

Attachment A
to
PZC Resolution No. 2022-021

Pages 17 & 18
from April 11, 2022, Staff Memo

***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***

DEPARTMENT RECOMMENDATION

The Department recommends **APPROVAL** of the Public Hearing Draft Title 21 Text Amendment to the Parking and Site Access Regulations, with the following amendments:

1. Amend proposed section 21.07.090E.7., *Open Option Parking District*, and all other sections that refer to Open Option Parking Districts, as follows:
 - a) Delete proposed subsections 21.07.090E.7.a. through e. (Attachment 3, pages 29 - 31) from the public hearing draft amendments.
 - b) Re-number proposed subsection 21.07.090E.7.f. (Attachment 3, page 31) to become a stand-alone subsection, and amend it for clarity and simplicity, as follows:

Z[F]. ***Requirements for Developments in [OPEN OPTION] Parking Benefit Districts***
The following area-specific parking regulations apply to all developments located in parking benefit districts established pursuant to title 9:

a[I]. No off-street parking is required [FOR ANY DEVELOPMENT], except that accessible (ADA) parking spaces required by 21.07.090J. shall be provided.

b[II]. Development projects that result in 10 or more dwelling units, [10 OR MORE BEDROOMS OF GROUP LIVING,] new construction of 10,000 or more square feet of [NON-RESIDENTIAL] gross floor area, or [SUBSTANTIAL] building renovations involving a change of use of 50,000 or more square feet of non-residential gross floor area, shall provide one or more [DISINCENTIVES FOR OFF-STREET PARKING UTILIZATION AND INCENTIVES FOR ALTERNATIVE MEANS OF SITE ACCESS, BY PROVIDING] parking reduction strategies from section 21.07.090F., [TABLE 21.07-9]. Structured parking, industrial uses, and affordable housing units that meet 21.07.110F., are exempt from this requirement.

(A) The applicant shall select parking reduction strategies [SELECTED] from section 21.07.090F.1., Table 21.07-9 that [SHALL] amount to a total reduction of at least 10 percent [FROM WHAT WOULD OTHERWISE BE THE MINIMUM PARKING REQUIREMENT WERE IT NOT FOR THE OPEN OPTION PARKING DISTRICT,] using the "Reduction Amount" column in Table 21.07-9. The total reduction required shall increase an additional 1 percent for each 10 off-street parking spaces [ABOVE 20 PARKING SPACES] not used for a parking reduction strategy in the development. In no case shall the total reduction be required to exceed 25 percent.

(B) The requirements of 21.07.090F. for receiving parking reductions apply.

(C) The [PARKING REDUCTIONS IN SECTION F. OF TABLE 21.07-9 DO NOT COUNT. HOWEVER, THE] applicant may propose strategies not included in Table 21.07-9, subject to 21.07.090F.8, Discretionary Parking Reductions.

- c) Replace all references to “Open Option Parking Districts” in the public hearing draft Title 21 text amendments with a more generic reference to “parking benefit districts established pursuant to Title 9, *Traffic*”.
2. Replace the *Open Option Parking District* content of the deleted proposed subsections 21.07.090E.7.a. through e. with a proposed amendment to AMC Title 9 modifying existing parking permit district to accommodate a new kind of street/parking management district called a *parking benefit district*. The Planning Department should work with other municipal agencies to prepare the Title 9 amendment text for Assembly review and action as a separate ordinance alongside the Title 21 Parking and Site Access Amendments ordinance recommended by the Planning and Zoning Commission. The Title 9 amendment should address:
 - A clear public approval process for creating parking benefit districts.
 - An available supply of on-street public parking in the parking benefit district.
 - Enforcement of time limits, fees, and no-parking periods (such as for plowing).
 - Drivers paying market prices for use of parking spaces, such as through permits.
 - Prices that vary and are adjusted as needed to produce a target occupancy rate.
 - Parking revenues paying for on-street parking management and enforcement.
 - Reinvestment of any excess revenue directly back into the parking district neighborhood for public services such as improving streets and sidewalks, planting street trees or snow storage spaces, or clearing snow from sidewalks.
 3. Amend Section 21.07.090F.7., *Parking Reduction for District Parking*, and all other sections that refer to this parking reduction, as follows:
 - a. Modify proposed subsection 21.07.090F.1., Table 21.07-9, in the third row of Table Section E. (page 47 in Attachment 3) by changing “District Parking” to read “Nearby Public Parking.”
 - b. Modify proposed subsection 21.07.090F.7. (page 34 in Attachment 3) as follows:
 7. **Parking Reduction for Nearby Public[DISTRICT] Parking**
The traffic engineer may reduce the minimum number of required off-street parking spaces for uses near a public parking facility where the parking spaces are managed and maintained for shared public use[WITHIN THE BOUNDARIES OF A MUNICIPALLY RECOGNIZED PARKING DISTRICT (AS DEIFNED IN 21.15.040) THAT PROVIDES OFF-SITE PARKING FACILITIES TO SERVE AN AREA]. To determine eligibility for this reduction or the size of the reduction to be allowed, the traffic engineer shall consider the relative distance to the public parking facility [THE USE FROM THE DISTRICT PARKING FACILITY] and the factors listed in 21.07.090F.8.b.
 - c. In Section 21.15.040, *Definitions*, delete the term and definition for “Parking District, Municipally Recognized” (Attachment 3, page 83, lines 9-13).