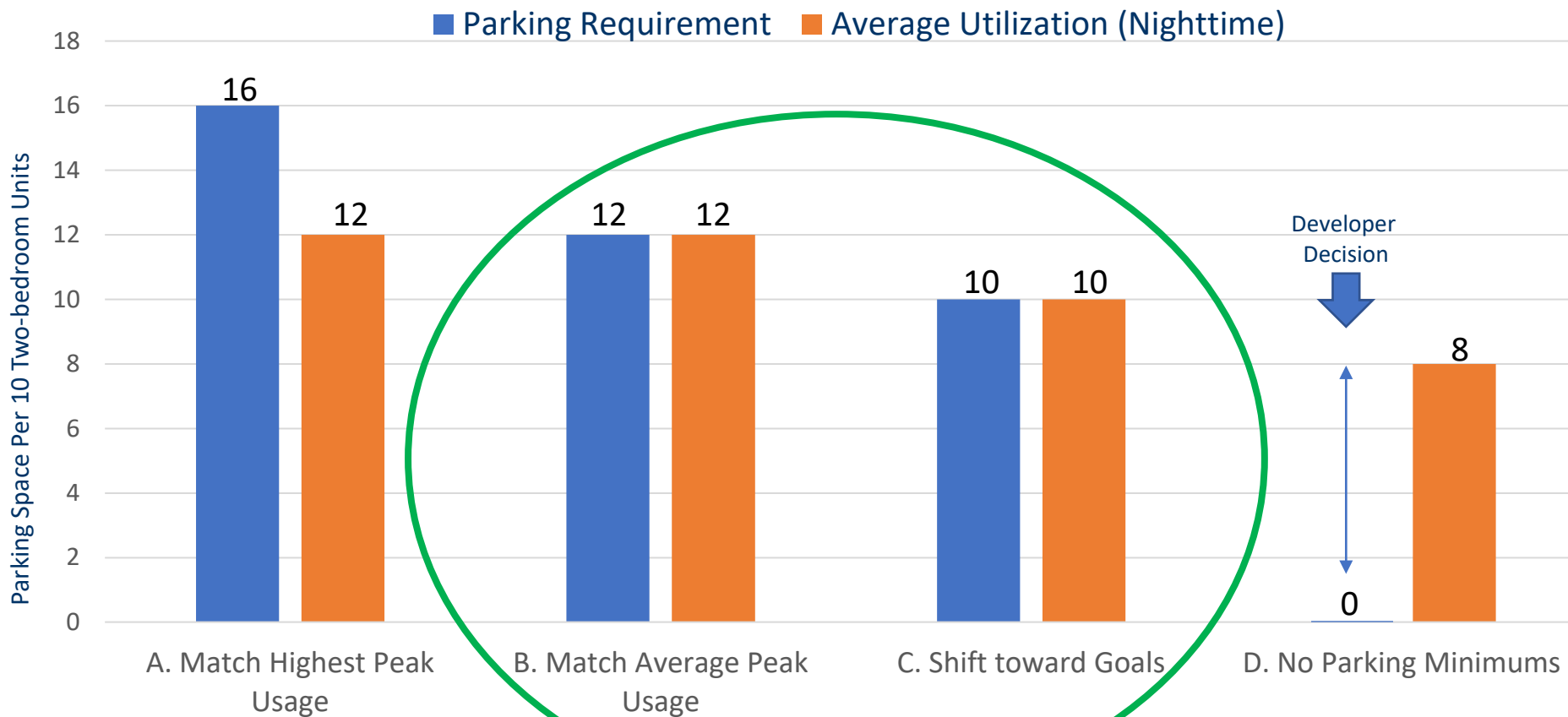
Work Session #2 Objectives:

- (2 min) Review public process (Attachment 6.2)
- (4 min) Highlight development examples (ref. slides 19-29)
- (4 min) Highlight staff recommendation for *Parking Benefit Districts* (ref. slides 30-38)
- (45 min) Commissioner questions and comments

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

Public Preference for Area-specific Parking Requirements: as applied to a 10-Unit Multifamily Development

Parking Spaces for 10 Multifamily Dwellings, under 4 Alternative Policy Options



Most Public Participants Preferred Policy Options B and C

Example Site # 1: Townhouse-style Multifamily in Fairview

A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

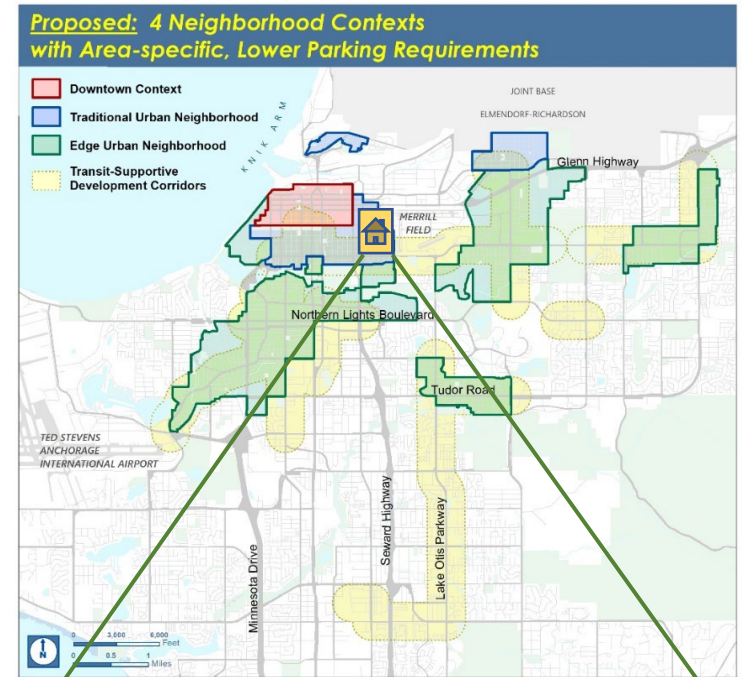
- 8 multifamily 2-BR Units @ 1.5 sp. / unit = 12 spaces
- Guest parking: 8 townhouse-style units x 0.15 = 1.2 spaces
- TOTAL: 12 + 1.2 = 13.2 spaces

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.



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

1. Select and Calculate Individual Parking Reduction(s) from Title 21 Menu:

| 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 |

2. Calculate the Combined Reduction to the Minimum Parking Requirement:

- Minimum parking requirement from previous slide: 9.24 spaces required
- 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.

Example Site #2: Four-Plex Multifamily in Spenard

A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

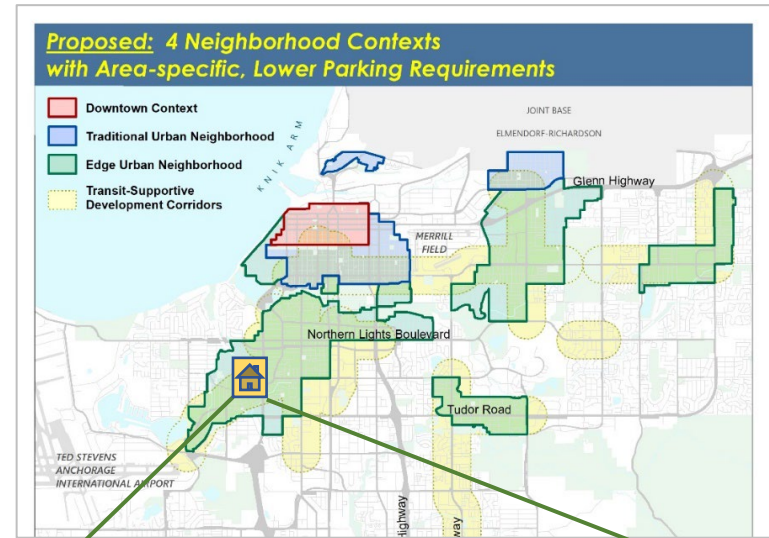
- 4 multifamily 2-BR Units @ 1.5 sp. / unit = 6 spaces
- Guest parking: 4 multifamily units x 0.10, with a minimum of 1 space = 1.0 spaces
- TOTAL: 12 + 1.2 = 7 spaces

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.



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

1. Select and Calculate Individual Parking Reduction(s) from Title 21 Menu:

| 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 |

2. Calculate the Combined Reduction to the Minimum Parking Requirement:

- Minimum parking requirement from previous slide: 5.6 spaces required
- 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

OR: 2 additional 2-BR dwelling units becomes possible, to create a 6-plex.



* *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.

Example 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

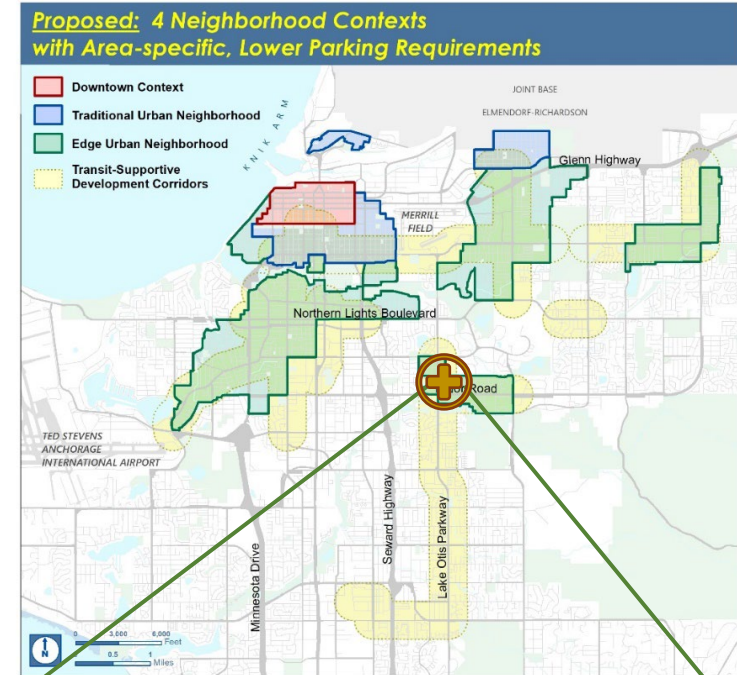
- Location: *Edge Urban Neighborhood*
- Non-residential use: 90% of use-specific requirement
- Calculation: 76 spaces x 0.90 = 68.4, or **68 spaces***

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.



MGM Lake Otis Professional and Medical Center. Parking study: Observed peak period parking utilization averaged 57 parked cars (5 survey visits).





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

1. Select and Calculate Individual Parking Reduction(s) from Title 21 Menu:

| 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> |

2. Calculate the Combined Reduction to the Minimum Parking Requirement:

- Minimum parking requirement from previous slide: 68 spaces required
- 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

Example Site #4: Apartment 20-Plex on W. 32nd

A. Minimum Parking Requirement

Step 1. Find Use-specific Parking Requirement

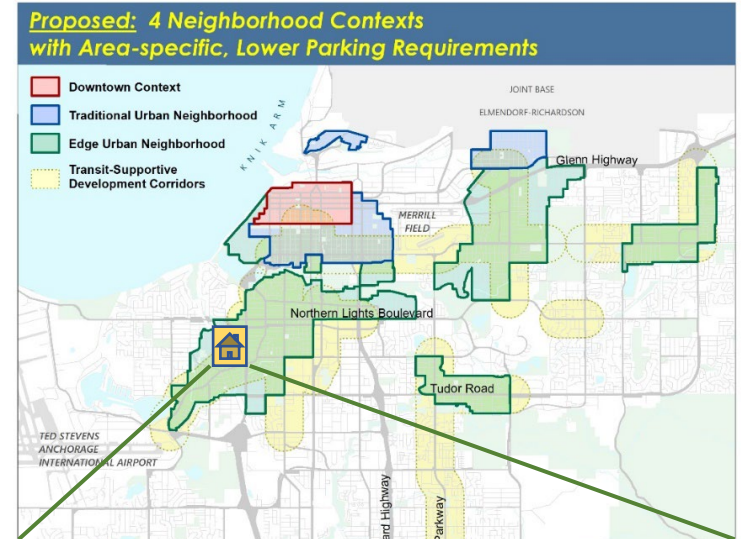
- 14 multifamily 1-BR/studio Units @ 1.0 sp./unit = 14 spaces
- 6 multifamily 2-BR Units @ 1.5 sp./unit = 9 spaces
- Guest parking: 20 units total @ 0.10 sp./unit = 2 spaces
- TOTAL: 14 + 9 + 2 = 25 spaces

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



Cook Inlet Housing Authority (CIHA) three-story multifamily apartment fronting on W. 32nd Avenue near Spenard Road.



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

1. Select and Calculate Individual Parking Reduction(s) from Title 21 Menu:

| 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 |

2. Calculate the Combined Reduction to the Minimum Parking Requirement:

- Minimum parking requirement from previous slide: 20 spaces required
- 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**

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

OR: A Fourth Floor with 8 additional dwelling units (2 2BR and 6 1BR) becomes possible.



* **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.

Example Site #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

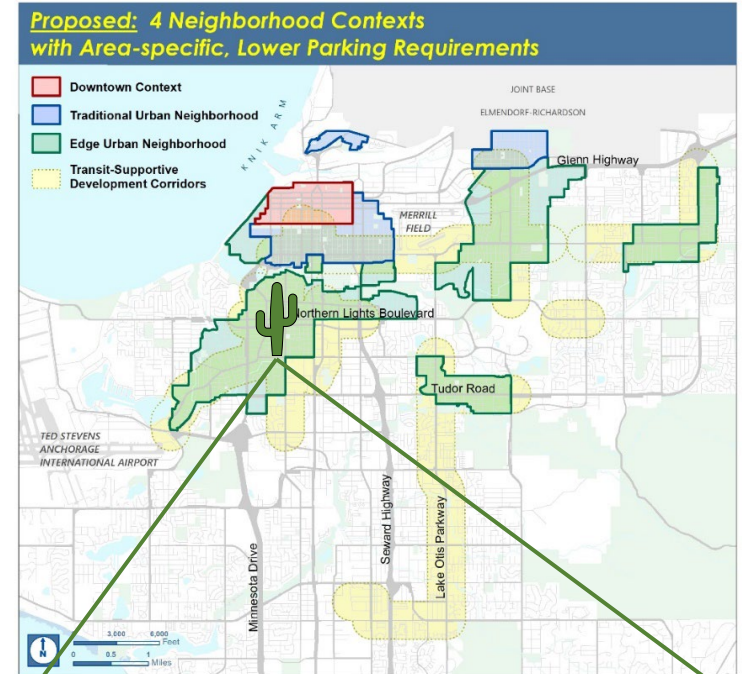
- Location: Edge Urban Neighborhood Context Area
- Non-residential use: 90% of use-specific requirement
- Calculation: 146.25 spaces x 90% = **131.6 spaces ***

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





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

1. Select and Calculate Individual Parking Reduction(s) from Title 21 Menu:

| 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 |

2. Calculate the Combined Reduction to the Minimum Parking Requirement:

- Minimum parking requirement from previous slide: 131.6 spaces required
- Combined Reduction from table above: $3 + 2.6 + 13.1 + 5 = \mathbf{23.7 \text{ spaces}}$
- Parking Requirement after Reductions: $131.6 - 23.7 = 107.9$ spaces required
- ...and 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.

Parking Management Districts

On-Street Parking Management Districts

- Some members of the public have supported removing parking requirements entirely.
- Anchorage would need to change its approach to managing streets and on-street parking.

Off-street parking minimums:



Depends on over-supply of free parking.

Parking typically not shared between properties.

Does not require street management or parking demand management.

Street and parking management:



1. Reduce parking demand instead of increasing parking supply.
2. Use each parking space more efficiently.
3. Ensure convenient curbside parking through market pricing.
4. Reduce impacts of on-street parking and cruising for spaces.
5. Price managed parking to be financially self-sustaining.
6. Redirect excess revenue to fund public services in district.
7. Coordinate and reduce costs for street ROW agencies.
8. Encourage private property owners to employ parking reduction strategies and share parking.

Urban Street Design Challenges

1. Missing or substandard sidewalks;
2. Rolled curbs next to sidewalks;
3. Narrow ROWs;
4. No street lawn for plowed snow storage; and
5. Frequent driveways take valuable curb space away:
 - *Driveways remove on-street parking spaces;*
 - *Driveways remove snow storage space;*
 - *Driveways remove separated sidewalks.*

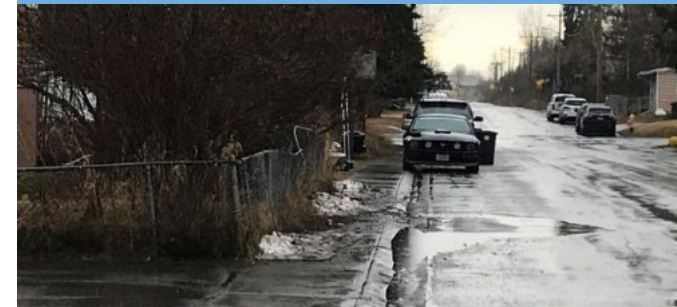


Anchorage has few streets designed to handle parking, snow, and sidewalks.

Car parked on a rolled-curb sidewalk.



Remnant snow on cracked-up sidewalk.



No space for separated sidewalks.



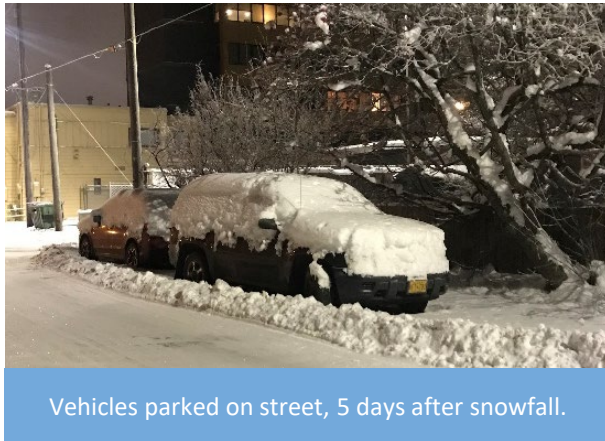
On-Street Parking Management Challenges (Outside Downtown)

On-Street Parking Management

1. Outdated code restricts parking management districts;
2. No parking enforcement authority except APD;
3. Only 3 APD officers enforce parking throughout MOA;
4. Long-term parkers occupy valuable curb space for free;
5. People park illegally in sidewalks and no-parking zones.



Parking Fairies vs. Parking Authority in 1990s. (ADN)



Vehicles parked on street, 5 days after snowfall.



Public parking as free RV storage in Fairview, more than a week after snowfall.
Market rate RV mini-storage space in Anchorage = ~\$100 / mo.

Street Maintenance/Snow Removal Challenges (Outside Downtown)

Street Maintenance and Clearing

1. Snow removal crews hard-pressed to meet 72-hr targets;
2. Muni and property owners don't clear sidewalks;
3. Sidewalks serve as plowed snow storage;
4. Parked (abandoned) vehicles block snow removal crews;
5. Parked vehicles take curb space from snow storage;
6. Parked vehicles shift snow piles further into street.



Snowplows must go around parked vehicles.

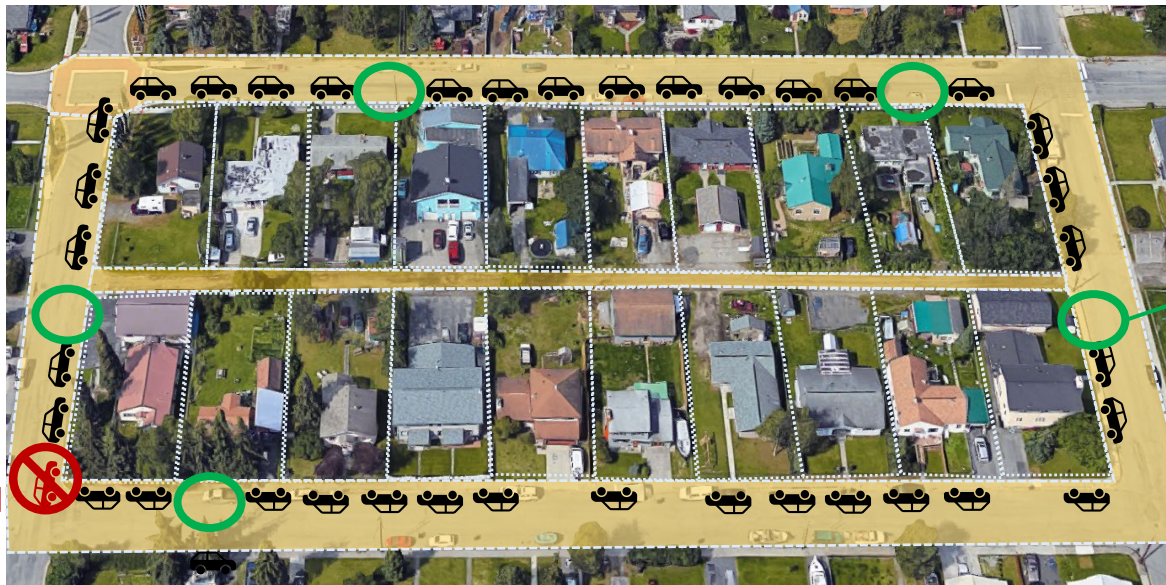


Impassable street for pedestrians a week after snow.

Strategic Parking Management Solution: Parking Benefit District

1. A supply of shared, public on-street parking spaces.
2. **Parking enforcement** of time limits, fees, and no-parking periods.
3. **Drivers pay market price** for parking spaces, so users bear the cost.
4. **Prices vary** and are adjusted to produce a target occupancy rate.
5. **Some parking is always available** for businesses, customers, and residents.

Parking Fee = \$



Parking Fee = \$\$

Illegally parked

Spaces available

Parking Benefit District: Revenues and Public Services

1. **Parking revenues pay for parking management and enforcement.**
2. **All excess revenue is reinvested directly into the neighborhood** for projects such as
 - improving streets and sidewalks
 - planting street trees, or
 - clearing sidewalks.
3. **Alternative transportation facilities and incentives reduce parking utilization.**



Code Amendments for Parking Benefit Districts

Traffic Codes (Titles 9, 25):

- Enable the creation of Parking Benefit Districts.
- Extend parking enforcement powers to EasyPark.
- Allow EasyPark to set and adjust parking fees.
- Allocate revenues to pay for parking enforcement.
- Reinvest excess revenues directly into the District.

Land Use Code (Title 21):

For properties in approved Parking Benefit Districts:

- Remove off-street parking requirements.
- Require accessible pedestrian-oriented site plans.
- Require *parking demand management* strategies.



Park with
PayByPhone
in Anchorage

paybyphone
EasyPark

EasyPark is Anchorage's parking services agency.



Street Maintenance Traffic/Police
Property owners
Businesses, Residents
Parking Services Agency

Parking management is not isolated to one realm or sector. It involves transportation and land use realms, public and private sectors.



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