



Some of What We Heard on June 9...

Topic #1: Options for Mapping Area-Specific Parking Requirements:

Option A: Urban Contexts Only
Option B: Extend & Tailor

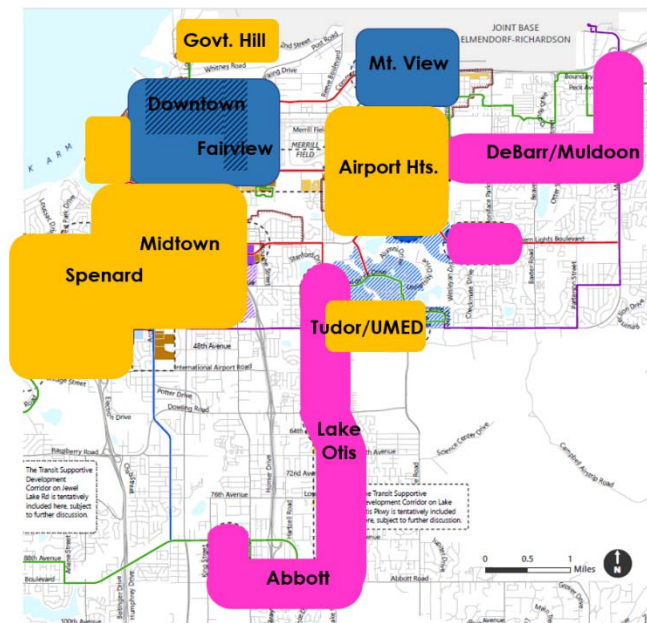
Option C: Simplify & Standardize
Option D: All in One

- I would like to see parking reductions in the entire Anchorage Bowl (Option D: “All in One” – Reduce parking requirement by same amount in all areas).
- It makes Anchorage more competitive as an urban space to not have large parking requirements.
- It is important to be able to walk places.
- Accompany lower parking requirements with other development standards that encourage people to get around by alternatives to the auto such as walking and transit. For example, maximum building setbacks that focus the buildings closer to the street sidewalk.
- Consider which of the options (for where to map lower parking requirements) stands out for having a greater positive effect on commerce and increased housing.
- Consider the impacts of higher home prices and some Alaskans sharing a single residential unit, resulting in multiple vehicles sharing the space. Consider also that Alaskans use parking spaces for their recreational vehicles and trailers.
- When selecting transit-supportive development corridors (TSDCs) to have lower parking requirements, consider that only some of the nine TSDC's identified in the *Anchorage 2040 Land Use Plan* currently have true frequent service.
- Reducing parking while also moving buildings closer to the street could free up buildable area on smaller urban lots, such as in Fairview. Added height restrictions could see an additional two units or more on the lot. This would lower development costs per unit.
- The housing alternatives would increase and housing costs would decrease with broader reductions in parking as parking is a significant cost of development. Everything built from 1950s until 2022 would still exist as the requirements would apply to new construction.

Live Poll Preferred Option: The live poll conducted with meeting attendees for Topic 1 found that a majority selected Option B: “Extend and Tailor” as the preferred alternative. Option B lowers minimum parking requirements in traditional urban, edge urban, and transit-supportive development corridors, with differing specific reductions in each of the three areas.

B. “Extend & Tailor”

- Traditional Urban
- Edge Urban
- Transit-supportive



Topic #2: How Low Should Area-Specific Minimum Parking Requirements Be?

Option A: Match Peak Usage

Option C: Shift Toward Goals

Option B: Match Average Usage

Option D: Achieve Urban Goals

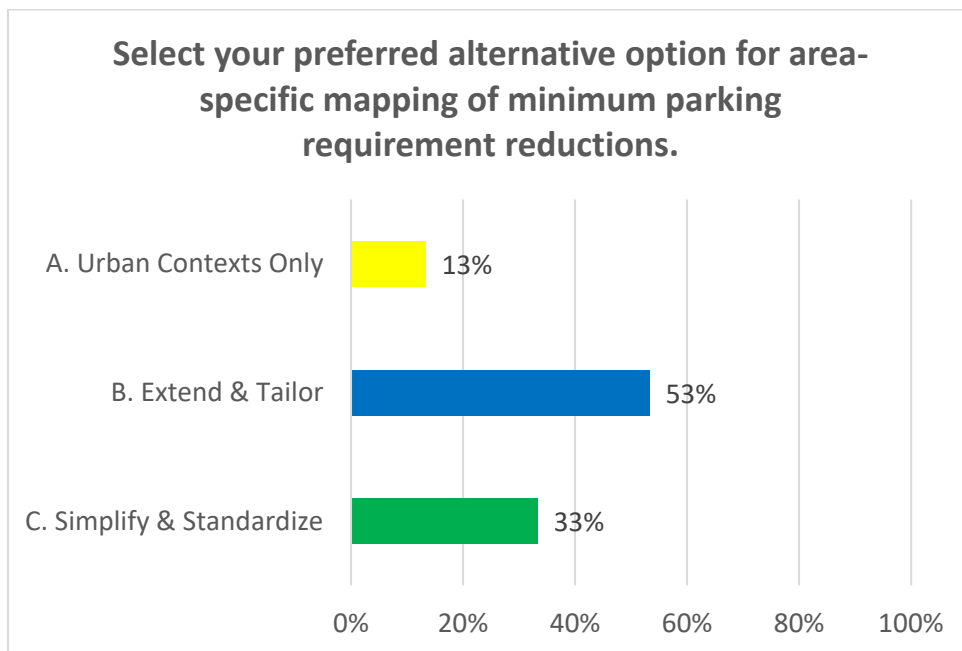
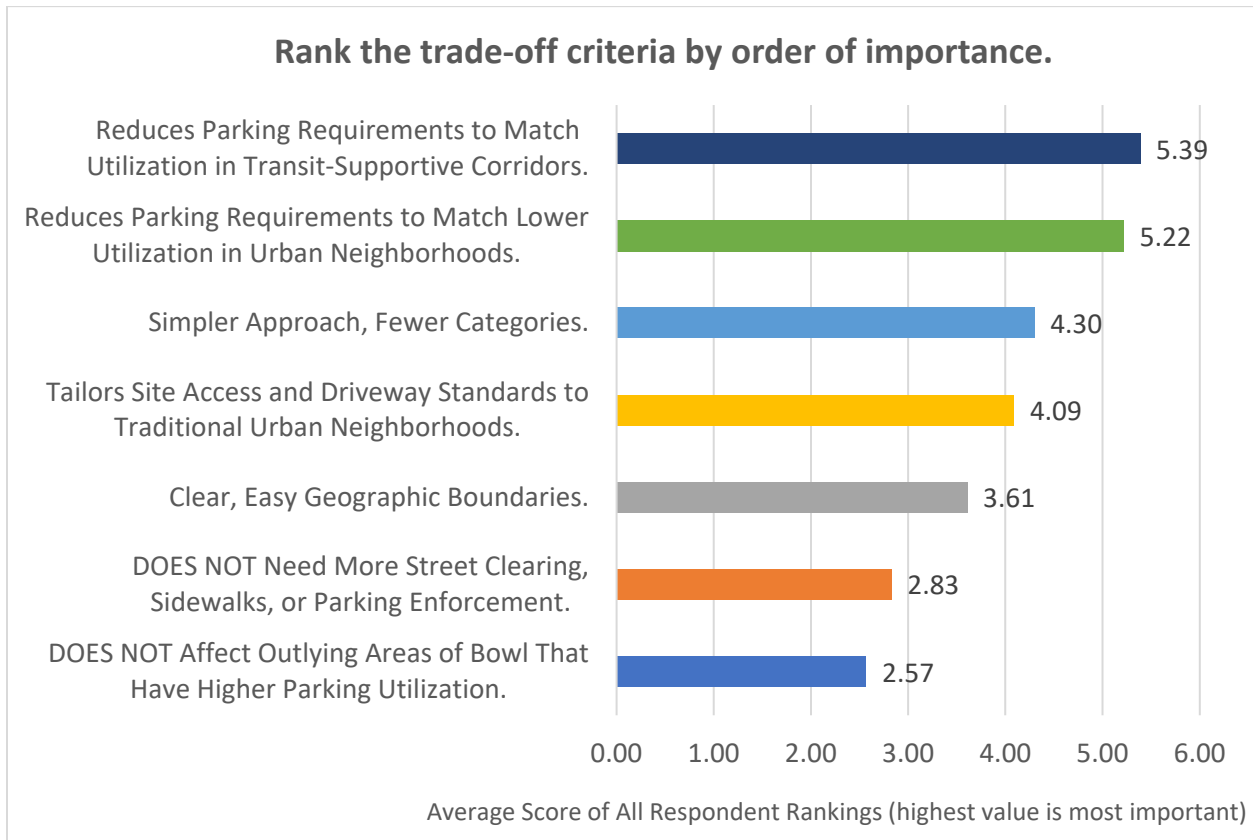
- I would support Option C “Shift Toward Goals” – Set Parking Requirement to Match Less-Than-Average Utilization (Encourages Utilization Rates to Fall), but I would like to see Option D “Achieve Urban Goals” – Set to Zero (Eliminates Parking Requirement).
- I support Option B “Match Average Usage” – Set Parking Requirement to Match Less-Than-Average Utilization (Encourages Utilization Rates to Fall) because it is realistic in how much people drive in a winter climate community.
- More specific to commercial development, there is a minimum functional number of parking spaces that are needed to make a commercial space work, which is sometimes more than the minimum required spaces in regulations. For example, medical offices need four parking spaces per 1,000 square feet.
- Off-street parking is a determining factor for housing affordability. It affects who can afford to rent or purchase. The true cost of parking is currently hidden and included in the cost of the overall development or in individual rental fees. In live-work-play urban environments in other cities, residents who want to drive must find and pay for their own parking.
- We need better public transit and pedestrian/bike facilities regardless of what happens with parking. Anchorage residents repeatedly ask for that.
- Overspill seems to be identified in this plan as a negative, but I understand it has positive effects as well. For example, if folks had more general parking opportunities, it would reduce vehicular trips and encourage more trips on foot from a single parking spot. Long term, this also creates more destinations within a convenient and safe walking radius.
- What drives parking demand for residential is not necessarily the type of the housing units (i.e two-bedroom etc.), but more importantly the type of occupants. A multi-unit development with one-bedroom units may be grossly overparked based on current code and barely make it for the demand. This is most apparent with affordable housing.

Live Poll Preferred Option: The live poll conducted with meeting attendees for Topic 2 resulted in Option C “Shift Toward Goals” being the preferred alternative. Option C would set the minimum area-specific parking requirement to less than today’s average peak period parking utilization levels.

<i>A. “Match Peak Usage”</i>	<i>B. “Match Average Usage”</i>	<i>C. “Shift toward Goals”</i>	<i>D. “Achieve Urban Goals”</i>
Set Parking Requirement to Match Highest or Near-Peak Utilization Levels.	Set Parking Requirement to Match Average Existing Utilization Levels. <i>(Maintains Status Quo Utilization Levels.)</i>	Set Parking Requirement to Match Less-than-Average Utilization . <i>(Encourages Utilization Rates to Fall.)</i>	Set to Zero.
<i>No Change from Current Title 21.</i>	<i>Reduces Title 21 Parking Requirement Somewhat.</i>	<i>Reduces Title 21 Parking Requirement Even More.</i>	<i>Eliminates Parking Requirement.</i>



Straw Poll Topic #1 - Mapping





Straw Poll Topic #1 - Mapping

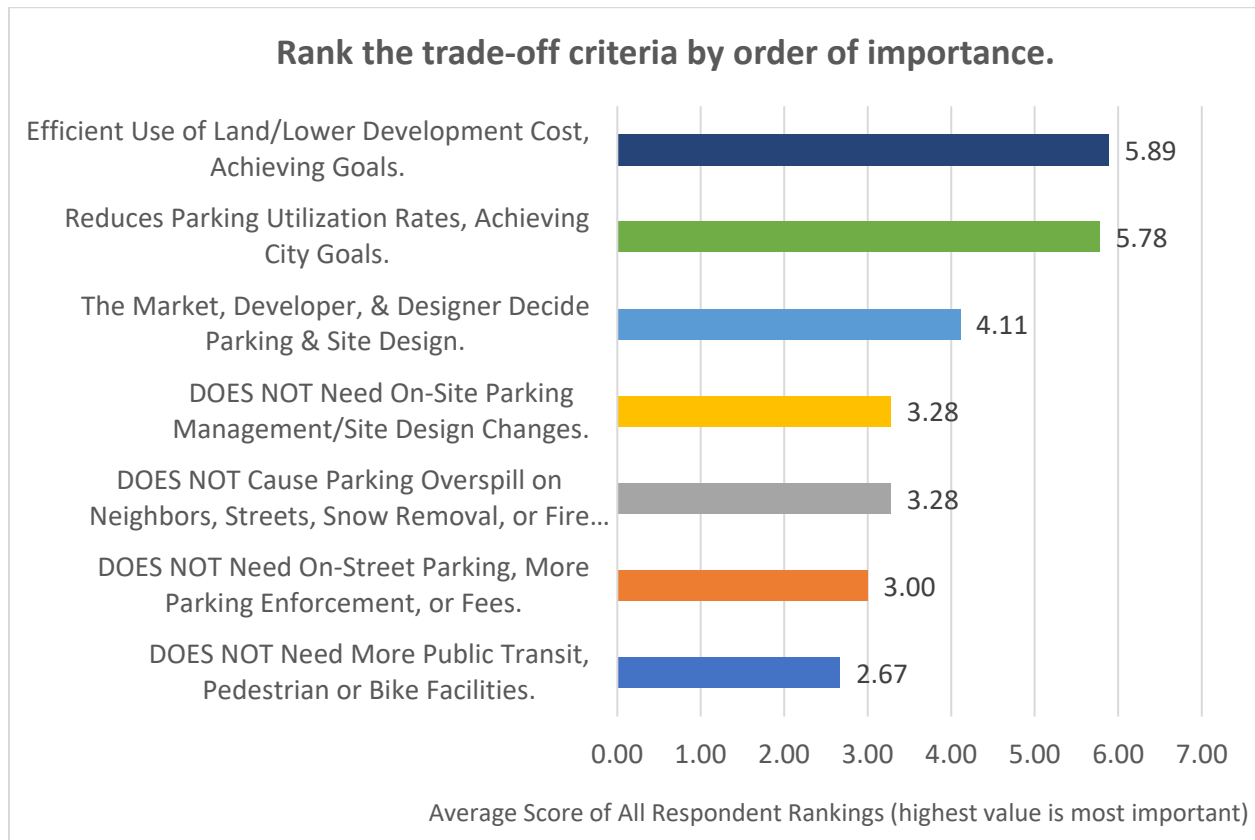
What is your rationale for your preferred alternative?

Please write your response below.

<p>This effort has been a long time coming, and the proposal(s) should be both effective and acceptable to the public to minimize opposition, given that it is common for citizens to prefer plentiful parking. A major concern of mine is that I would prefer to see this effort presented side by side with plans to build an effective transit system that would provide convenient alternatives to the automobile.</p>
<p>simplify minimums- let demand drive requirements- it will change with community trends and allows that evolution.</p>
<p>Simplify approach and chose option that promotes commerce opportunities and more housing.</p>
<p>Reducing parking requirements reduces burden on overall development costs (paying for excessive infrastructure items) and reduces tax burden on maintaining elaborately designed infrastructure for vehicles based (i.e. highways, roads, snow clearing, etc) and opens up more opportunities for more efficient and holistic development. Additionally, less parking would incentivize multi-modal and transit-share oriented development, which has proven positive trickle down effects on community health and safety. (Note: The option in the ranking above about snow removal seems to have a bias tone that points to parking enforcement as a negative thing, rather than a revenue opportunity).</p>
<p>Prefer all of the above.</p>
<p>Prefer "Option D" removing parking minimums across the city. This will allow developers identify the individual needs of parking. The fears of spillover issues have seen to be managed by developers that understand that parking is a considered issues by patrons.</p>
<p>Parking reductions can be needed for commercial and residential development. Having tools to work with helps all development, especially in redevelopment. Make it easier would streamline the process.</p>
<p>no Option D?</p>
<p>Keep it simple and streamlining the process for developer.</p>
<p>I'd love to see the MOA lowering required parking per use or per zoning district rather than per an overlay. But I prefer either B or C from the choices above. Thanks for the opportunity to comment!</p>
<p>I would prefer to remove all parking requirements but was not given that option in the poll.</p>
<p>I would favor an "all in one" reduction or elimination of parking minimums as the simplest, most effective, and most forward-looking option. Might as well make the decision to meet long-term needs now rather than spending time and resources on revisiting this later.</p>
<p>I wanted to choose D, but not an option, D. Lets be bold and pave the way to being a more competitive city! B is preference as an interim.</p>
<p>I think the changes need to be based on area-specific criteria.</p>
<p>I think simplification is always best. Makes it easier for developers to understand and encourages development in these great parts of the city. Less parking also encourages alternative modes of transportation.</p>
<p>Enforcement is lacking and with increasing house prices many young people are cohabitating. This results in many cars needing to park for a single structure. Please consider Alaskan toys that are parked in driveways.</p>
<p>Create pedestrian urban spaces.</p>
<p>Create pedestrian oriented streets and corridors.</p>
<p>Areas in orange are often serving land uses that are grossly overparked even to today's standards in Title 21. Urban areas are often unsuitable for lowered parking requirements in practice even though it may sound reasonable to think that there is less use in areas where multi-modal options are better developed. Is the goal of the planning department to drive new development demand in the areas identified or respond to the demand that is already pushing reductions to aid development in the urban areas?</p>
<p>All in One is not an option so i have to choose C, but it's sad that we can't reduce overparking and plan for a smarter future with reduced parking throughout the bowl.</p>



Straw Poll Topic #2 - Basis for Parking Requirements

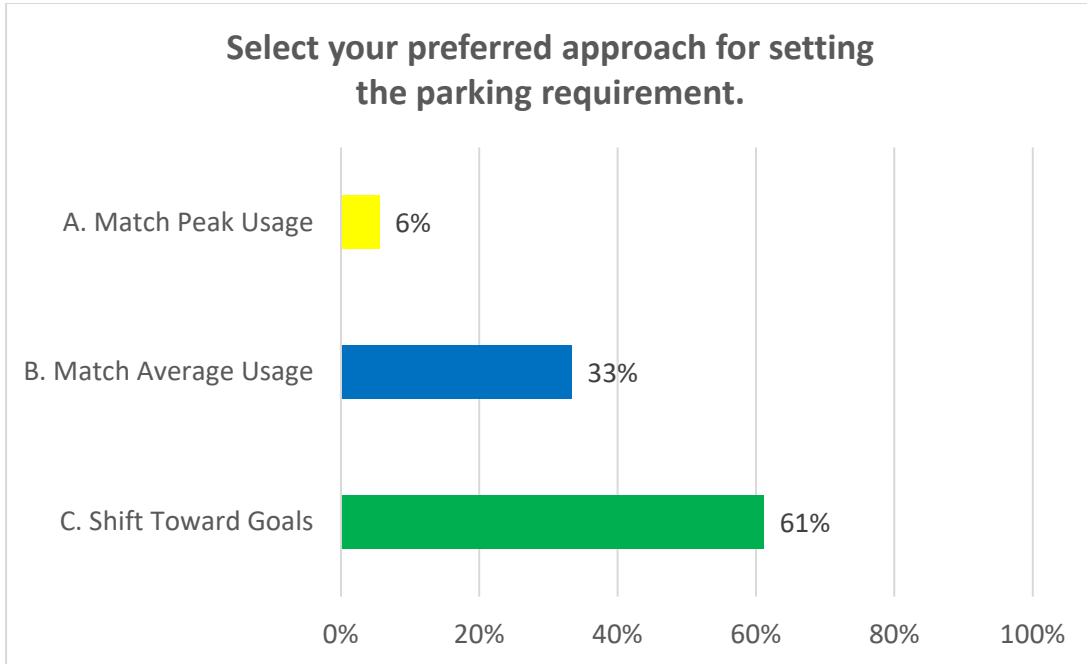




**Title 21 Parking and Site Access Amendment
Design Workshop, June 9, 2021**

Municipality of Anchorage
Planning Department

Straw Poll Topic #2 - Basis for Parking Requirements



What is your rationale for your preferred alternative?

We should work towards parking districts in certain areas of town and a strong transit system that will support less parking. Any of these options needs support for alternative modes of transportation.
Reiterating comment from breakout group: Overspill seems to be identified in this plan as a negative, but I understand it has positive effects as well. For example, if folks had more general parking opportunities, it would reduce vehicular trips and encourage more trips on foot from a single parking spot. Long term, this also creates more destination within a convenient and safe walking radius.
Move toward more pedestrian oriented spaces.
It makes sense to match the average usage for the space available. Matching peak usage would have a bunch of open space not being used for most of the year.
I like parking.
Dedicated transit funding would help us reach these goals. When considering transit-supportive development corridors, it is important to remember that while there are 9 TSDC's identified in the Anchorage Land Use 2040 Plan, only 4 or them have true frequent service currently and on the weekends that service is reduced.
C for interim but move to D ASAP.
Appreciate that lower drives lower use, go there!