

Title 21 Parking and Site Access Amendment Survey Questionnaire Results

A digital survey questionnaire created with ESRI ArcGIS Survey 123 software was available on the Title 21 Parking and Site Access Amendments project website from April to July 2021. The survey questionnaire link was also shared with meeting attendees and referenced presentation slides. The questions covered the full scope of the code amendment.

This document provides responses numerically and as percentage graphs for choice questions and as a text table for written response questions. Summary percentages are out of total responses received for each question.



Planning Department
MUNICIPALITY OF ANCHORAGE




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Slide References for Questions

Slide 11

Potential Parking Amendments:
Area-specific Lower Parking Requirements



1. Recognize Traditional Urban Neighborhoods

- a. Targeted, area-specific lower parking requirement in urban contexts: 20%-35% lower (TBD)
- b. This lower parking requirement replaces 5 area-specific, discretionary parking reductions.
- c. Aligns minimum parking requirement with the areas' distinct built form and transportation:
 - Sidewalks and gridded street network
 - Ongoing/planned investments in public transit service and pedestrian facilities
 - Physical development character and land use mix
 - Lower parking utilization rates



South Addition and Fairview



Mountain View

11

Potential Amendments
Area-specific Lower Parking Requirements

2. Retain and Possibly Expand the Downtown Exempt Area

- a. Retains the Downtown CBD’s exemption from minimum parking requirements.
- b. Potentially expands Downtown CBD area into Fairview low vehicle ownership area
- c. Promotes on-street parking and ROW management, and travel demand management.

12

Potential Amendments:
Area-specific Parking Requirements

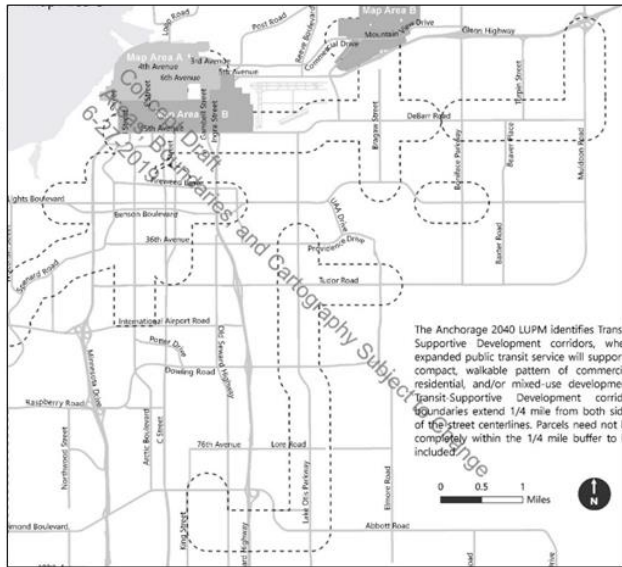


3. Recognize “Edge Urban” Neighborhoods and Transit-Supportive Corridors

- a. Targeted area-specific, lower parking requirement: 10-20% (TBD) lower.
- b. This lower parking requirement replaces 5 area-specific, discretionary parking reductions including a 5% reduction currently along all public transit routes.

“Edge Urban” Neighborhood Examples:
 Spenard, Government Hill, Airport Heights.

Transit-Supportive Development Corridors:
 Areas within ¼ mi. of 15-to 30-min routes.
 (dashed lines on map)



Potential Amendments:
Administrative Parking Reductions (Areawide)



1. Streamline Approvals

a. Non-discretionary up to a %
 NO Traffic Engineer/Director approval
 NO Discretionary approval criteria
 NO Parking studies

b. Discretionary reductions still allowed:

- ✓ For larger % or unlisted reductions
- ✓ Clearer review and approval criteria
- ✓ Fee for Traffic Engineer reviews

c. Complete Menu of TDM Strategies:

- Six new menu choices **NEW**
- Better options for mixed-use **NEW**

d. Prerequisite Eligibility Criteria:

- Simplify pedestrian access criteria
- Delete extra private open space criteria
- Add compliance with bike parking

Parking Reduction Strategies		Non-discretionary Reductions
Shared Vehicle Programs	Carpool Program Rideshare (Vanpool) Car-Share Program NEW Transit Pass Benefits	up to 2%. up to 5%. up to 10%. up to 10%.
Enhanced Pedestrian Access	Extra Bicycle Parking Enhanced Walkway NEW Complete Sidewalk NEW Transit Stop or Shelter Pedestrian Amenities NEW	up to 10%. up to 2%. up to 2%. up to 2% +1%
Parking Pricing	Parking Cash-out Unbundled Parking NEW	up to 10%. up to 10%.
Housing	Affordable Housing ADUs Senior Housing	up to 30%. area-specific exemption up to 25%.
Efficient Parking Facilities	NEW Shared Parking Off-site Parking District Parking Land Banking	yes, for up to 3 uses yes, for abutting lots discretionary only up to 25%
Infill Goals	NEW Adaptive Reuse NEW Historic Preservation NEW	exempts sm. increases up to 25% if listed

Potential Amendments: Shift toward Transportation Alternatives



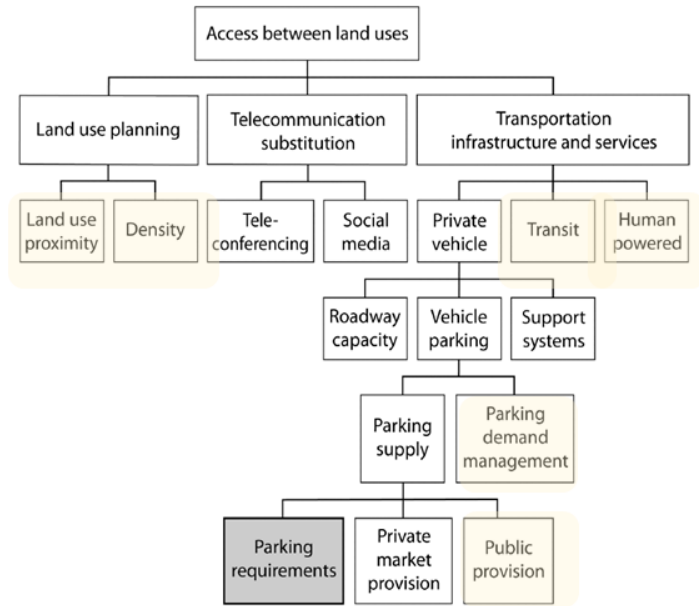
1. City-wide Parking Reforms:

- a. Delete requirement for most uses to provide at least 3 parking spaces.
- b. Allow ride-hailing/taxi and EV charging stations to count as required parking.



2. Urban and Transit Contexts:

- a. Require pedestrian-oriented site plans and possibly selection of TDM measures.
- b. Increase bike parking requirements, incl. longer-term (covered, secure) bike spaces.



** Credit/Illustration: Richard Willson, *Parking Reform Made Easy*

Potential Amendments:
Sidewalks in Traditional Urban Neighborhoods

1. Requiring Sidewalk Installation where Missing or Below Standard

- a. Would expand existing requirement from DT, B-3, and R-4 zones to all zones in urban contexts.
- b. Would apply to infill projects, redevelopments, and expansions—not to renovations or changes of use.
- c. Would not apply to frontages along unimproved/inadequate street ROWs.

2. Requirement to Restore Level Sidewalk Surface after Driveway Construction

- a. Would prioritize pedestrian-friendly driveway curb cut design in Title 21 over other MOA regulations.

Example of sidewalk slope on new driveway curb cut.

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Potential Parking Amendments: Residential Driveways in Urban Neighborhoods



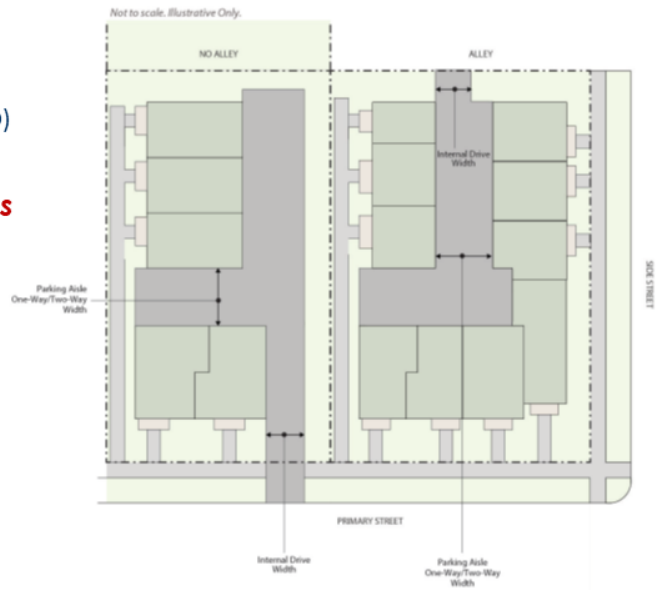
1. Allowing Narrower Driveways

- a. Allowing single-lane driveways for three-unit up to six(?) -unit projects.
- b. Allowing narrower parking aisles between facing garages. (TBD)
- c. Exemption from on-site maneuvering requirement for three- and four-units. (TBD)


2. Limiting Urban Driveway Frontages

- a. Focusing the alley access requirement on urban and transit-oriented contexts.
- b. Limiting driveway width in front yard setbacks to 12- or 14- feet, for small infill projects in urban contexts. (TBD)

Urban Neighborhood Context Driveway Diagram
from example zoning code.



Workshop Questions:



#2: How Much Forward-Looking?

Forecast Lower Utilization:

Are we right to anticipate how much lower future parking utilization will be when setting min. parking requirements?

How far into the future should the parking requirements anticipate? ...2025 or 2030?

- Technological, Economic, Social Trends.
- Ongoing/planned investment in urban neighborhoods and alternative travel modes.
- Anchorage’s level of risk tolerance for near-term parking spillover impacts.
- Anticipate urban neighborhoods will see the most reduction as a result of these trends.

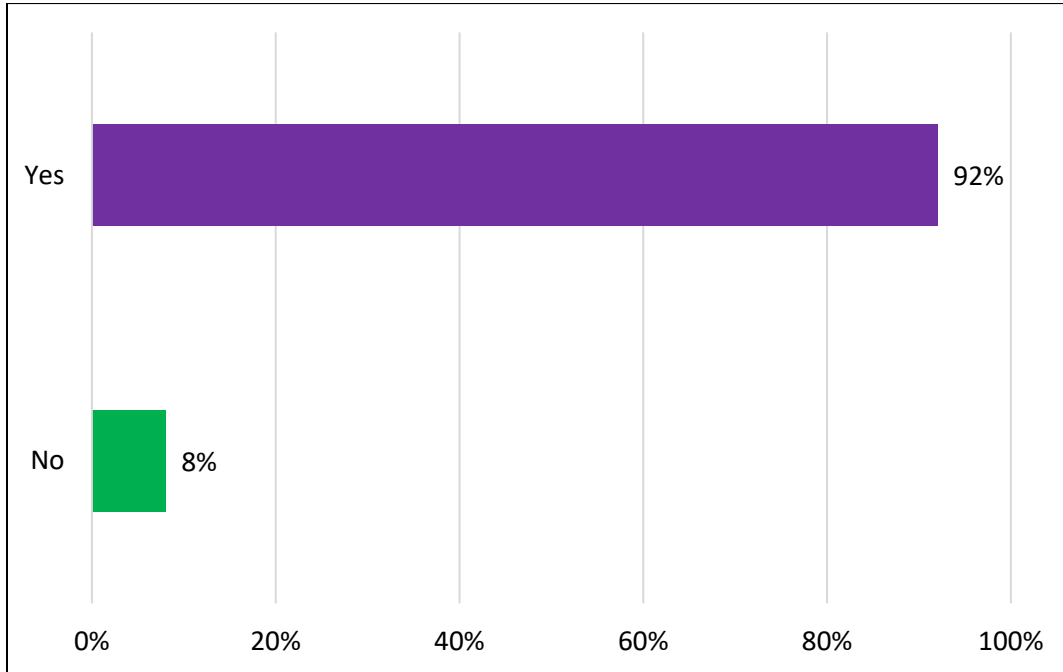
Other trends or considerations?

Trend Factors	Likely Effect on Utilization (+ or -)
City Transportation/Land Use Plans	-
Denser, Mixed-use Development	-
Changes in Intensity of Occupancy	+
Demographic Changes	-
Cultural/Generational Preferences	-
Public Transit/Active Transportation	-
Road/Sidewalk 4-Season Maintenance	?
Energy Prices/Electric Motor Vehicles	?
Ride-Hailing/Carsharing Services	-
Congestion as a Travel Disincentive	-
Telecommunication Replacing Travel	-

Introductory Questions

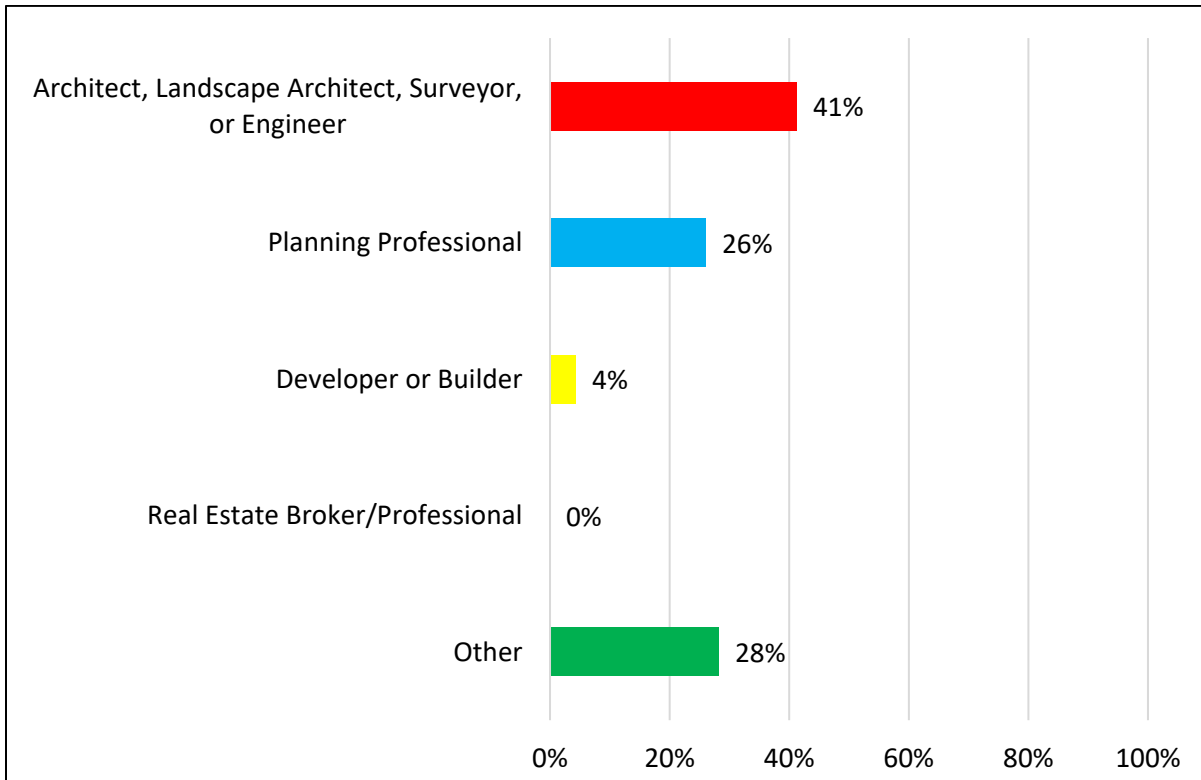
Have you seen the initial presentation about the project?

Yes	41
No	4
Skipped: 1	



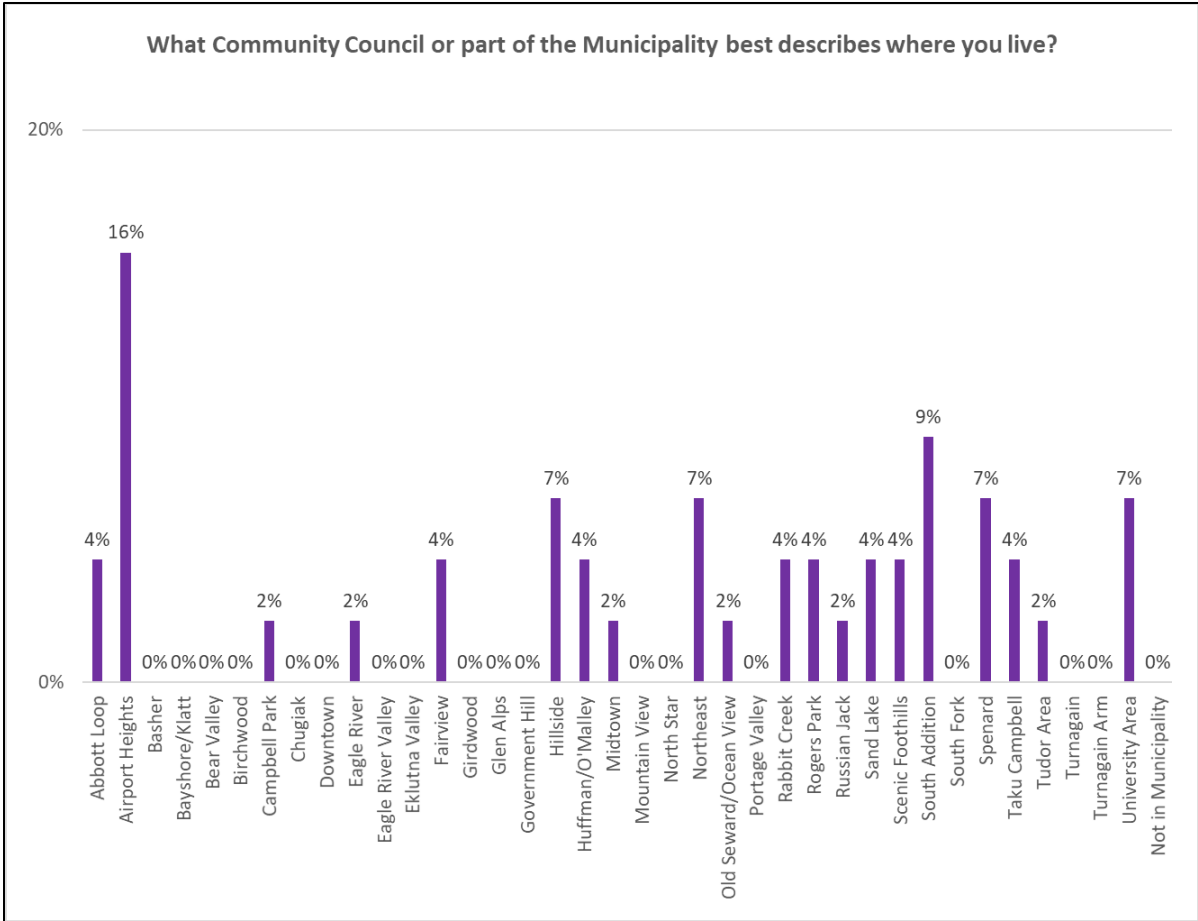
Which choice best describes your occupation, vocation, or area of expertise?

Architect, Landscape Architect, Surveyor, or Engineer	19
Planning Professional	12
Developer or Builder	2
Real Estate Broker/Professional	0
Other	13
Skipped: 0	



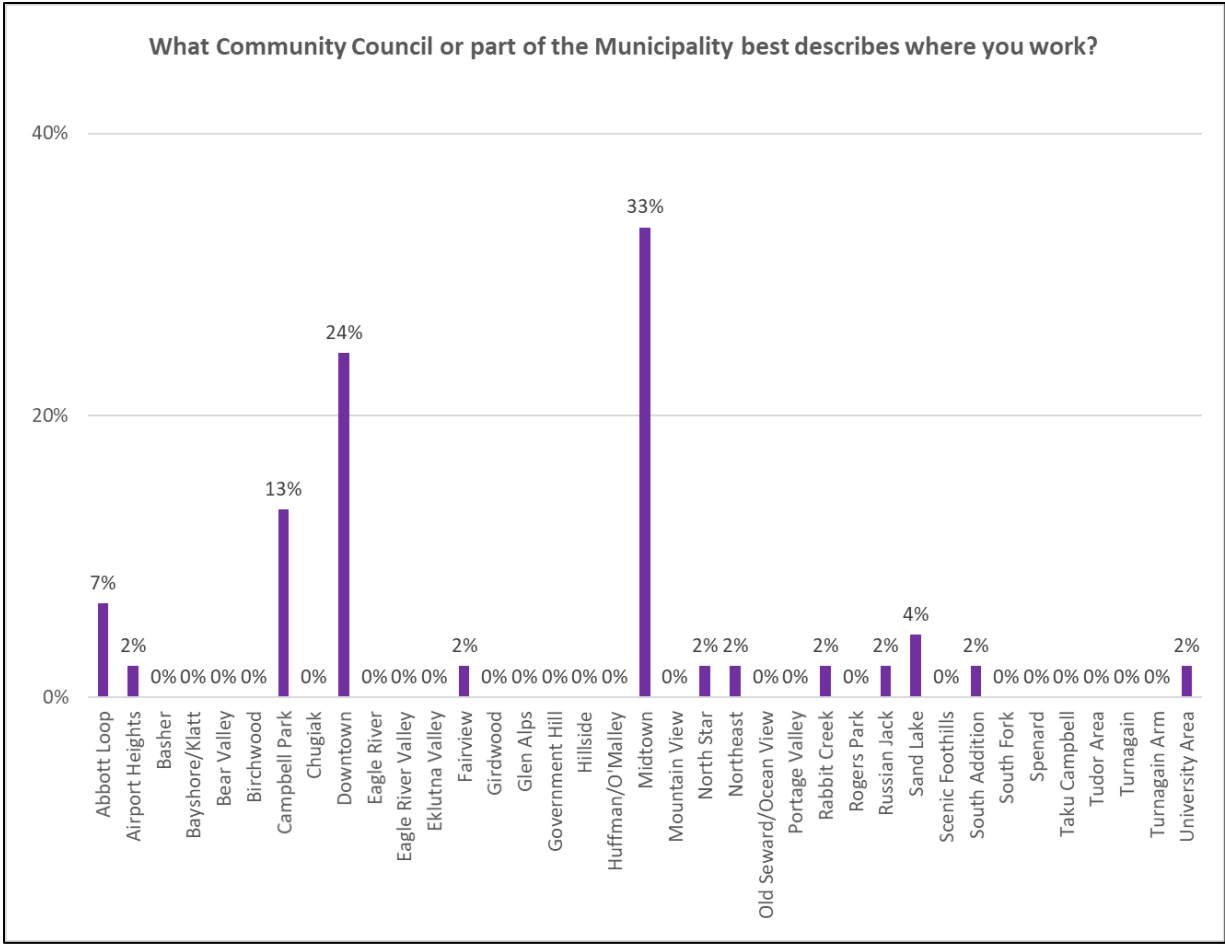
What Community Council or part of the Municipality best describes where you live?

Abbott Loop	2
Airport Heights	7
Basher	0
Bayshore/Klatt	0
Bear Valley	0
Birchwood	0
Campbell Park	1
Chugiak	0
Downtown	0
Eagle River	1
Eagle River Valley	0
Eklutna Valley	0
Fairview	2
Girdwood	0
Glen Alps	0
Government Hill	0
Hillside	3
Huffman/O'Malley	2
Midtown	1
Mountain View	0
North Star	0
Northeast	3
Old Seward/Ocean View	1
Portage Valley	0
Rabbit Creek	2
Rogers Park	2
Russian Jack	1
Sand Lake	2
Scenic Foothills	2
South Addition	4
South Fork	0
Spenard	3
Taku Campbell	2
Tudor Area	1
Turnagain	0
Turnagain Arm	0
University Area	3
Not in Municipality	0
Skipped: 1	



What Community Council or part of the Municipality best describes where you work?

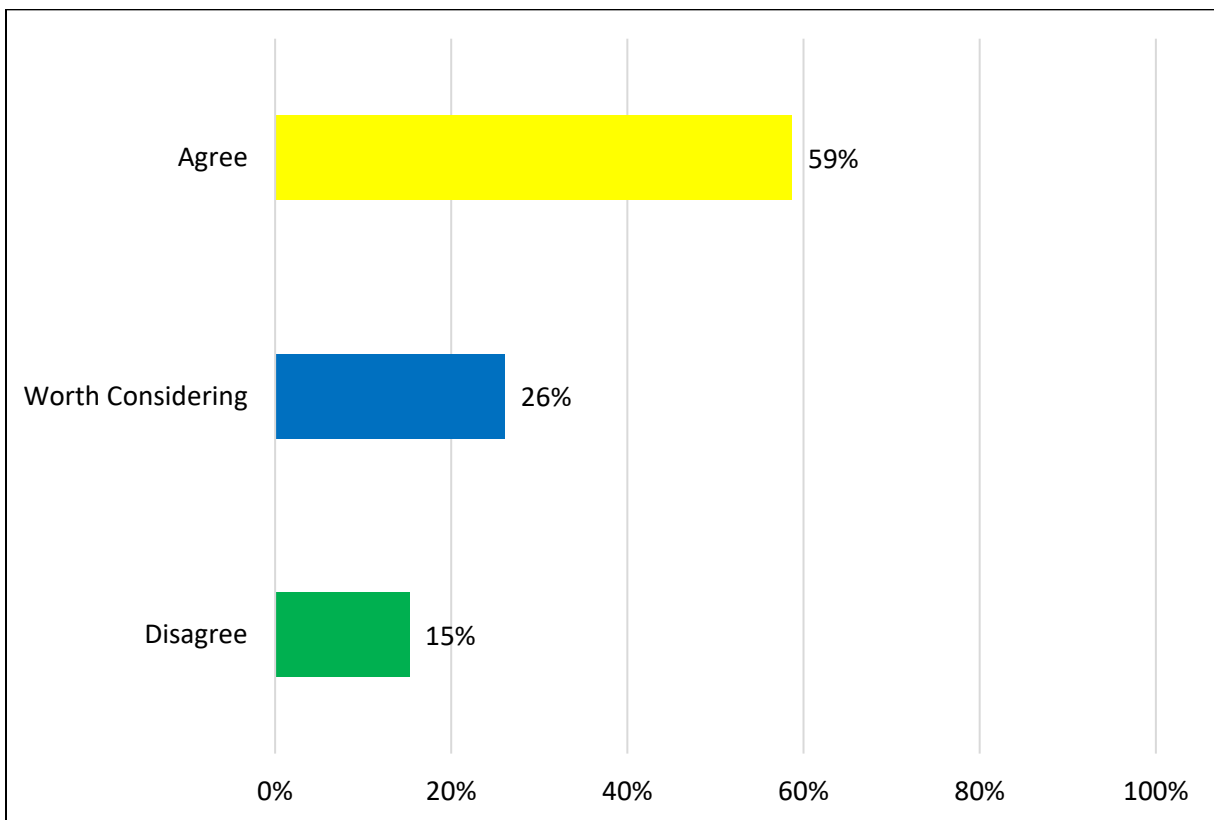
Abbott Loop	3
Airport Heights	1
Basher	0
Bayshore/Klatt	0
Bear Valley	0
Birchwood	0
Campbell Park	6
Chugiak	0
Downtown	11
Eagle River	0
Eagle River Valley	0
Eklutna Valley	0
Fairview	1
Girdwood	0
Glen Alps	0
Government Hill	0
Hillside	0
Huffman/O'Malley	0
Midtown	15
Mountain View	0
North Star	1
Northeast	1
Old Seward/Ocean View	0
Portage Valley	0
Rabbit Creek	1
Rogers Park	0
Russian Jack	1
Sand Lake	2
Scenic Foothills	0
South Addition	1
South Fork	0
Spenard	0
Taku Campbell	0
Tudor Area	0
Turnagain	0
Turnagain Arm	0
University Area	1
Not in Municipality	0
Skipped: 1	



Question Grouping #1: Area-Specific Requirements?

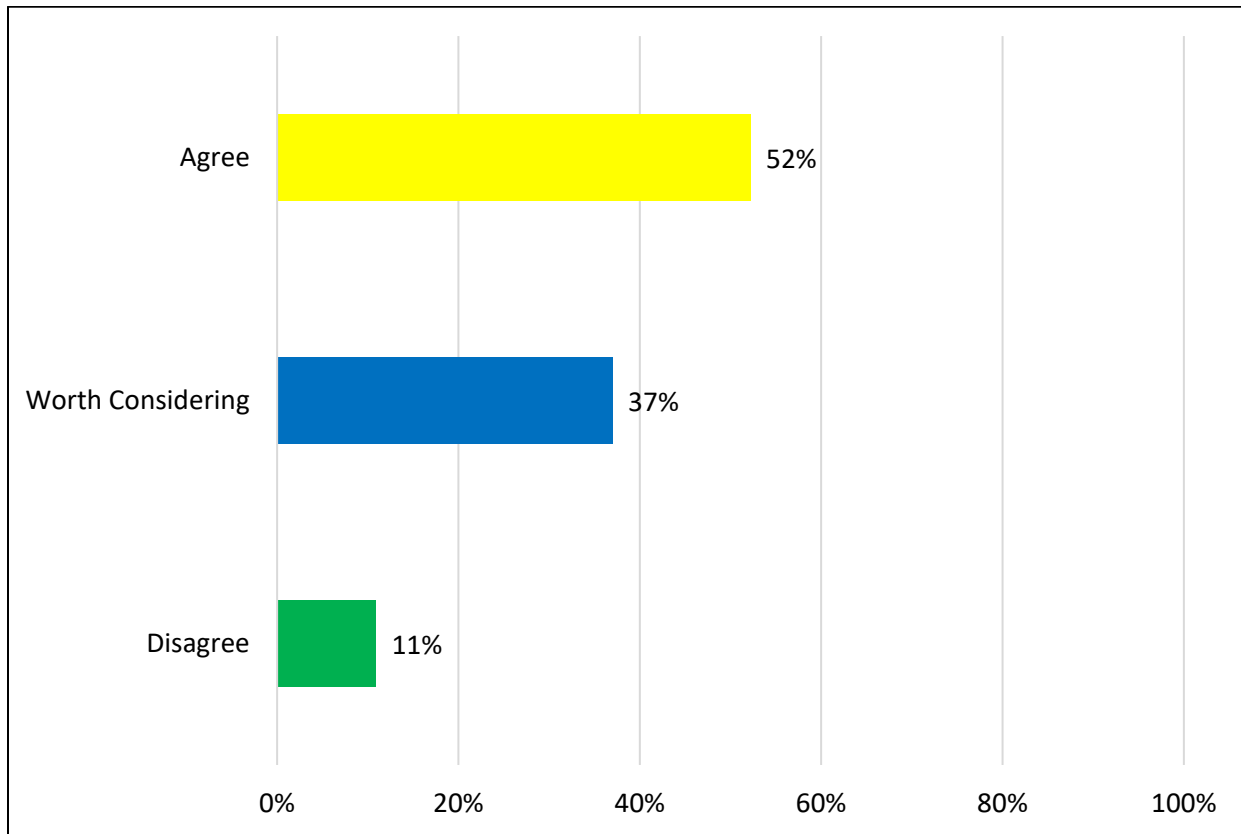
1. Minimum parking and driveway requirements are currently the same across Anchorage. Should Anchorage have area-specific minimum parking requirements tailored to urban neighborhoods and transit-supportive development corridors?

Agree	27
Worth Considering	12
Disagree	7
Skipped: 0	



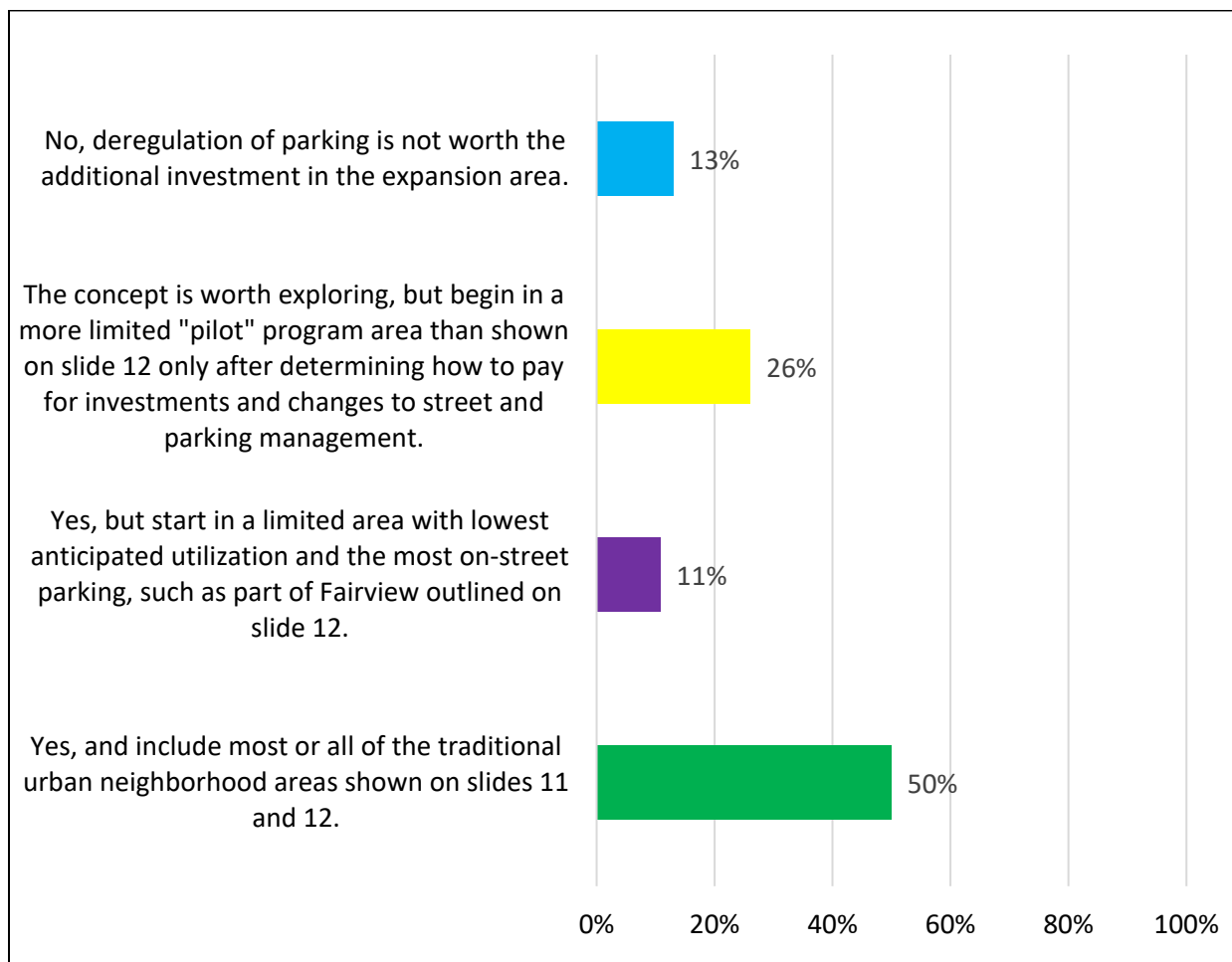
1a. Should the five (5) area-specific, administrative parking reductions currently in Title 21 be replaced with by-right lower parking requirements in traditional urban neighborhoods, as shown on Slide 11?

Agree	24
Worth Considering	17
Disagree	5
Skipped: 0	



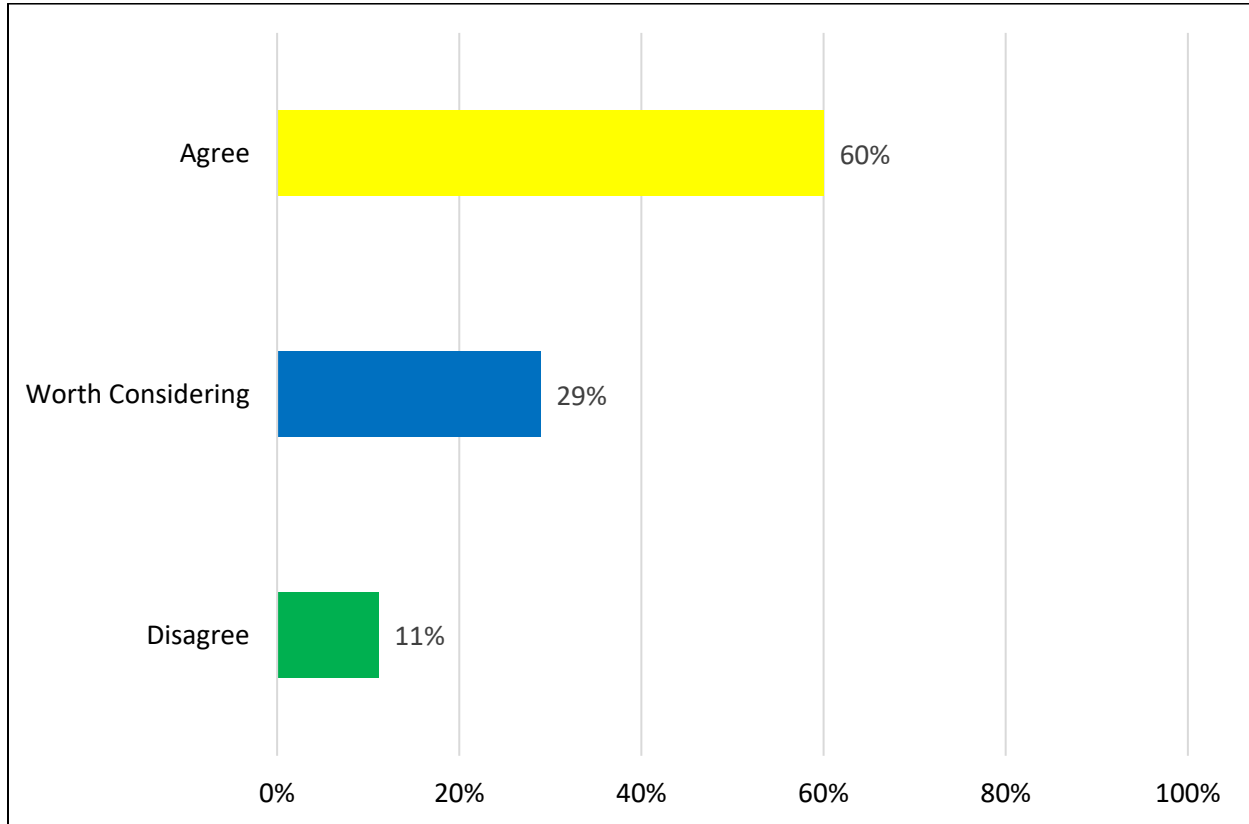
1b. Should Anchorage expand the current Downtown parking exemption (no parking required) into parts of surrounding neighborhoods, such as shown on Slide 12?

Yes, and include most or all of the traditional urban neighborhood areas shown on slides 11 and 12.	23
Yes, but start in a limited area with lowest anticipated utilization and the most on-street parking, such as part of Fairview outlined on slide 12.	5
The concept is worth exploring, but begin in a more limited "pilot" program area than shown on slide 12 only after determining how to pay for investments and changes to street and parking management.	12
No, deregulation of parking is not worth the additional investment in the expansion area.	6
Skipped: 0	



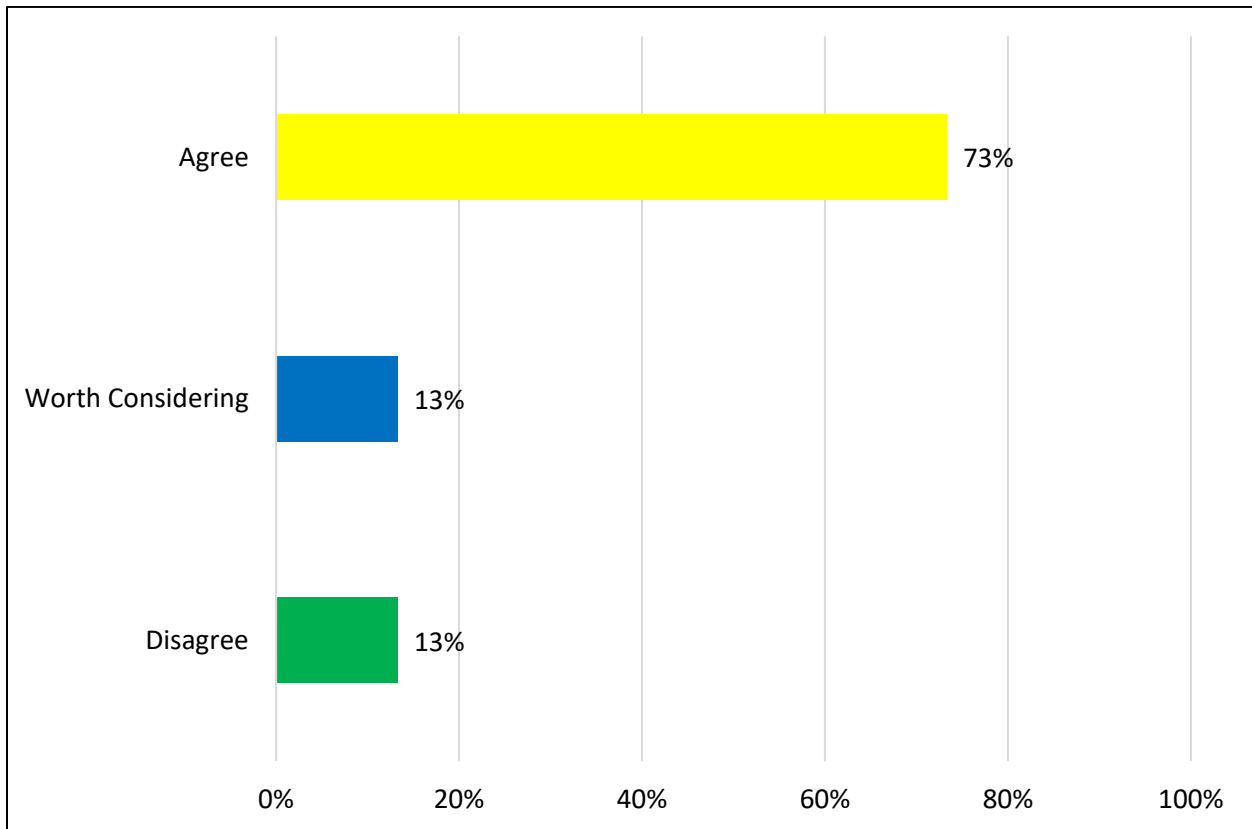
1c. Should "edge" urban neighborhoods, such as parts of Midtown and Spenard as listed in slide 13, also have lower minimum parking requirements?

Agree	27
Worth Considering	13
Disagree	5
Skipped: 0	



1d. Should the transit-supportive development corridors with frequent public transit service mapped on Slide 13 also have lower minimum parking requirements rather than an administrative parking reduction that developers along transit routes may request?

Agree	33
Worth Considering	6
Disagree	6
Skipped: 1	



1e. Additional comments, ideas, or questions regarding targeted and lower area-specific minimum parking requirements?

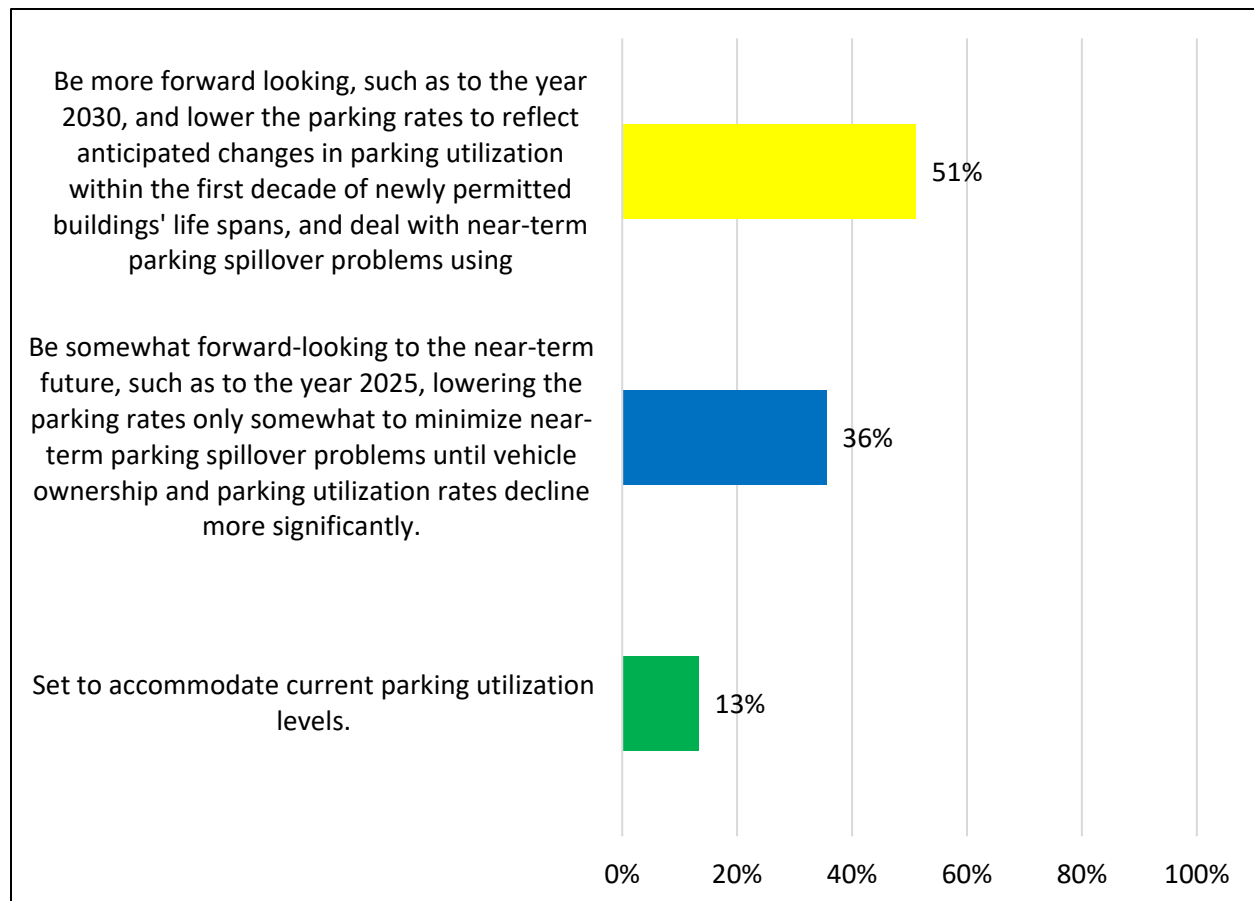
You will not force people to give up their cars and ride the bus or bike unless they want to, you will just make parking harder
Why not parking maximums?
Unfortunately, you can not force everyone to take public transit. So incentivizing this as an option or requiring developers to either pay into public transit or provide residents or employees with free or reduced transit passes.
This survey seems designed to garner support for the approach to parking preferred by municipal staff, or else register opposition to reduced parking requirements. Where is the opportunity to say that Anchorage should have areawide parking reductions? It seems like Downtown needs more parking than ANY other part of the city (they are always talking about how they are the Downtown for everyone from Girdwood to Peters Creek, not to mention the tourists and visiting workers staying downtown who need parking), and yet it is EXEMPT from min parking requirements, and apparently nobody thinks they are necessary to impose now to fix the broken development that has resulted in their absence?
Thank you for making bicycle transportation easier, safer, and more enjoyable
Public transit is not used widely enough to justify lower/elimination of parking requirements.
One of the most challenging aspects of redevelopment is meeting parking requirements. We need to find ways to implement the plans that have been in place to reduce parking in certain areas of town.
Lowered parking requirements shouldn't be by-rights unless the infrastructure exists to support additional parking on street (metered/permitted parking, parking lots or structures). A review process should exist for parking reductions or developers will abuse the right. The goal should also be better interaction on the streetscape, so requiring alleys for parking makes sense.
lower area specific is fine but dont expand the downtown exempt into neighborhoods that are not serviced by ACDA and public parking facilities.
In order to avoid perpetuating bad development as Anchorage continues to grow up (ie. parking swamps everywhere EXCEPT in the now identified areas) lower the minimum and maximum allowed parking across the Bowl. One might argue that we have what we have because of code, so if we don't want Dimond and South Anchorage and Lake Otis and other areas to look like Lore Road, then change the whole city code to focus on humans and not cars.
In addition to reducing parking requirements based on areas maybe consider parking reductions based on uses outside of those specific areas. It feels like Anchorage typically ends up with a lot of paved parking areas for anticipation of high capacity days. It would be great if there were more flexibility in reducing parking requirements if high need days could be mitigated through shared parking or other methods.
If I understand correctly, it sounds like the intent is to reduce the amount of parking in smaller developments in order to reduce the amount of pavement and increase space available for building development? That sounds nice in concept, but doesn't take into account the fact that Alaskans don't confine themselves to specific corridors such as to work or the grocery store and back. Just because I could take the bus to work and buy food doesn't mean I don't need my vehicle to get to trailheads around town, visit a friend, or get out of town for a day or weekend, so I would still need parking - preferably covered parking. Also, 1) many households now have more than one vehicle, and 2) the smaller parking stalls proposed don't account for the size of the pickup trucks driven by many Alaskans, which makes parking tight in some parts of Anchorage already. I live in an older condo

association with inadequate parking, so have a hard time supporting the idea of less parking availability.
I support reducing the minimum parking requirements widely, and especially in urban centers.
I lived in NW Portland a traditional downtown accompanying neighborhood. Parking was insane, but people want to live there. I believe unless there is a motivation to live in these neighborhoods making parking difficult will upend the demand. With that said, mixed unit in my opinion is much more important. More of that, more reasons to move, I'll deal with the parking. Until that happens, it might be a hard sell.
From my perspective, parking is a low value item and should be considered as such. Being in bigger cities parking can be frustrating sometimes but keeping housing more affordable is more important than the inconvenience of having to park 200-300 yards from your front door. I've never experienced having to park more than 20-30 yards of someone's front door.
Bowl-wide reduction of parking should be implemented to eliminate disparity in costs of development due to MOA top-down/arbitrary boundaries and to prevent overparking currently experienced in highlighted areas as other areas grow.
These ideas will help reduce parking requirements however, additional overlays or exclusion zones are simply 'one more thing' designers have to add to their process when helping developers design a project.
Less excited about area specific reductions (what percentage of reduction area beneficiaries are wealthy and/or very liberal?) Would be much more excited about modernizing/reducing our parking requirements everywhere. Better for the environment, low income folks, high income folks, and everyone who doesn't mind the occasional walk.
Some real-world examples would help show how these changes may occur. For example, reductions along Spenard or other transit corridors theoretically make sense, but on street parking along adjacent roads have pretty inadequate curbs, gutters, and space in general for overflow parking so the impacts are difficult for me to understand without some impact examples.
Public transit is not used widely enough to justify lower/elimination of parking requirements.
One of the most challenging aspects of redevelopment is meeting parking requirements. We need to find ways to implement the plans that have been in place to reduce parking in certain areas of town.
One of my biggest concerns is what happens when Transit has to modify their service area or headways? While I don't think the private developers should be penalized for a public funding decision, the burden of parking enforcement and roadway safety also relies on public funding and will not likely be increased to handle parking issues that arise. What is being considered to handle these overflow parking situations?
The more we can reduce parking requirements and leave it to the property owner, the better. Right now there is a lot of restrictions in place, especially for businesses.
Need for parking spaces correspond more closely to affluence, and the number of bedrooms in a residence than to the proximity of public transportation. The quality of public transportation in Anchorage is not sufficient to convert drivers to riders.

Question Grouping #2: Socioeconomic and Technological Trends

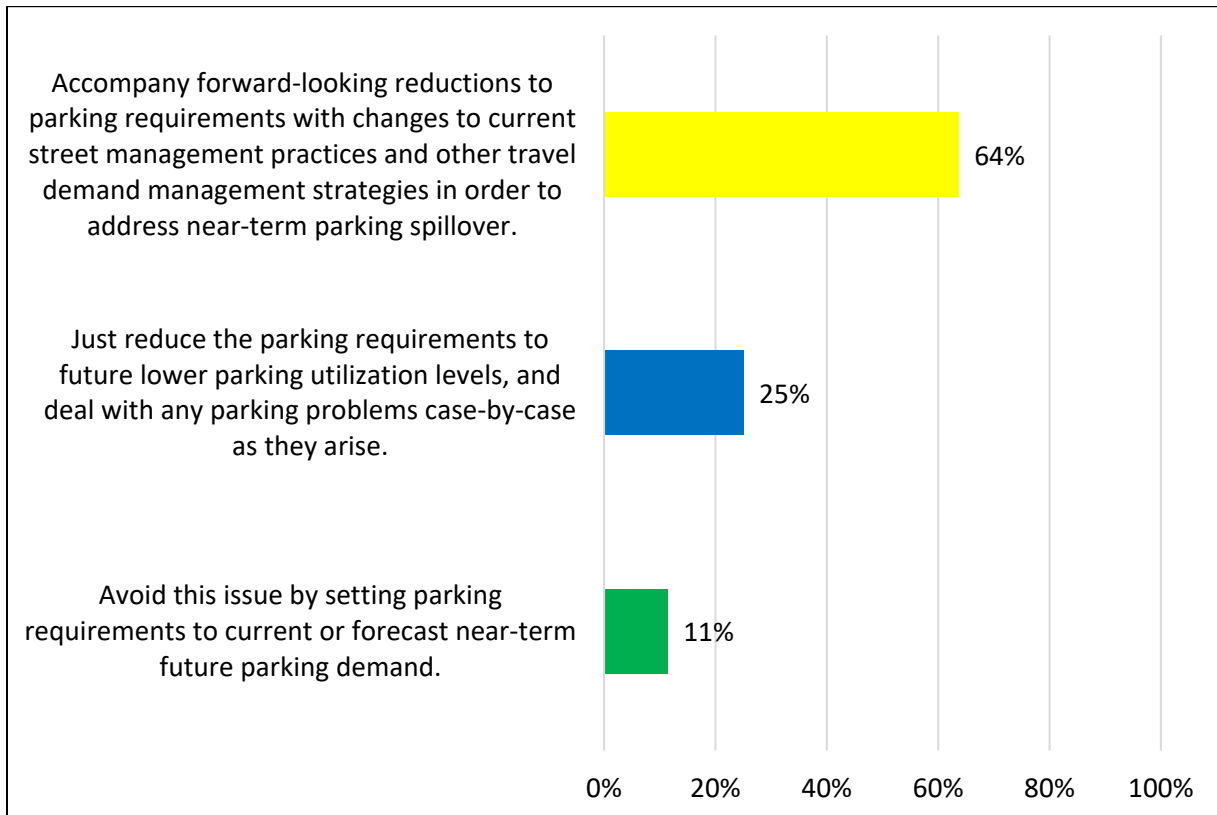
2. How much forward-looking should urban neighborhood parking requirements be? Should they be set to accommodate current parking utilization levels, or to future lower parking utilization levels forecast to occur based on the socioeconomic/technological trends shown in slide 22?

Be more forward looking, such as to the year 2030, and lower the parking rates to reflect anticipated changes in parking utilization within the first decade of newly permitted buildings' life spans, and deal with near-term parking spillover problems using other parking demand management strategies.	23
Be somewhat forward-looking to the near-term future, such as to the year 2025, lowering the parking rates only somewhat to minimize near-term parking spillover problems until vehicle ownership and parking utilization rates decline more significantly.	16
Set to accommodate current parking utilization levels.	6
Skipped: 1	



2a. If parking requirements are set to future lower parking utilization levels, what should be Anchorage's risk tolerance and strategy for addressing any parking spillover impacts in the near term?

Accompany forward-looking reductions to parking requirements with changes to current street management practices and other travel demand management strategies in order to address near-term parking spillover.	28
Just reduce the parking requirements to future lower parking utilization levels, and deal with any parking problems case-by-case as they arise.	11
Avoid this issue by setting parking requirements to current or forecast near-term future parking demand.	5
Skipped: 2	



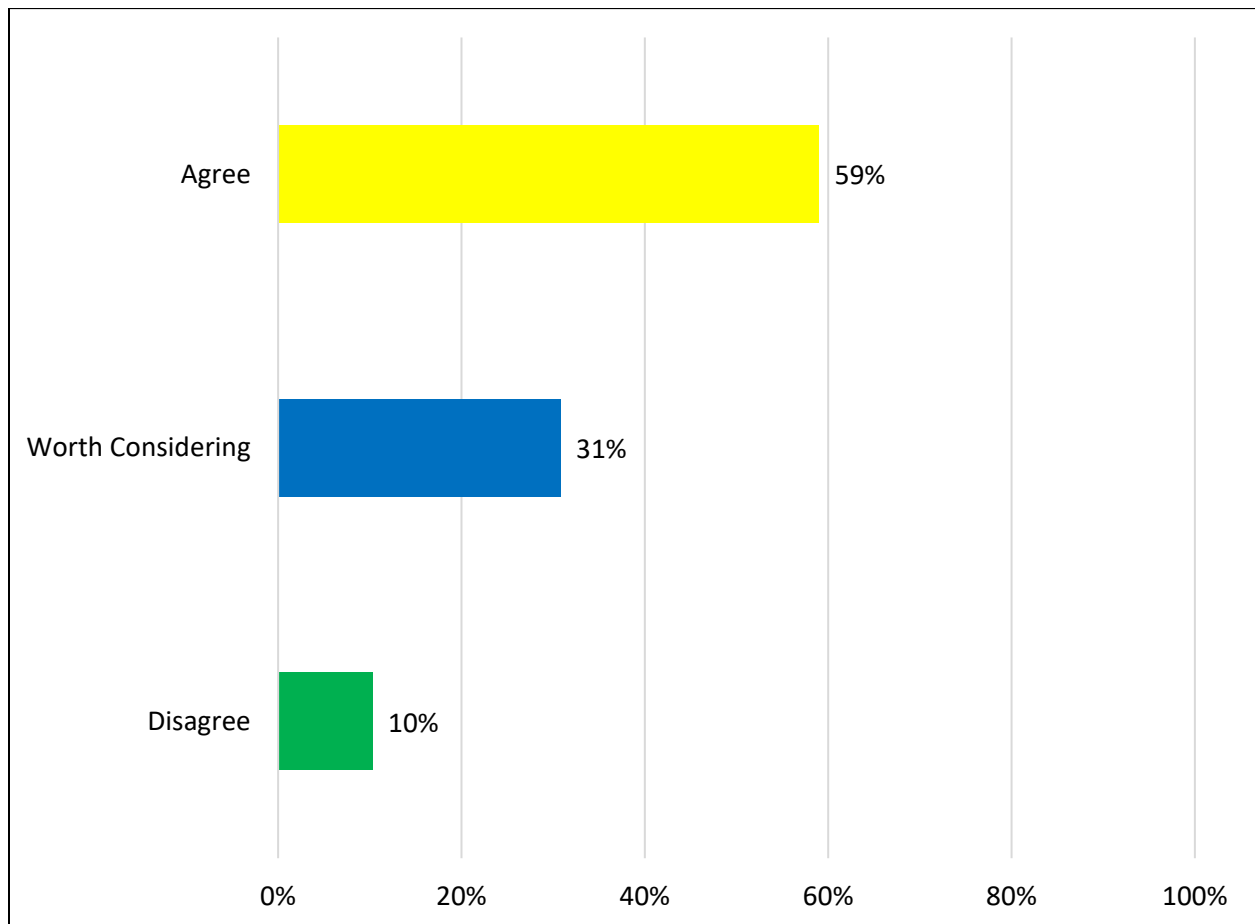
2b. Comments or ideas about the list of socioeconomic and technological trends listed in slide 22?

<p>Codify where you want to be, not where you are and partner with sister agencies to advance and anticipate change. Let's not pretend we know what the change is, though there are trends, but rather target and foster public health/economic benefit/community equity with development incentives that are logical and bowl-wide, and include easy to understand code changes that are addressing current and forecasted issues of vehicle dominance.</p>
<p>Even with increased bicycle or pedestrian travel, I don't see people giving up their cars completely.</p>
<p>It is extremely unlikely future parking demands will be less than present; any analysis that suggests lower vehicle ownership in the future is wishful thinking.</p>
<p>Maintenance of the sidewalks and pedestrian routes has always been an issue in Anchorage. If you could fix this problem a lot of the other issues would resolve themselves as more individuals would be able to get where they need to go safely by walking.</p>
<p>Not specific to question, but the jargon of these questions/answers is kind of difficult to wade through. It is hard to digest even as a planning professional.</p>
<p>One idea I have is to make the developers/redevelopers, that want to reduce/eliminate parking, responsible for maintaining the public sidewalks adjacent to their site (or beyond). Technically, there is a section in Title 24 that says commercial developments with ADA parking are responsible for clearing snow adjacent to the parcel and along their internal connections. But as reliability on the nonmotorized system becomes more common there needs to be a way to shift this burden away from purely being a public issue.</p>
<p>People are fickle and creative, give us more room to operate; there will be BAD examples, but we'll get more better things faster too.</p>
<p>Spillover occurs when parking is not properly priced (demand exceeds supply). Areas with a consistent lack of parking space need to incorporate priced parking or increase the price, if existing.</p>
<p>The trends identified above are in conflict with current transportation planning models. I believe the transportation models are wrong and need to be updated to reflect current conditions and trends, and this should be a priority for the planning department, as the director has a seat on the technical advisory committee of AMATS</p>

Question Grouping #3: Administrative Parking Reductions (Citywide)

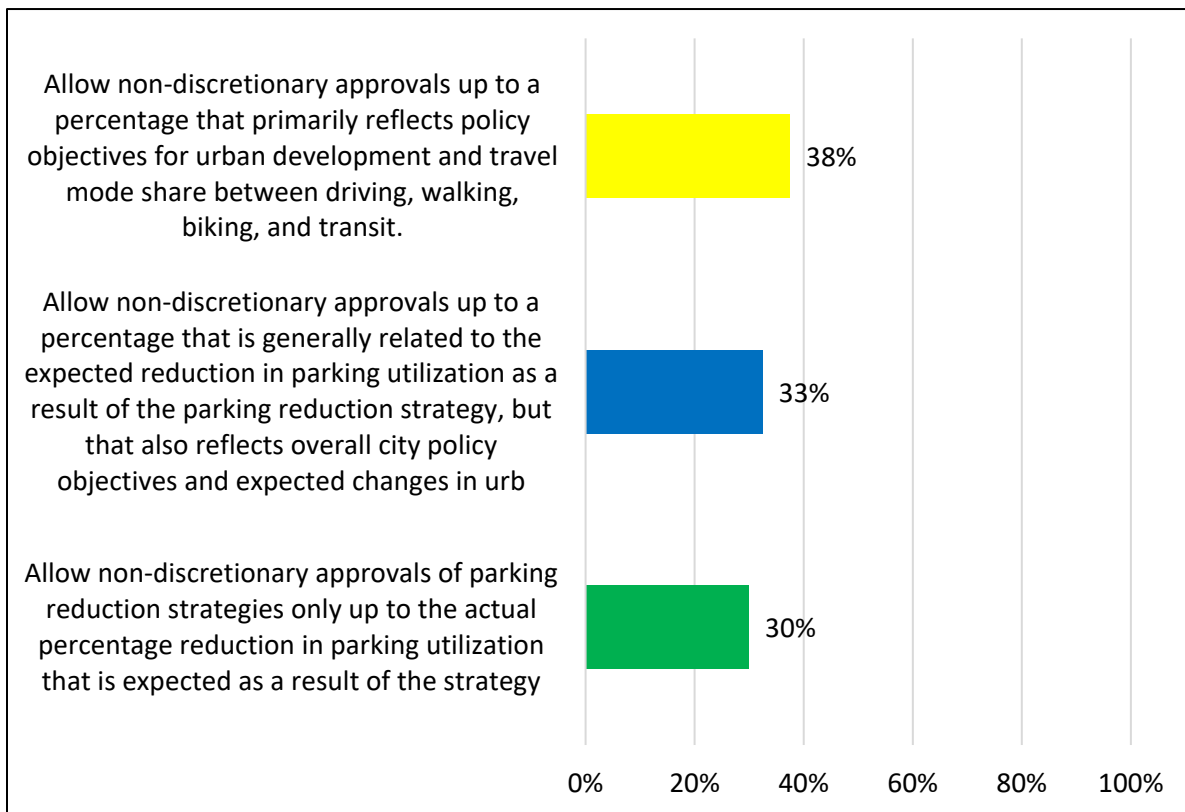
3. Administrative reductions to parking requirements are currently available through discretionary review and approval by municipal officials. Should this process be changed to be non-discretionary up to a certain percentage reduction, as discussed in Slide 14 below?

Agree	23
Worth Considering	12
Disagree	4
Skipped: 7	



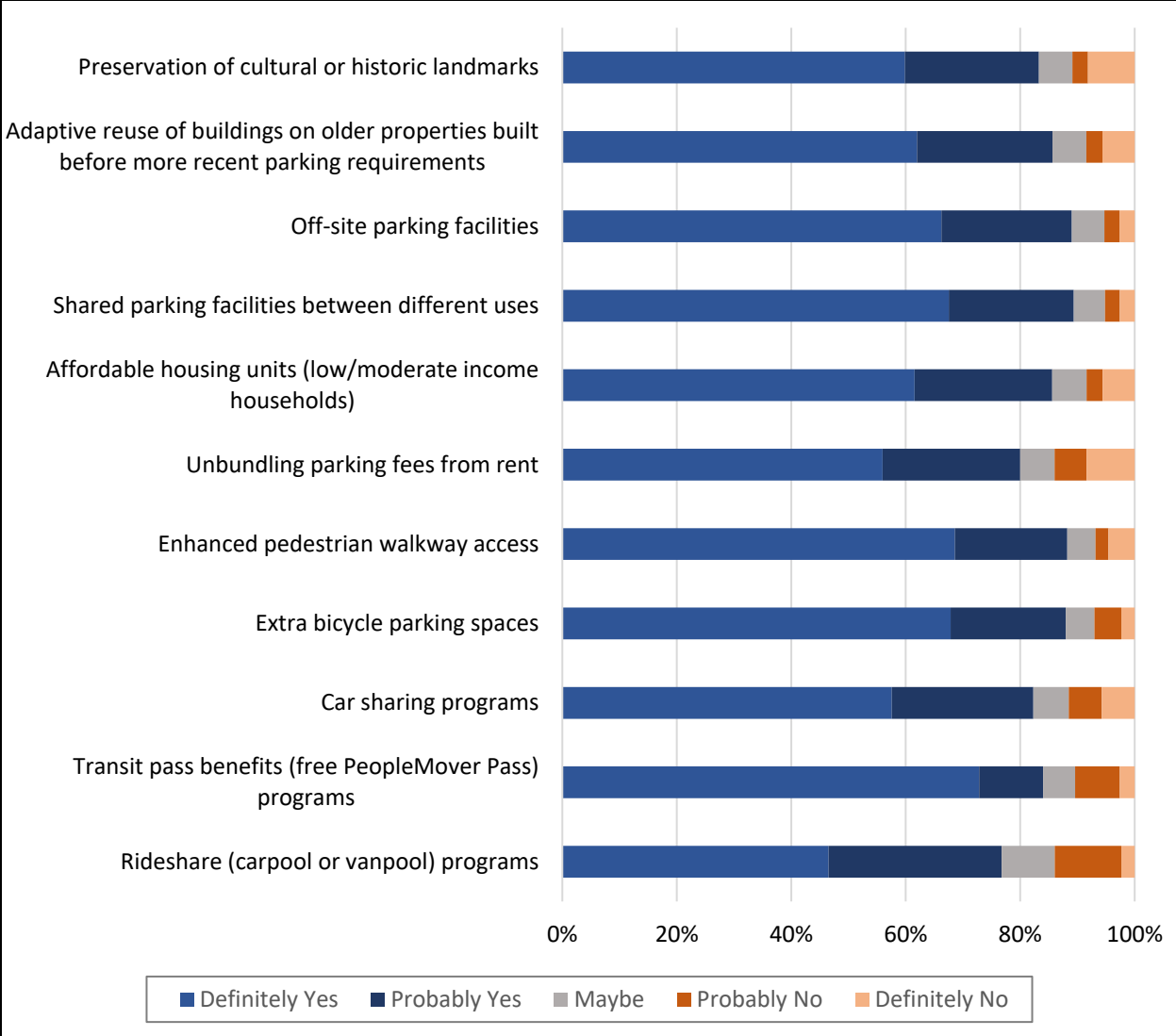
3a. If the Code is amended to have a non-discretionary approval process for some parking reductions, what should the maximum non-discretionary percentage reduction be before it kicks into a discretionary review by the Traffic Engineer and potentially a required parking study?

Allow non-discretionary approvals of parking reduction strategies only up to the actual percentage reduction in parking utilization that is expected as a result of the strategy. For example, if research demonstrates that affordable rental housing typically reduces parking utilization by 25%, then non-discretionary approval of a parking reduction for providing affordable housing should be for no more than a 25% reduction.	12
Allow non-discretionary approvals up to a percentage that is generally related to the expected reduction in parking utilization as a result of the parking reduction strategy, but that also reflects overall city policy objectives and expected changes in urban neighborhood development patterns, such that we can tolerate allowing a somewhat higher percentage reduction.	13
Allow non-discretionary approvals up to a percentage that primarily reflects policy objectives for urban development and travel mode share between driving, walking, biking, and transit.	15
Skipped: 6	



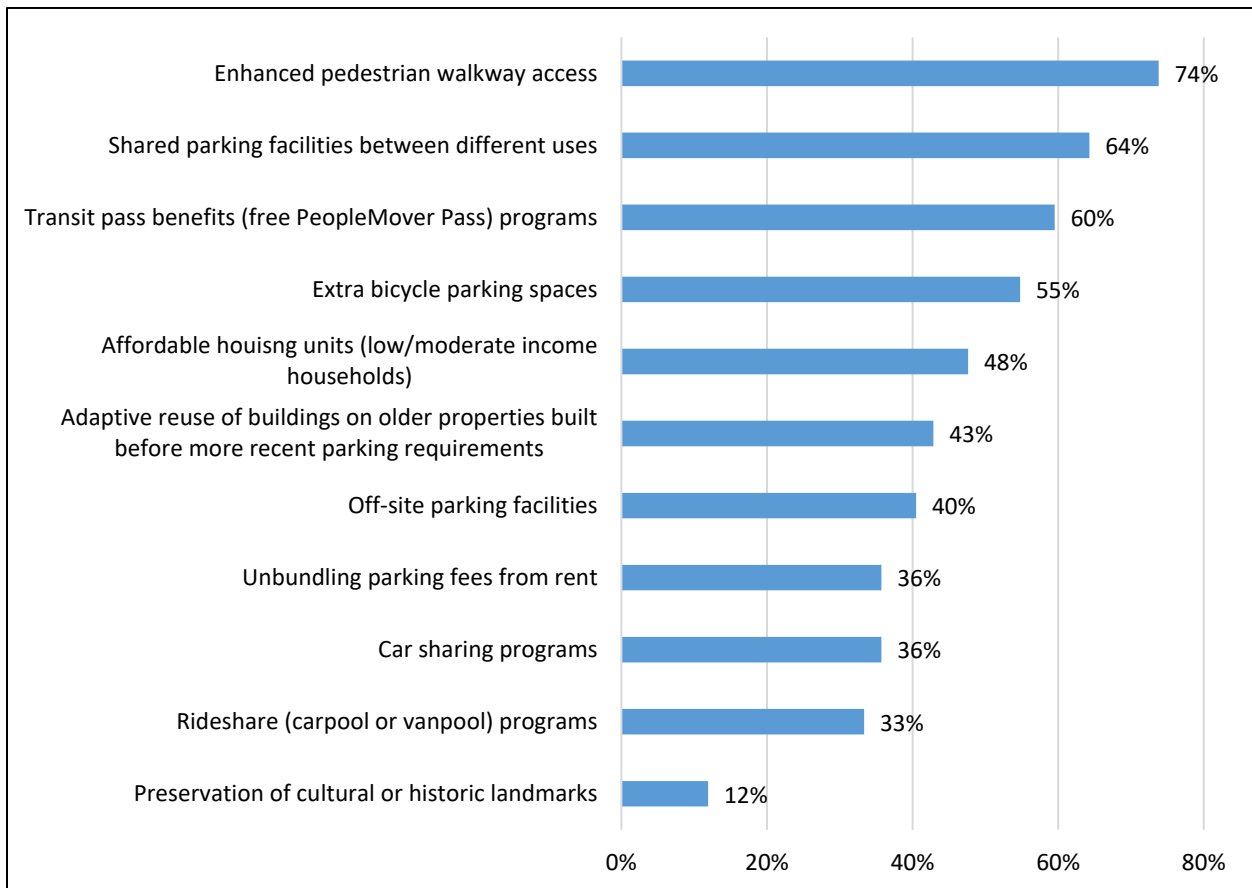
3b. Slide 14 shows potential changes to the menu of parking reduction strategies available across the Municipality. The changes would add more strategies for reducing parking demand or supporting adaptive reuse and redevelopment of existing buildings. Should the following choices included in the menu on slide 14 be included?

	Definitely Yes	Probably Yes	Maybe	Probably No	Definitely No
Rideshare (carpool or vanpool) programs	20	13	4	5	1
Transit pass benefits (free PeopleMover Pass) programs	28	7	4	3	1
Car sharing programs	20	15	4	2	2
Extra bicycle parking spaces	29	8	3	2	1
Enhanced pedestrian walkway access	30	5	5	1	2
Unbundling parking fees from rent	20	10	8	2	3
Affordable housing units (low/moderate income households)	22	12	6	1	2
Shared parking facilities between different uses	26	11	3	1	1
Off-site parking facilities	25	10	6	1	1
Adaptive reuse of buildings on older properties built before more recent parking requirements	22	12	5	1	2
Preservation of cultural or historic landmarks	22	10	7	1	3
	Skipped: 2	Skipped: 2	Skipped: 2	Skipped: 2	Skipped: 2



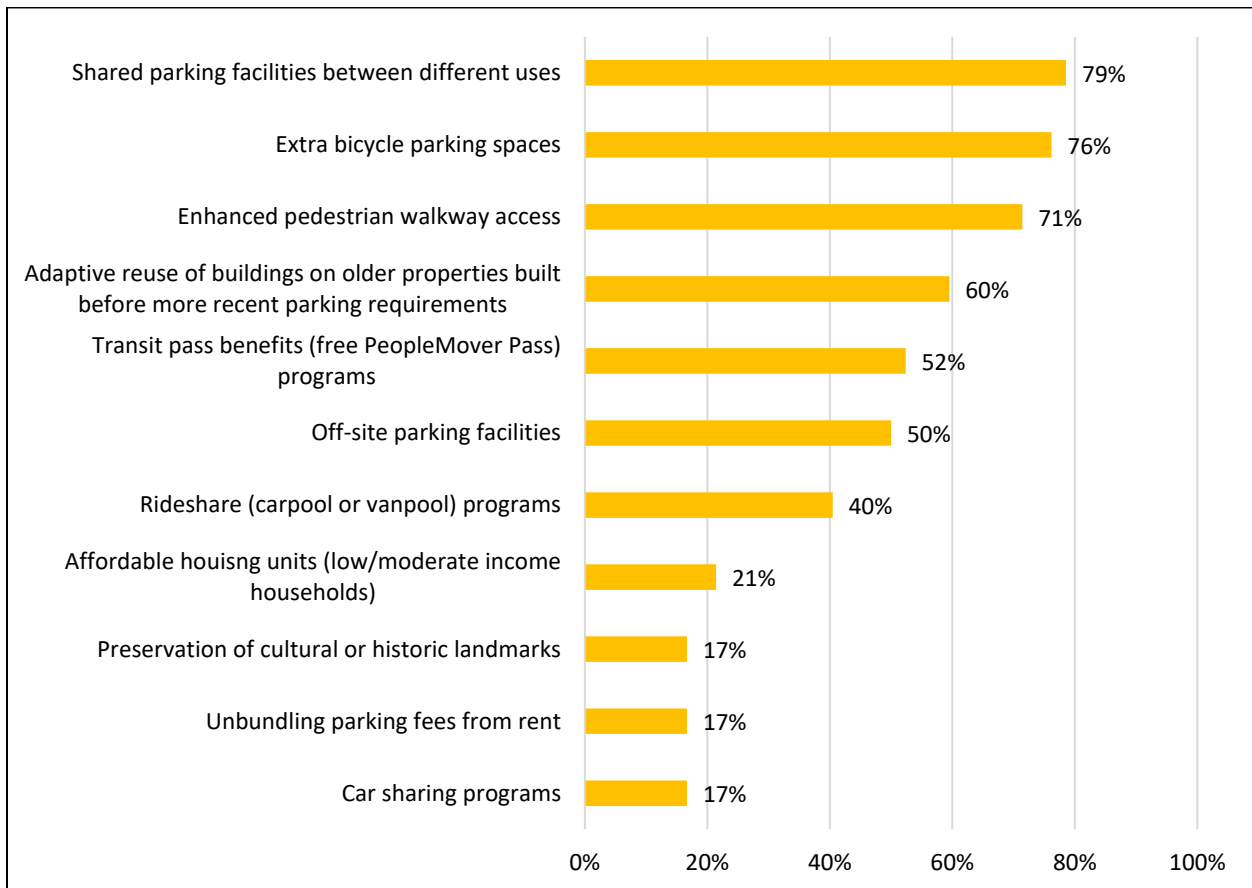
3c. Select what you think will be the five (5) most important and effective parking reductions for RESIDENTIAL developments in the Municipality of Anchorage:

Enhanced pedestrian walkway access	31
Shared parking facilities between different uses	27
Transit pass benefits (free PeopleMover pass) programs	25
Extra bicycle parking spaces	23
Affordable housing units (low/moderate income households)	20
Adaptive reuse of buildings on older properties built before more recent parking requirements	18
Off-site parking facilities	17
Unbundling parking fees from rent	15
Car sharing programs	15
Rideshare (carpool or vanpool) programs	14
Preservation of cultural or historic landmarks	5
Skipped: 4	



3d. Select what you think will be the five (5) most important and effective parking reductions for COMMERCIAL and BUSINESS developments in the Municipality of Anchorage:

Shared parking facilities between different uses	33
Extra bicycle parking spaces	32
Enhanced pedestrian walkway access	30
Adaptive reuse of buildings on older properties built before more recent parking requirements	25
Transit pass benefits (free PeopleMover Pass) programs	22
Off-site parking facilities	21
Rideshare (carpool or vanpool) programs	17
Affordable housing units (low/moderate income households)	9
Preservation of cultural or historic landmarks	7
Unbundling parking fees from rent	7
Car sharing programs	7
Skipped: 4	



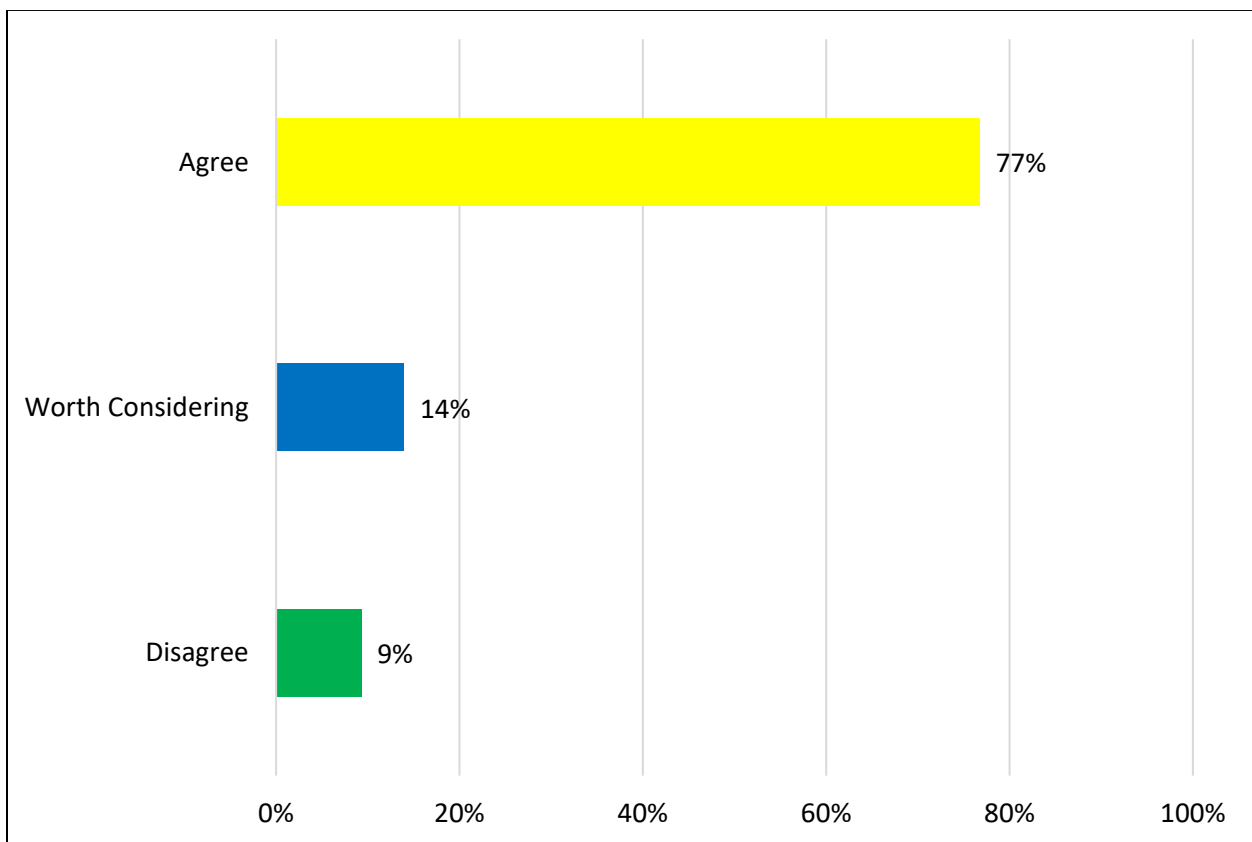
3e. Are there other parking reduction strategies we should be considering?

<p>To be honest the menu of parking reductions is cumbersome to use as a designer. I would rather see the parking requirements reduced at the table of use types. Reducing required parking per use type would make designing sites less of a headache. All these menu items are great but create iteration upon iteration upon iteration of design options.</p>
<p>These aren't reductions, but a reduction of the requirements: - narrower widths for certain uses, such as residential - allow double parking (where one car parks another in) for residential parking or employee parking - allow turnaround in alleys so it does not have to be on-site</p>
<p>The reduced parking ideas might work for businesses but for residences we should always accommodate one vehicle per unit for small developments and a reduced amount for developments with greater than 20 units. No matter how good the in town pedestrian and transit is people will still need/want a car for shopping and getting out of town to hike, bike, fish, etc. Until there is adequate amenities to keep people entertained and engaged and easy daily life (shopping, etc) in town they will still want a car.</p>
<p>Secure bike parking (e.g. inside a locked cage with restricted access) would probably make a bigger difference than simply adding standard bike racks.</p>
<p>Regulate or tax maximum surface parking per unit area. For instance, downtown and midtown have devolved into expansive surface parking eyesores while parking garages, small business, and the economics of on-street parking + pedestrian experience suffers. Increase property taxation, expand stormwater management req'ts, or otherwise incentivize development on vacant lots with impervious surface + credit card stations.</p>
<p>Parking and car storage in the city and residential areas has an elastic demand. The more that is provided the more will be made needed.</p>
<p>NOTE: Question 3a is very confusing. Other reduction strategies would be to just make it easy and reduce complexity of code by reducing the whole number requirement instead of reviews, or better yet, eliminate minimum requirements altogether. Research has demonstrated the death-by-1000-cuts approach that min. req'ts have and the true cost of parking is ridiculous in terms of \$, real estate, and ecosystems. One of many articles available. https://annegrish.medium.com/modern-changes-to-u-s-parking-requirements-38dbfba49496</p>
<p>Many of the proposed revisions may result in few passenger miles being driven, which is good, but will not necessarily result in a corresponding reduction in vehicles.</p>
<p>Just reduce requirements. Full stop. Avoid the temptation to replace requirements with other requirements and just make building homes in Anchorage easier.</p>
<p>It would be interesting if a property owner could offer up parking for shared use to other nearby uses as part of a parking sharing program. I.e., if a new development went in they could search a database for nearby parking spaces that other owner's would be willing to share within a certain walking distance. This might be too much extra online infrastructure to manage. But would be an interesting opportunity for shared parking to occur in a walkable area vs. just with immediate neighbors.</p>
<p>I had a hard time wrapping my mind around the wording for questions 3a. I'd support the maximum non-discretionary approval for future needs(10-20+ years).</p>
<p>Downtown has a pretty great strategy for parking! I support it, enthusiastically. And not just in Christopher Constant's district :D</p>
<p>Cities know how to fix this, they have. Public transportation is critical. A train from Huffman to downtown, mountain view to downtown, the airport to downtown. More businesses downtown create less space, and less parking spots. Empty parking lots become businesses.</p>

Question Grouping #4: Alternative Modes of Site Access

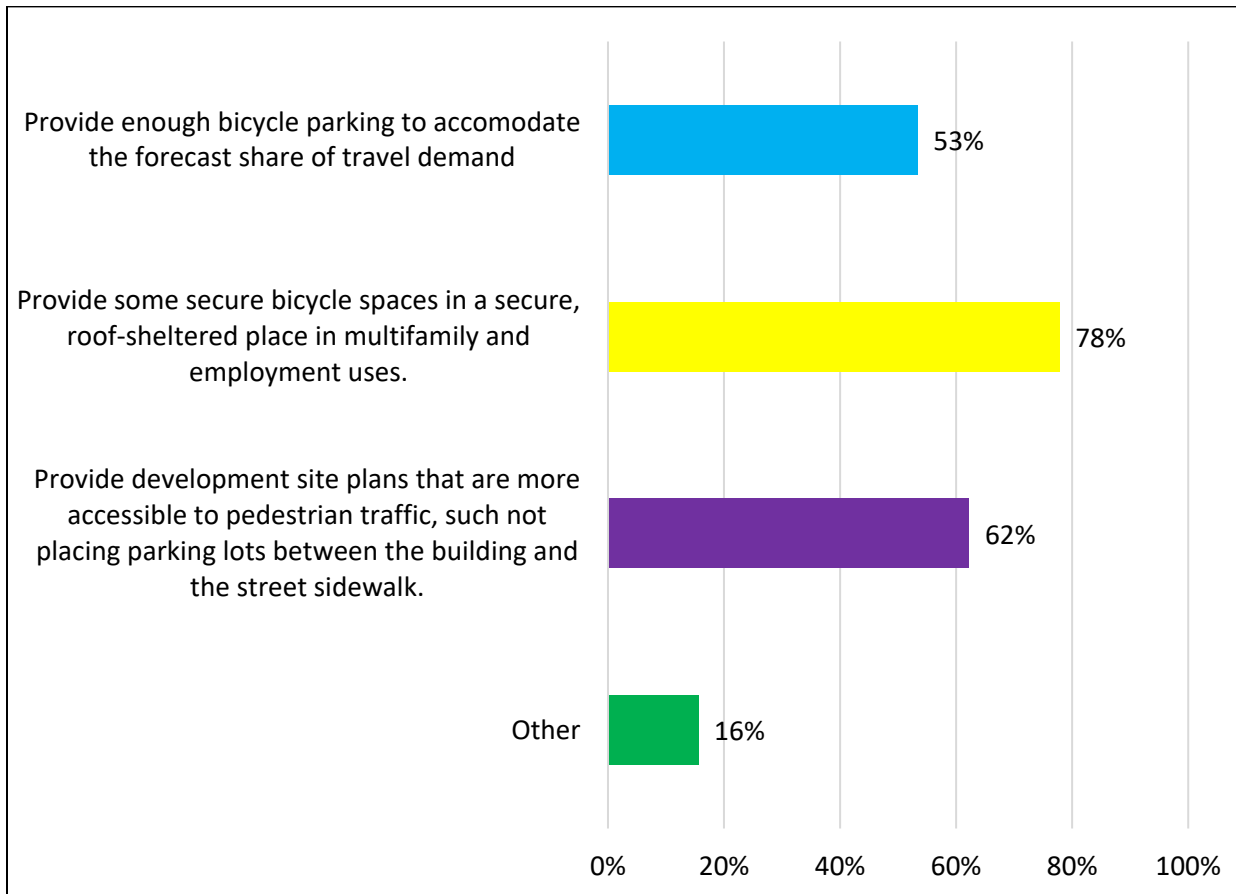
4. In areas where parking requirements are reduced, should there be standards for improved accessibility for pedestrians, bicyclists, and other parking demand management strategies, such as shown in slides 15 and 16?

Agree	33
Worth Considering	6
Disagree	4
Skipped: 3	



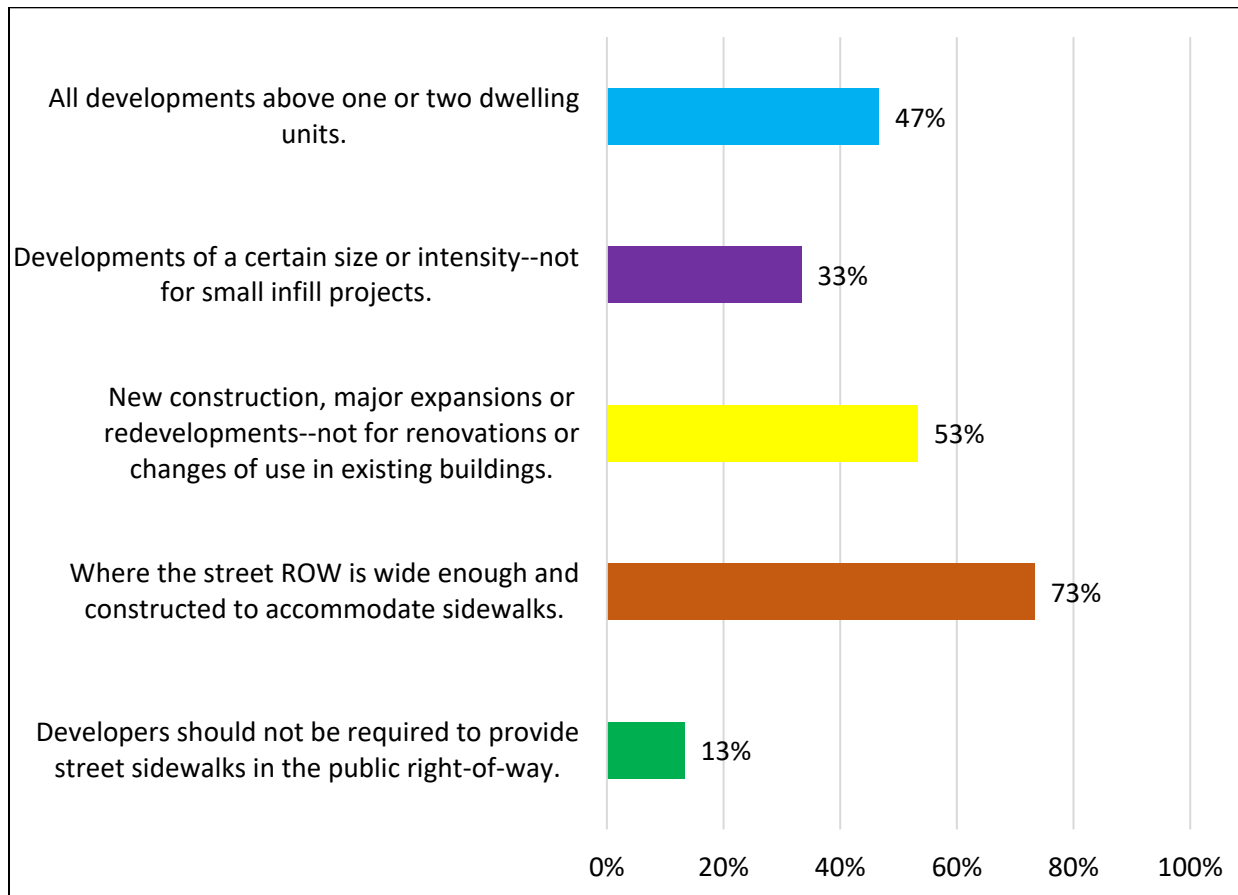
4a. Which ones among the following on-site strategies for improving alternative modes of access or managing parking demand should be considered for area-specific urban or transit-supportive contexts? (Select all that apply)

Provide enough bicycle parking to accommodate forecast share of travel demand in the area.	24
Provide some bicycle parking spaces in a secure, roof-sheltered place in multifamily and employment uses.	35
Provide development site plans that are more accessible to pedestrian traffic, such not placing parking lots between the building and the street sidewalk.	28
Other	7
Skipped: 1	



4b. Development projects are currently required to provide street sidewalks where missing in the commercial zones and highest-density (R-4) multifamily zones. For the remaining zones in the traditional urban residential neighborhoods on slide 16, should sidewalks be required to be installed on frontages where there is no sidewalk or where the sidewalk needs repairs/upgrades? (Select all that apply)

All developments above one or two dwelling units.	21
Where the street ROW is wide enough and constructed to accommodate sidewalks.	33
New construction, major expansions or redevelopments--not for renovations or changes of use in existing buildings.	24
Developments of a certain size or intensity--not for small infill projects.	15
Developers should not be required to provide street sidewalks in the public right-of-way.	6
Skipped: 1	



4c. Additional comments, ideas, or questions regarding shifting regulations toward alternative ways to access sites besides automobile parking?

<p>Yes! More bike storage, secure, safe, sheltered. Outside bike racks without weather protection are useless in the winter. They are hard to maintain and clear of snow.</p>
<p>The city should use there bonding capacity to provide or rebuild sidewalk amenities based on the MOA improvement plans. Developers should not have to provide that when it is an offsite public amenity</p>
<p>The city should invest in pedestrian infrastructure in the public right of way. And I support taxing us to pay for it, and would be all the happier to pay if we simultaneously stopped trying to enforce provision of public goods on new developments.</p>
<p>Perhaps developers shouldn't be required to construct sidewalks, but there should be impact fees so they are contributing toward the cost of constructing the needed sidewalks. Also, if they want the benefit of reduced parking, so some sort of pedestrian/bicycle improvement should be made. In my experience, developers want something for nothing (reduction without making any improvements outside of the building which doesn't change behaviors).</p>
<p>No need to 3 lane highway through downtown. Slow down the cars, give back the space to the people who work and live here.</p>
<p>New development should meet existing character and new standards</p>
<p>It has become a challenge that developers foot the bill of adding sidewalks in public right-of-ways, so the only way this will work is if the muni also invests in expanding its pedestrian sidewalk network. However, this isn't specifically spelled out in the AMATS Non-Motorized Plan and has been traditionally underfunded, so would need some other kind of incentive for developers to do this and not always seek and receive a variance.</p>
<p>improvements within the public ROW has to be looked at on a case by case basis. It does not always make sense to require improvement, even pedestrian and sometimes the project cannot support the cost. May need to consider how the MOA can share in those cost to make projects a go.</p>
<p>Help consumers by providing things the city believes need to be provided. Raise the tax cap to pay for it if you have to. STOP trying to sneak costs onto developers, who pass it on to buyers and renters, in order to achieve things you want. If the City thinks something is important, the City should pay for it. IF you can't find the money to put in pedestrian facilities, don't just tell someone they don't get to build a house unless they make offsite improvements for you; do a better job making the case that the city should invest our collective resources in pedestrian facilities. You are making major contributions to homelessness and the economic insecurity of Anchorage's NUMEROUS rent-burdened households. People are always happy for free stuff, you are contributing to a system where community councils etc can impose huge costs from the perspective of it costing nothing. That is broken. Make decision makers pay for their decisions, including the public.</p>
<p>Good pedestrian and bicycle infrastructure is one of Anchorage's major challenges. Fireweed Lane is an excellent example of poor design/construction. We need to do all possible to reduce the dependence on automobiles, while still recognizing that in Anchorage cars (and really large trucks and SUVs) will be king.</p>
<p>Forcing additional public infrastructure costs onto developers will have the opposite effect that this change to code is intended to effect.</p>
<p>Carefully pair and articulate landscape, stormwater, and snow storage management to ensure parking requirement issues are not supplanted by other issues. Also consider FAR incentives/waivers/etc for multi-modal or pedestrian-oriented development to accommodate non-motorized supports, like</p>

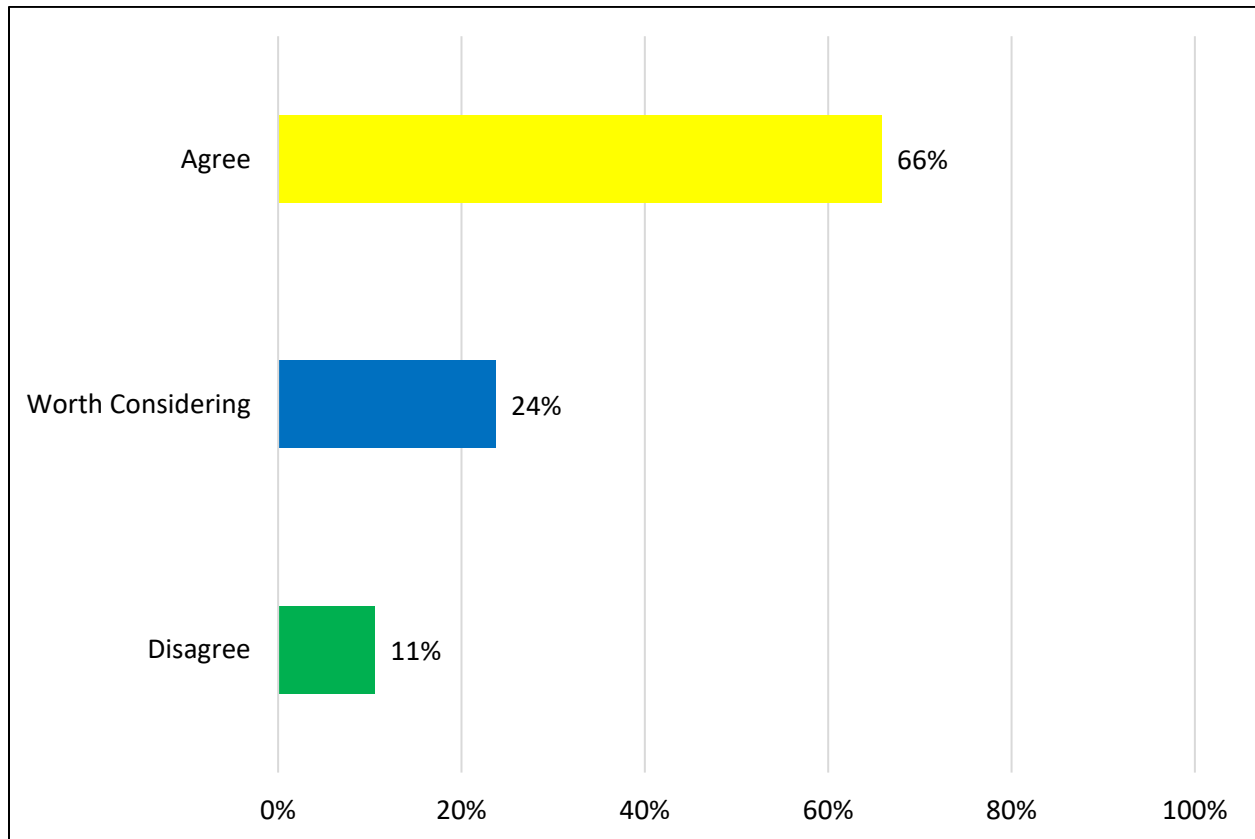
structure, internal/external circulation and potentially program space (internal bicycle parking storage + small workspace, for instance). Consider bikeshare or other incentives too.

Bicycles are not a viable form of transportation for winter months for most of the population, nor are the pathways adequately maintained for pedestrians in the winter.

Question Grouping #5: Driveways and On-Site Maneuvering

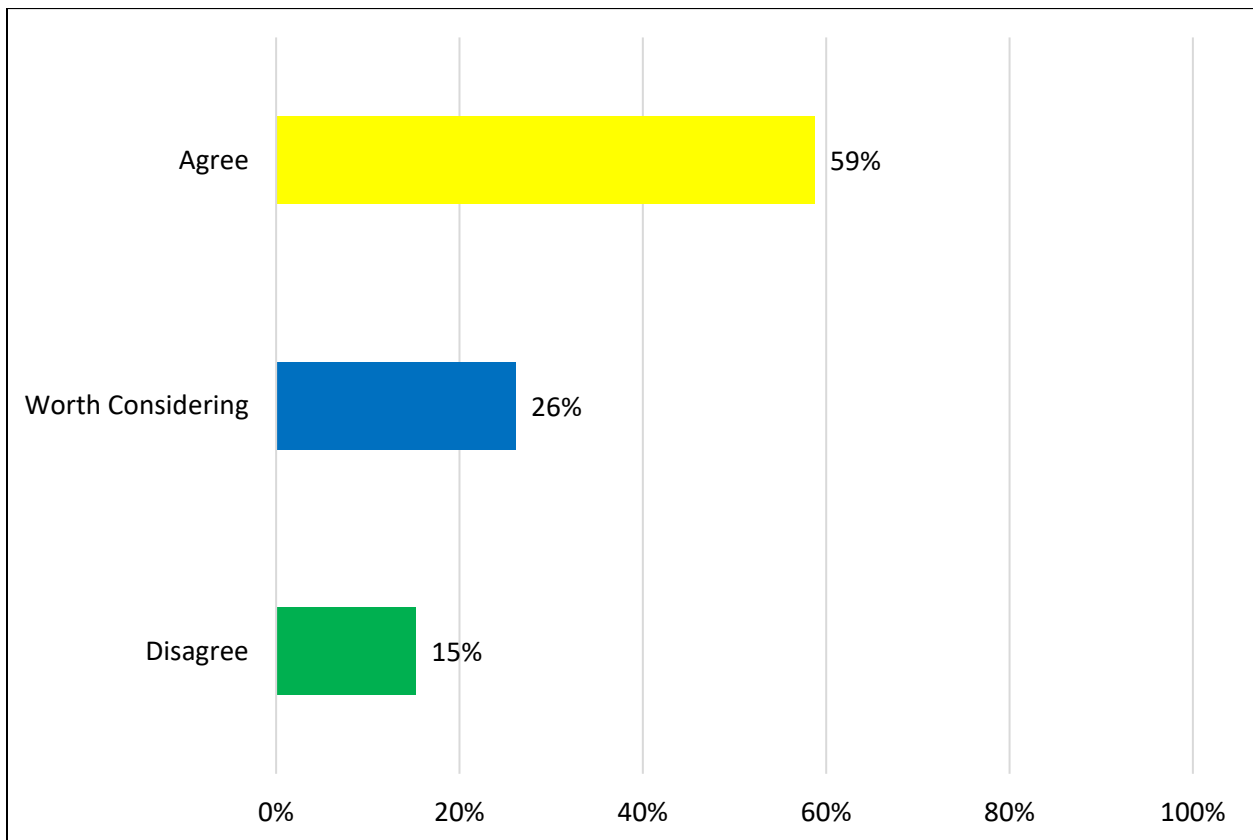
5. Should driveway standards for infill housing projects be tailored for urban neighborhood contexts?

Agree	25
Worth Considering	9
Disagree	4
Skipped: 8	



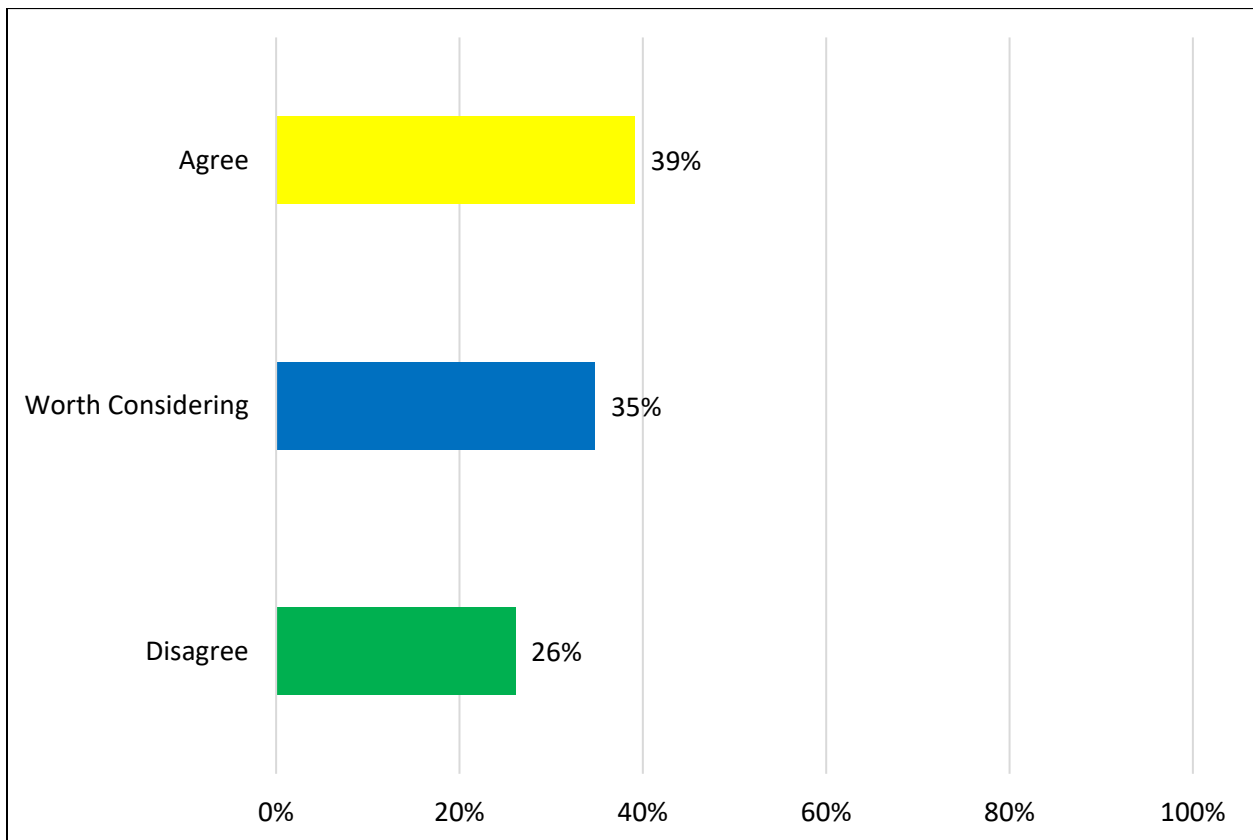
5a. Currently, housing projects with three or more units must provide a 24-foot wide, two-lane access driveway. Should small multiple-unit infill housing projects (three units up to six or eight units) be allowed to have narrower, single-lane driveways when accessed from local streets in urban neighborhoods and transit-supportive development contexts, as shown in Slide 17?

Agree	27
Worth Considering	12
Disagree	7
Skipped: 0	



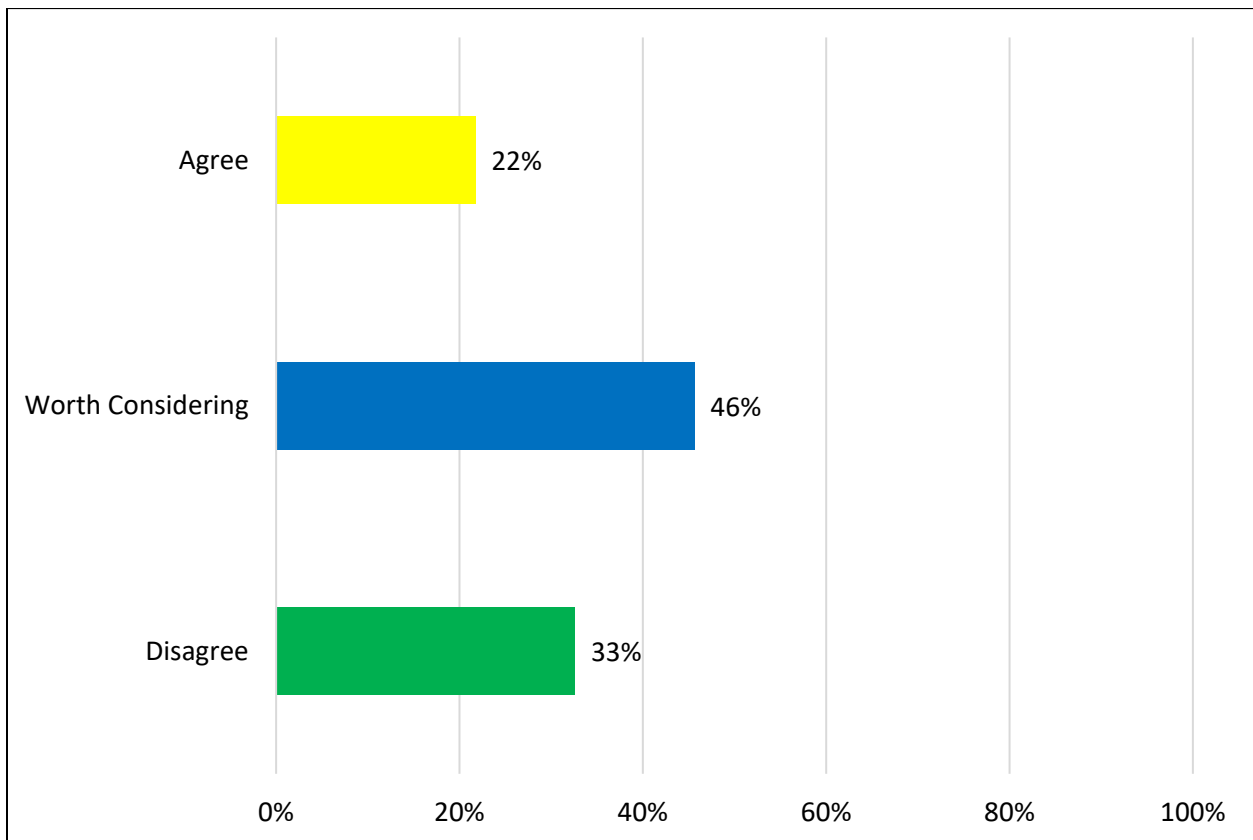
5b. Currently, housing projects with three or more units must provide vehicle turn-around maneuvering space on-site so that vehicles do not have to back out into the street. Should three- and four-unit infill housing projects in urban neighborhood contexts be exempted from on-site maneuvering/turnaround requirements?

Agree	18
Worth Considering	16
Disagree	12
Skipped: 0	



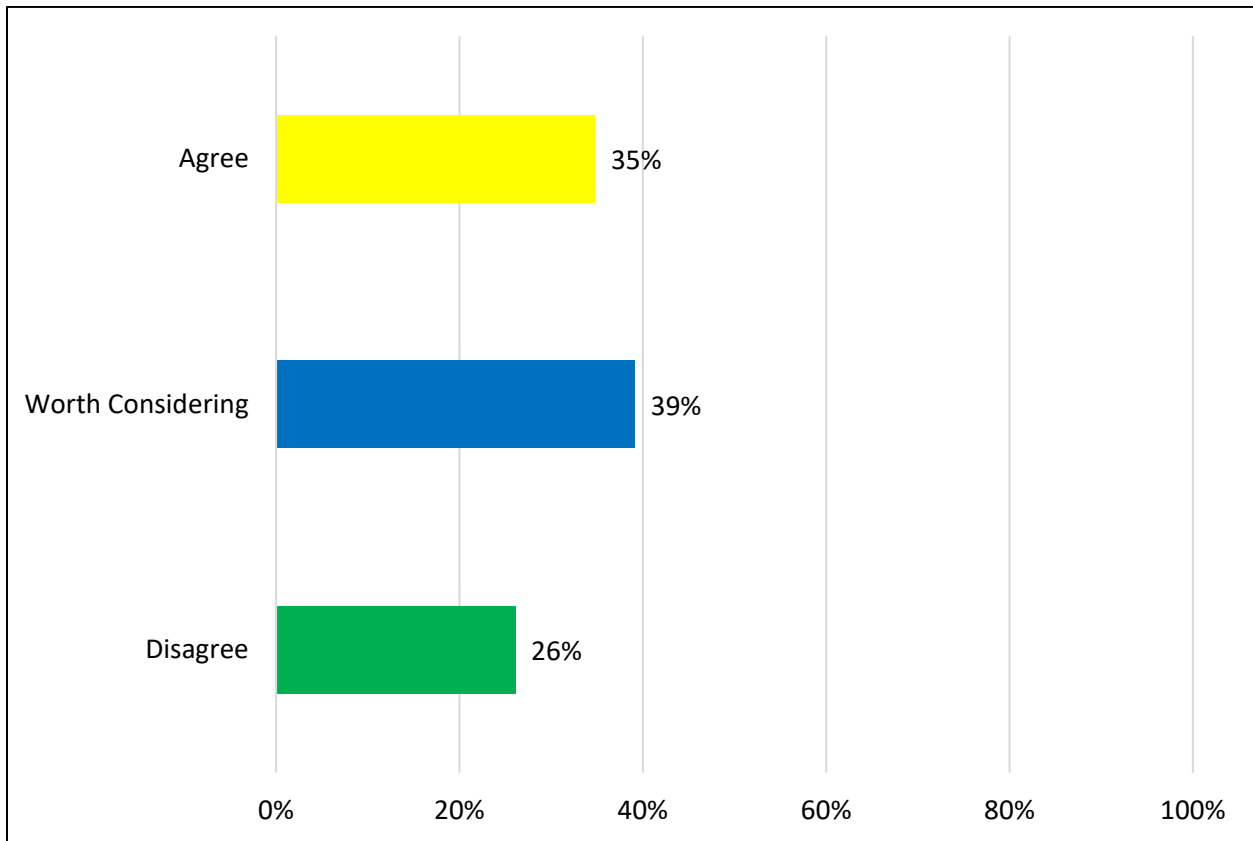
5c. Currently, multi-unit housing projects across the Municipality must get their driveway access from the alley if there is an improved alley. Should requirements for alley access be re-focused only on the urban neighborhoods, such as Fairview and South Addition, and no longer apply outside those specific designated areas?

Agree	10
Worth Considering	21
Disagree	15
Skipped: 0	



5d. Currently, driveway regulations do not set limits for how much of the front yard of a residential project may be taken up by parking and driveways. Should there be a limit to on-site front yard driveway width in urban neighborhood and transit-supportive development contexts?

Agree	16
Worth Considering	18
Disagree	12
Skipped: 0	



5e. Additional comments, ideas, or questions regarding driveways and on-site maneuvering?

<p>What about paving surface types? Permeable asphalt and concrete in particular. Could there be incentives for using alternative paving surfaces (NOT gravel)?</p>
<p>These are also pretty darn stilted. Reduce turnaround requirements EVERYWHERE. The only choices when responding to a question should not be "do you want to do the specific thing we want or do you support the status quo". That is like asking someone, "Do you want to spend the day on needlework, or would you prefer to eat dog poop all day?" It just isn't very useful unless you really wanted to spend the day on needlework, and didn't much care what the person you asked wanted to do.</p>
<p>The 24 foot wide driveway is necessary to accommodate fire apparatus and moving vans, truck and maintenance access. While a fire truck will fit down a 12 or 15 foot wide alley, it cannot navigate the turn on to a narrow driveway. Narrow driveways also present visibility and traffic hazards on exiting of the housing, and generally end up even narrower in winter due to inadequate snow clearing.</p>
<p>Snow storage and winter weather are topics that haven't been addressed and play heavily in the discussion. Bikes, pedestrian, and other modes work well in the summer. During a 'plow out' it can be very hazardous to rely on sidewalks to get to People Mover stops - the 84 hours of a plow out is a long time to not have safe access to public transit. Similar for smaller parking/maneuvering allowances in winter - they become hazards in icy or snow conditions</p>
<p>pavement quantity reductions of reduced maneuvering, driveway and curb cuts will have significant benefits in terms of snow and stormwater management, power requirements (lighting) and all other development benefits like improved pedestrian/bicycle environment that supports humans, not cars!</p>
<p>In my experience, there is a limited desire to providing smaller/narrower driveways anywhere. Traffic supports narrower driveways and typically is pushed for wider and wider driveways. Turning and maneuvering in the roadway should be limited on roadways with higher volumes and greater classifications. The issue in infill lots is that it typically requires adding driveways where they weren't before and adding more conflict for the pedestrian traffic. If alley access is required, then the turning and maneuvering issue is resolved for those cases. The issue of illegally widened driveways would be supported by limiting the driveways in these areas, but is a constant battle once folks move into these sorts of places (post development).</p>
<p>I'm not sure how alley access affects parking or development, but continuing to route driveways to alleys would be a benefit for nonmotorized road users. Driveways are a major danger zone for those using a sidewalk or the right edge of the road. When driveway access is routed to alleys, fewer driveways cross streets that are used for transportation, thus reducing potential conflicts with pedestrians and bicyclists.</p>
<p>if you have too many restrictions, it can make it difficult to make a site plan work. The more flexibility you give the designers and developers, it is better. The code does not consider soils and other site aspects that can affect the layout of a site. Each site has its own challenges and flexibility helps.</p>
<p>I dont agree that all parking in urban areas should park from the alley if there is an alley. having some parking accessed from the street and a narrow driveway would provide more creative use of sites and limit conjection in the alleys which aren't designed for a lot of vehicle traffic and are also where utilities and trash service is. the alley requirement also limits proximity of vehicle to unit on larger lots.</p>
<p>Alleys are the locus of utilities for buildings, and since transportation is a utility, vehicles and access belong on the alley whenever feasible.</p>