

Parking requirements work against Anchorage 2020 goals 21.07.090 When parking is excessive, it creates "dead zones" in what should be active neighborhoods and commercial districts filled with buildings and landscaping.

In its January 2006 publication, *Public Spaces / Community Places*, the US Environmental Protection Agency explains on page 6:

The most commonly used guidelines, issues by the Institute of Transportation Engineers...are based on observations \of peak demand for parking at single-use developments in relatively low-density settings with little transit (Shoup, 2005). In such places, the destinations are widely separated, parking is typically free, and walking, biking, and transit are not available. As a result, planners assume in effect that every adult has a car, every employee drives to work, and every party visiting a restaurant arrives by car. Under these conditions, parking can take up more than 50 percent of the land used in a development... For more compact, mixed-se, walkable places, these standards end up calling for far more parking than is needed.

We are told that these ITE standards are the basis for Anchorage's parking standards.

Two local examples illustrate that Anchorage's standards call for more parking space than is needed:

Homes in the South Addition neighborhood adjacent to downtown were built during the 1930's through the 1950's. Many homes have one car garages, and others have been turned into duplexes. It is common for cars to park on South Addition streets, and it has not been a problem for residents there.

If Title 21 parking standards were applied in South Addition, many variances would be needed. In addition, new construction applying these standards is out of character with other homes on the street. Note the large asphalt driveways of five new duplexes built on Scenic Way next to Westchester Lagoon.

The second example is in the proposed code where "mixed use" development is required to meet parking regulations, minus 5%. Where did the number 5% come from? It seems arbitrary and much too low based on current experience.

Downtown Anchorage is as close to mixed use development as can be found in the city. Already, we know that 31% of downtown residents walk to work, and 14% take a bus. These numbers alone argue for more than a 5% parking reduction for mixed use districts.

Furthermore, Seattle's transportation director indicated that families moving into Belltown condos typically requested two parking spaces, and that many gave up one of the spaces after their first year, because of reduced car use.

In Portland, the convention center and adjacent sports arena located next to frequent, convenient transit service. With a combined capacity for 33,000 people, there are only 2600 parking spaces "on campus," with another 1700 spaces a shuttle ride away.

As evidenced by its new Long Range Transportation Plan and this draft Title 21, Anchorage does not understand how urban housing, transit and parking work together to reduce reliance on the automobile. It is critically important that Title 21 use current information to set its parking requirements and not rely on outdated standards.

ACC asks for an independent contractor experienced in developing parking standards for compact, mixed use development and older residential districts to work with citizens and traffic engineers to develop appropriate Title 21 parking standards.