

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2022-021

A RESOLUTION RECOMMENDING TO THE ANCHORAGE ASSEMBLY APPROVAL OF
TITLE 21 TEXT AMENDMENTS TO PARKING AND SITE ACCESS STANDARDS.

(Case No. 2022-0026)

WHEREAS, the *Anchorage 2040 Land Use Plan (2040 Plan)* assesses the housing and employment needs of current and future Anchorage residents and includes goals, policies, and actions to address these needs; and

WHEREAS, the *2040 Plan* calls for Anchorage's neighborhoods and commercial districts to accommodate a range of additional housing opportunities and new business growth, through infill and redevelopment, in a more efficient, accessible development pattern; and

WHEREAS, off-street parking and driveway access standards are often the costliest and most land-consuming zoning requirements for multi-unit housing, mixed-use, and business developments; and

WHEREAS, minimum parking requirements, where they exceed forecast parking utilization, are a barrier to the development of housing and businesses; and

WHEREAS, wide site access driveway and vehicle circulation aisle requirements, combined with inadequate treatment of pedestrian and bicyclist access needs, impact the cost and range of housing, business developments, and choices for travel mode; and

WHEREAS, Action 4-3 of the *2040 Plan* calls for amendments to Title 21 to allow parking reductions by right for residential uses and to offer greater parking reductions in key development areas; and

WHEREAS, Action 4-6 of the *2040 Plan* calls for amendments to Title 21 for internal site circulation for vehicles and private lanes for compact infill housing; and

WHEREAS, the *2040 Plan* and area-specific plans like the *Spenard Corridor Plan* and *Fairview Neighborhood Plan* recognize traditional urban neighborhoods and transit-supportive development corridors in certain parts of the Anchorage Bowl as having greater street grid connectivity, smaller block and lot sizes, and better access to public transit and sidewalks, which merit alternative parking, driveway, and form-based regulations tailored to their urban contexts; and

WHEREAS, the Anchorage Metropolitan Area Transportation Solutions (AMATS) *2040 Metropolitan Transportation Plan* sets forth policies and actions under Goal 3 to develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability, including Action 3E-5 to pursue parking strategies that support multi-modal transportation options; and

WHEREAS, the *AMATS Non-Motorized Plan (2022)* calls for short- and long-term bicycle parking spaces and provides recommendations for their design and location; and

WHEREAS, amending Title 21 to (1) streamline approvals for administrative parking reductions; (2) expand the menu of parking reduction strategies; (3) convert four area-specific parking reductions into by-right, area-specific lower minimum parking requirements; (4) reform residential site circulation driveway requirements; and (5) improve pedestrian and bicycle access provisions will reduce costs, enable more efficient land use, increase flexibility to meet market demand, and facilitate development that balances site access for motorists and pedestrians, in context with urban neighborhood character and desired outcomes; and

WHEREAS, the Planning Department received and incorporated public comments on the policy direction before writing the proposed Title 21 text amendments, and incorporated comments on the drafts of the proposed Title 21 amendments; and

WHEREAS, the Planning Department received and incorporated feedback from dozens of stakeholder consultations and public meetings with the general public, private-sector development experts, design/architectural professionals, business organizations, neighborhoods, public agencies, and municipal committees and commissions; and

WHEREAS, following an eight-week review period, two work sessions were held on March 14 and April 11, 2022, with the Anchorage Planning and Zoning Commission, a public hearing was held on April 11, 2022, and a comment-and-issue-response summary was prepared and presented for deliberation at the Planning and Zoning Commission meeting on June 6, 2022.

NOW, THEREFORE, BE IT RESOLVED by the Anchorage Planning and Zoning Commission that:

- A. The Commission makes the following findings of fact:
 1. The proposed Title 21 text amendments respond to forecast housing needs and Goal 4: Neighborhood Housing in the *Anchorage 2040 Land Use Plan* to accommodate the housing needs of Anchorage residents through infill and redevelopment that is compatible with the neighborhood.
 2. The proposed Title 21 text amendments respond to forecast employment growth and 2040 Goals 2 and 3 for growth through infill, redevelopment, and mixed-use centers and corridors in the *Anchorage 2040 Land Use Plan*.
 3. The proposed Title 21 text amendments respond to the unique development characteristics of urban neighborhoods and identifies these neighborhoods in a manner that enables appropriate, contextual development standards in Title 21.

4. Areas identified in the proposed neighborhood context maps for lower area-specific parking requirements and tailored site access standards correspond to areas that the *Anchorage 2040 Land Use Plan* designates with growth-supporting features, including Traditional Neighborhood Development areas, Transit-Supportive Development Corridors, and Reinvestment Focus Areas (RFAs).
5. The proposed Title 21 text amendments to the parking and site access standards respond to AMATS transportation planning policies and strategies for automobile and bicycle parking and pedestrian access as important components of transportation infrastructure and factors in congestion management and equitable access between land uses.
6. The proposed Title 21 text amendments are consistent with district and area-specific plans, including the *Spenard Corridor Plan* and the *Fairview Neighborhood Plan*.
7. The proposed Title 21 text amendments meet the approval criteria in 21.03.210C. for Title 21 text amendments.
8. The proposed Title 21 text amendments to the parking and site access standards reflect a significant public involvement effort to inform, engage, and incorporate input from stakeholders, experts, and the public to develop and revise the ordinance. The proposed Title 21 amendments has come before the Commission for several meetings, and there has been a robust public process with opportunities for the public to testify, as well as deliberation by the Commission.
9. The recommendations of the staff packet incorporated significant input from the community. The additional recommended amendments of the *Comment-and-Issue-Response Summary*, as approved by the Commission, respond to the many points of feedback, questions, and concerns voiced by members of the public.
10. The reductions in the minimum parking requirements are not intended to change the maximum amount of parking allowed.
11. The proposed Title 21 amendments are a relatively narrow, targeted change that are a step toward reducing the overall parking in the city, getting away from relying on automobiles, and making it easier for pedestrians.


12. The Title 21 text amendments to the parking and site access standards enable future improvements and innovations in municipal on-street parking management that could, in the future, yield further efficiencies in parking utilization, off-street parking reductions, street and sidewalk snow management, and improved street and sidewalk design.
- B. The Commission recommends to the Anchorage Assembly approval of the Title 21 text amendments to the off-street parking and site access standards as provided in:
1. The draft ordinance in the April 11, 2022, case packet.
 2. The Planning Department's recommended amendments 1 and 3 on pages 17 and 18 of the April 11, 2022, staff memorandum, included as Attachment A.
 3. The additional amendments recommended in the *Comment-and-Issue-Response Summary* table, as updated to reflect the Commission's deliberations and actions, included as Attachment B.
- C. The Commission recommends to the Anchorage Assembly that the Municipality prepare an amendment to Title 9, *Traffic*, to modify existing parking permit district provisions and other on-street parking regulations in the *Anchorage Municipal Code*, to allow for Parking Benefit Districts, as an improved kind of parking management district, as discussed in the April 11 staff memorandum and modified by the Commission's action in *Comment-and-Issue-Response Summary* item #19 (pages 18-19) in Attachment B. The Title 9 amendment text should be prepared for Assembly review and action as a separate ordinance that would be a subsequent companion to the Title 21 off-street parking and site access amendments.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission on the 6th day of June 2022.

ADOPTED by the Anchorage Planning and Zoning Commission this 21st day of June 2022.



Craig H. Lyon
Secretary



Jared Gardner
Chair

Attachments: A—Pages 17 & 18 from April 11, 2022, Staff Memo
B—Comment-and-Issue-Response Summary

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