

# MUNICIPALITY OF ANCHORAGE



Planning Department

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*Acting Mayor Austin Quinn-Davidson*

## **Title 21 Parking and Site Access Amendment**

### **Project Background and Objectives**

Parking and maneuvering requirements are often the costliest zoning regulations for multifamily and mixed-use developments. Excessive parking can result in loss of housing units, increase household rents on remaining units, stymie economic reinvestment, discourage transportation alternatives, increase road congestion, constrain good design, and degrade quality of life.

This Title 21 text amendment proposes to reduce minimum parking requirements and allow narrower driveways for multi-unit residential and mixed-use development projects in parts of Anchorage that experience a lower parking demand. It also promotes walking, bicycling, and transit access as transportation alternatives.

This project carries out Actions 4-3 and 4-6 of the *Anchorage 2040 Land Use Plan* by seeking to amend Title 21 to allow parking reductions by right, offer greater reductions in key development areas, and reform on-site driveway access requirements. It also responds to comments heard in recent years from developers, designers, and the general public. Project objectives include:

#### **1. Reduce Costs of Development/Housing**

- Foster affordable and workforce housing.
- Reduce rent for households with fewer cars.

#### **2. Support Infill, Redevelopment, and Urban Neighborhoods Walkability**

- Allow more housing and mixed-use opportunities.
- Promote the character and accessibility of Anchorage's older, urban neighborhoods.

#### **3. Make Alternative Travel Modes More Attractive**

- Improve pedestrian, bicycle, and transit access.
- Improve equity in housing and access for all residents.

Potential amendments include targeted area-specific lower parking requirements within urban neighborhoods; non-discretionary parking reductions up to a maximum percentage reduction; improved standards for bike parking and alternative transportation access in urban neighborhoods; and an allowance for narrower driveways within targeted areas.

*(rev. April 2021)*