



Let's talk about Anchorage's parking problem.

Assembly Worksession on AO 2022-80 (S)
November 18, 2022



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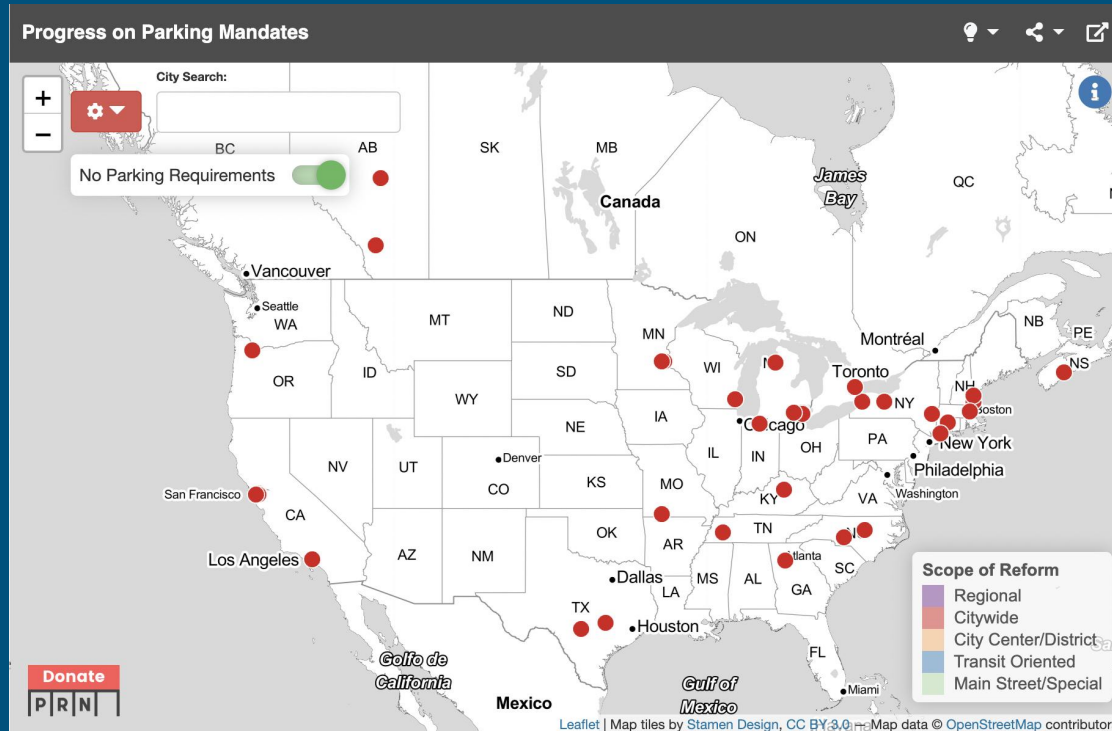


Solution: End Parking Minimums

In 2015, Fayetteville, AK was the first city to end parking minimums citywide



Have other cities done this? Yes!



<https://parkingreform.org/resources/mandates-map/>

Have other cities done this? Yes!

Edmonton, Alberta

Minneapolis & St. Paul, Minnesota

Ann Arbor, Michigan

South Bend Indiana

Toronto, Ontario

Buffalo, New York

Cambridge, Massachusetts

Hartford & Bridgeport, Connecticut

Raleigh, North Carolina

Lexington, Kentucky

San Francisco & Alameda, California

Portland, Oregon

Jackson, Tennessee

West Allis, Wisconsin

What are parking minimums?



Things to consider:

1. Removing parking minimums \neq Removing existing parking
2. Builders, developers, and business owners are not prohibited from including parking - it leaves the decision up to them.
3. ROW and Street Maintenance concerns are often separate issues that impact parking but are not directly related to parking minimums.

Policy Goals of the S Version

1. Make it more affordable to build housing & commercial development
2. Give designers & developers more flexibility
3. Simplify proposed changes to Title 21
4. Encourage adaptive re-use of vacant properties
5. Prioritize the creation of connected spaces over empty swaths of pavement
6. Accommodate non-motorized, multimodal travel

After parking minimums were repealed, the Woody Guthrie building provided almost 3x more affordable homes than Reedway Place.

Reedway Place

24 units
24 parking spaces



Woody Guthrie

64 units
29 parking spaces



Johnson Tire - A Case Study



Adaptive Reuse -

- Apartments on the top floor - building up to add more sq. footage - with decks
- Indoor Market: Cheese Shop, Butcher, Panderia, Organic Veggies
- Brewpub

Anchorage Food Hall - A Case Study





What does the S Version do?

Eliminates Parking Minimum requirements citywide

Increases ADA parking ratios when parking is provided

Creates Requirements for Bicycle Parking (previously part of an incentive program in the original version)

Establishes a menu of Alternative Transportation Amenities that developers can choose from for larger developments

See unnumbered Assembly Memorandum for comparison between original AO and S version

ORIGINAL VS. S VERSION

| Parking Regulation | A.O. 2022-80 Amendment <i>(as introduced on 9-13-2022)</i> | S-version Amendment |
|--|--|--|
| Minimum Off-Street Parking Requirements <i>(21.07.090A. - E.)</i> | Set area-specific minimum parking requirements that are 10% to 35% lower for urban neighborhoods and public transit corridors. Remove parking requirements in the future within yet-to-be-created parking management districts. | Completely remove off-street parking requirements in all parts of the Municipality. No longer regulate the usage or availability of parking spaces. Allow shared and off-site parking, by-right. |
| Applicability of Parking Design Standards <i>(21.07.090E.1.)</i> | No change to current requirement that all parking facilities must comply with the Title 21 development standards for constructing parking facilities. | Require all areas <u>used</u> for off-street parking to meet the Title 21 development standards for parking facilities. |
| Maximum Allowed Parking <i>(21.07.090E.2.)</i> | No change to current maximum allowed number of parking spaces, which is 125% of the minimum parking requirement for most commercial uses. | Base the maximum allowed number of parking spaces on the size of the building. |
| Parking Reductions <i>(21.07.090F.)</i> | Streamline approvals of % reductions in the required number of parking spaces, to become by-right approvals for developments that incorporate parking management strategies or that use less parking (e.g., affordable housing). Add to the menu of parking reduction strategies, through which developments may earn percentage reductions in the parking requirement. | Allow developments to provide little or no parking, by-right, without having to earn percentage reductions. Beginning in 2024 after a transition period, require large developments to select one parking demand reduction strategy from a simplified list of parking reduction strategies. Exempt smaller projects, affordable housing, etc. |

| | | |
|---|---|--|
| Accessible (ADA) Parking Spaces <i>(21.07.090J.)</i> | No change to current required number of accessible (ADA) parking spaces, which is set as a ratio of the total amount of (required) parking provided, except in the urban neighborhoods with a lower overall parking requirement. | Fewer ADA spaces (or none) will be required in developments that choose to build fewer or no parking spaces. Therefore, increase the number of required ADA spaces as a ratio of the total amount of parking provided. |
| Bicycle Parking Requirements <i>(21.07.090K.)</i> | Require most smaller developments to provide at least one U-rack. Increase the bike parking requirement in urban neighborhoods and transit corridors. Require a percentage of bike parking to be in secure and sheltered areas for employee and resident bike parking. | Wait until 2024 to apply the amended bike parking requirements, after a transition period. Increase the bike parking requirement by the same amount in all areas, rather than in just the urban neighborhoods. Allow co-location of bike parking among uses. |

The net effect of these changes is to simplify the parking regulations in Title 21, cutting the code sections devoted to off-street parking requirements (21.07.090A. through F.) from 20 pages down to 7 pages. These changes can be expected to reduce the time that developers and municipal zoning plan reviewers must devote to ensuring conformance with Title 21. For many kinds of developments, parking minimums also comprise the largest site development costs and site area requirements mandated by Title 21.

Tables of Interest: ADA Requirements

(Note to Code Revisor: The following subsection 21.07.090J. was not included in AO 2022-80 as introduced by the Assembly, but is included in the S-Version and amended as shown below.)

J. Accessible Parking Spaces

1. **Required Number of Accessible Parking Spaces.** A portion of the total number of parking spaces provided in each parking facility for commercial, industrial, community, multifamily, and mixed-use residential uses shall be accessible parking spaces. **These requirements are intended to reflect current national data on prevalence of mobility disabilities.** However, buildings in multifamily or mixed-use developments that are single-family, two-family, or townhouse style structures are not subject to the accessible parking space requirement. The number of accessible parking spaces shall be determined based on the total

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number of parking spaces provided, in accordance with table 21.07-**Z[8]**, Accessible Parking Spaces, except where otherwise stated in this section.

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TABLE 21.07-Z[8]**: ACCESSIBLE PARKING SPACES**

| Total Parking Spaces Provided | Total Accessible Spaces Required | Number of Accessible Spaces that shall be Van-Accessible |
|-------------------------------|--|--|
| 1 to 10 | 1 | 1 |
| 11 to 25 | 2[1] | 2[1] |
| 26 to 50 | 4[2] | 2[1] |
| 51 to 75 | 6[3] | 2[1] |
| 76 to 100 | 8[4] | 2[1] |
| 101 to 150 | 11[5] | 2[1] |
| 151 to 200 | 14[6] | 2[1] |
| 201 to 300 | 14[7] | 2 |
| 301 to 400 | 14[8] | 2 |
| 401 to 500 | 14[9] | 2 |
| 501 to 1000 | 3[2] percent of total | 1 for every 6 accessible spaces |
| 1001 and over | 20 plus 2[1] for each 100 over 1000 | 1 for every 6 accessible spaces |

*** **

Tables of Interest: Required Bicycle Parking

- a. A minimum of two bicycle parking spaces shall be provided for each use in Table 21.07-8. For commercial and community uses, group living uses with 10 or more beds, and household living uses with 10 or more dwellings, the two spaces shall be located outdoors and publicly accessible for customers and short-term visitors.

| TABLE 21.07-8: Bicycle Parking Spaces Required | | |
|--|--|--|
| Use Category/Type | Minimum Number of Bicycle Spaces ¹ (*sf = square feet; *gfa = gross floor area) | Minimum Percentage for Long-Term Spaces (for required bicycle parking in excess of 2 spaces) ² |
| Multifamily and mixed-use dwellings | 1 space per two dwellings | 90 percent |
| Group living uses, Roominghouses, Homeless and transient shelters | 1 space per 5 beds | 90 percent |
| Government administration & civic facility, Offices, Hospitals/Healthcare facilities | 1 space per 5,000 sf gfa | 75 percent |
| Cultural Facilities, Entertainment & Recreation Facilities | 1 space per 10,000 sf gfa | 10 percent |
| Schools, Colleges | 4 spaces per classroom | 25 percent |

Attachment A: Simplified Version of AO 2022-80 (S) for REFERENCE ONLY

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| TABLE 21.07-8: Bicycle Parking Spaces Required | | |
|--|---------------------------|--------------|
| Restaurants, Bars | 1 space per 3,000 sf gfa | 10 percent |
| Retail Sales, Personal Service, Repair & Rental | 1 space per 5,000 sf gfa | 10 percent |
| Visitor Accommodations | 1 space per 23,000 sf gfa | 75 percent |
| Industrial uses | 1 space per 25,000 sf gfa | 75 percent |
| Uses not included above, except as provided in subsection K.3. below | Minimum of 2 spaces | Not required |

¹A minimum of 2 spaces are required for each use. After the first 40 bicycle parking spaces, no additional bicycle parking is required for any individual non-residential use.
²The first 2 required spaces are not used in calculating the percentage of required long term spaces. The number of required long-term bicycle parking spaces is calculated as a percentage of the overall number of required spaces beyond the first two required spaces.

3. Exemptions. The bicycle parking [THIS] requirements in subsection 1. shall not apply to:

Note: This is from Simplified copy

Tables of Interest: Alternative Transportation Amenities/Parking Use Reduction Strategies

F. Parking usage reductions; [AND] alternative transportation incentives.

1. Purpose. Incentivize and improve access to walking, bicycling, ride-sharing, and public transit for residents, employees, and visitors of developments, in order to:

- a. Save development costs through less parking;
- b. Support efficient use of land and development;
- c. Relieve traffic and parking congestion; and
- d. Reduce parking conflicts between neighbors.

2. Applicability. This subsection is effective beginning January 1, 2024, and applies to multifamily developments with 20 or more dwelling units, and commercial and community service developments of 20,000 or more square feet of gross floor area. Affordable housing units and senior housing units are exempt.

3. Standard. Applicants shall select one choice from the alternative transportation incentives in Table 21.07-4, or propose an alternative under subsection 4.

| Table 21.07-4: Alternative Transportation Amenities and Incentives | |
|--|---|
| Parking Management | |
| Unbundled Parking | Off-street parking for the use consists only of unbundled parking as defined in 21.15.040. |
| Parking Cash-out | The non-residential use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program. |
| Pedestrian Amenities | |
| Additional Bicycle Parking | The development provides twice the number of bicycle parking spaces required by subsection 21.07.090K. |
| Pedestrian Amenities | The development provides two of the following pedestrian amenities from subsection 21.07.060F, that are not otherwise required for the development: primary pedestrian walkway, transit stop or shelter, pedestrian-interactive use, enhanced sidewalk. |
| Transportation Programs | |

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| | |
|-------------------|--|
| Rideshare Program | The non-residential use participates in a rideshare program that is available to all employees at no cost and provides designated and signed rideshare parking spaces that meet the passenger loading space standards of 21.07.090I.2. |
| Car Share Program | The residential use sponsors memberships to a car share program as defined in 21.15.040 that is available to all households and provides designated and signed car share spaces. |
| Free Transit Pass | The employer or property owner sponsors public transit passes cost-free to all employees or residents. |

4. Other alternatives. Applicants may propose a different amenity or incentive to reduce parking utilization or modify any of the strategies in table 21.07-4, subject to approval by the traffic engineer and planning director.