

The significant number of streets with rolled curbs will experience an increase in vehicles using the street sidewalks for parking in order to accommodate the increased demand for on-street parking. During our lengthy subarctic winters this situation will be made worse as the Municipal Snow Management Plan allows for use of the pedestrian infrastructure as snow storage sites. Depending on the resources made available for snow removal, it can be weeks if not months before non-vehicular travelers again have dedicated access to and from the site. During this period of time, they are forced to compete with vehicles for the shrunken width of street space. This creates a safety hazard and becomes a public health issue. This situation will be made even more difficult for every driveway. **Each driveway allowed on the street results in a loss of at least one on-street parking stall.**

Changing Mobility Options

Given the rising costs of personal transportation (oftentimes the second largest expenditure of a household budget after shelter), urban areas are witnessing an increase in Transportation as a Service (TaaS) business models. This is reflected in the growth of businesses such as Uber and Lyft. There are other mobility options such as Lime personal scooters and increasingly convenient electric bikes. The imperatives of climate disruption are forcing the vehicle fleet to shift from being powered by internal combustion engines to being powered by electric batteries. The changing nature of mobility has impacts relative to site access.

It does not appear the proposed changes adequately address storage space for non-vehicular modes. Parking stalls for motorized vehicles are no longer required and the Site Access regulations require a walkway on site, shouldn't there be accommodations made for non-vehicular parking and storage? Personal mobility devices take up space. If the intent is to create an urban form that is bikeable and to provide safe pedestrian movement, shouldn't space on site be made available for bicycles, scooters and other forms of small non-vehicular mobility? **It is recommended the proposed changes address movement and storage of these non-vehicular devices.** This speaks to the need to retain existing on-site walkway width as walking a bike within the site while accommodating others users requires more than a 3' walkway width.

The Regional Connection

Anchorage's development, for the most part, has patterned itself after a suburban and auto-intensive lifestyle. The physical constraints of water, federal and state lands limit's its continuation as greenfield development opportunities within the Anchorage Bowl becomes harder to achieve. Future community growth would likely come from in-fill development except for the availability of cheaper lands north through Eagle River/Chugiak and particularly the Mat-Su. The Mat-Su Borough has structured its land use development code to make suburban development rather affordable for the typical average median income household. Since much of the higher wage employment is within the Anchorage Bowl, there exists a strong demand for commuter travel during shift changes.

