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MEMORANDUM

DATE: December 2025

PROJECT: Spenard Corridor Parking Assessment

SUBJECT: Project Summary

CIVIL ENGINEERING

GEOTECHNICAL ENGINEERING

TRANSPORTATION ENGINEERING

AVIATION ENGINEERING

WATER RESOURCES ENGINEERING

ENVIRONMENTAL SERVICES

SURVEYING & MAPPING

CONSTRUCTION ADMINISTRATION

MATERIAL TESTING

PROJECT HISTORY

Anchorage Metropolitan Area Transportation Solutions (AMATS) partnered with the Municipality of Anchorage (MOA), Planning Department Long-Range Planning Division to prepare the Spenard Corridor Plan (SCP). It is a transit-oriented development plan intended to establish a comprehensive long-term vision for the Spenard Corridor from International Airport Road to Hillcrest Drive. It was adopted by the Assembly as an element of the Anchorage Bowl Comprehensive Plan in October 2020.

The SCP identified goals and policies to help facilitate the implementation of the plan, several of which focused on parking. For example, Goal 11: Accommodate and Manage Parking and Policy 5.G Vehicle Parking Policies, which includes recommendations to provide flexibility in parking requirements, promote the use of compact parking design, allow for informal shared parking agreements, and preserve existing on-street parking.

To support the long-term implementation of these plan elements, the MOA Long-Range Planning Division hired HDL Engineering Consultants, LCC (HDL) to evaluate future needs and provide management strategies for parking in the SCP project area. This was intended to be a multi-phase project, but only Phase 1 was approved for funding.

Scope

The project scope for Phase 1 of the Spenard Road Corridor Parking Assessment included two primary components: public involvement (PI) and an existing conditions assessment.

Public Involvement

HDL teamed with Huddle AK, LLC (Huddle) to provide support for the PI services. This work included working with the MOA to establish a Community Advisory Committee (CAC) and to coordinate one CAC meeting. It also included participating in an Agency Working Group meeting organized by the MOA Staff. Lastly, HDL's team prepared a questionnaire survey to gather input on existing parking and parking issues from residents, business owners, and other stakeholders. The findings of the survey are summarized in a memorandum (Spenard Corridor Parking Assessment Survey Report, December 2025), which is provided as an attachment.

Existing Conditions Assessment

This task was to review the existing parking throughout the study area, including private and public parking (on-street and off-street). It included the following sub-tasks:

Parking Inventory

The MOA and HDL worked together to identify sample locations throughout the study area to be representative of the other similar commercial and residential locations. The team identified 30 commercial locations, 30 residential locations, and 15 public streets with potential for on-street parking. Figures showing the properties and streets selected for the inventories are provided as an attachment.

HDL used MOA aerial imaging and parcel data to visually evaluate each property and street. Where parking layouts were not striped or striping was faded, the team used the design standards located in Anchorage Municipal Code (AMC) Title 21, Land Use Planning, Section 21.07.090 H. Parking and Loading Facility Design Standards to develop conceptual parking layouts that appear to match the prevailing parking pattern based on physical observations and historical aerial imagery. On-street parking was similarly laid out using the parallel parking dimensional standards from AMC Title 21 and considered locations where parking is prohibited by AMC Title 9, Vehicles and Traffic, Section 9.30 – Stopping, Standing, and Parking Generally. These locations include near intersections, adjacent to fire hydrants, adjacent to mailboxes, in areas where the roadway width is too narrow, etc. This information was compiled into an Excel spreadsheet and the data is provided as an attachment.

Following the inventory, the MOA provided a land use inventory of the building square footage, which was used to provide the ratio of parking spaces per 1,000 square foot (SF) of development by land use category. Residential dwelling unit data was partially incomplete from the information available to the MOA. HDL conducted additional online research and reached out to local property managers to obtain the remaining data.

Parking Usage Study

After the inventory, the MOA and HDL team selected seven (7) residential and eight (8) commercial properties from the original inventoried properties on which to conduct parking usage studies. The goal was to monitor and document the parking usage and occupancy during peak periods. HDL used Institute of Transportation Engineers (ITE) methods to conduct parking surveys at each property during standard peaks for their associated land use. Building vacancies were noted during the counts and researched online when not available from physical observations.

With that data, the MOA and HDL determined parking occupancy rates compared to parking supply based upon dwelling units and square footage of gross building floor area for residential uses and based upon square footage of gross building floor area for commercial uses. This information was compiled into a memorandum that is provided as an attachment.

PROJECT FINDINGS SUMMARY

With the primary components of Phase 1 completed, and no funding identified to complete the future phases of the study, this memorandum is to summarize the general findings to-date. Some of this is directly from the data collected and some are relevant observations and findings made while participating in project-related activities. The attachments provide more detail. This information can be used to help support the next phases of work.

Data Observations

- With the existing layouts, parking is adequate and available for most uses in Spenard.
    - There are exceptions for popular businesses, which are mostly restaurants.
- Many businesses own multiple parcels to provide needed parking.
    - Examples: Franz Bakery Outlet (2245 Spenard), Woronzof Towers (1113 Fireweed), Wandering Wombats LLC (2400 Spenard), Ray's Place (2412 Spenard), Chilkoot Charlie's (2435 Spenard), AK Mountain Hardware (2633 Spenard), Spenard Roadhouse (1049 WNLB), Anchorage House of Hobbies

(2803 Spenard), Pizza Olympia/Buckaroo Club/Bambino's (2809-2819 Spenard), Cash America Pawn (2911 Spenard), Ammo Can (2917 Spenard), ENSTAR (3000 Spenard), Pancho's Villa (3104 Spenard), Anchorage Printing (3110 Spenard), Lutheran Social Services (1303 W 33rd), PND Engineers (1506 W 36th), TLC Properties (3403 Minnesota), Center Bowl (3717 Minnesota), Kami Ramen (3807 Spenard), 4 WEBS LLC (3840 Spenard), Anchorage Yamaha (3919 Spenard), and Writer's Block (3956 Spenard).

- Many parking lots do not meet current Title 21 design standards.
    - This means they are not striped, not fully paved, may not provide any or all of the required ADA spaces, do not have dedicated space for snow storage, have limited to no landscaping, no lighting, no pedestrian connections to adjacent roadways, and/or vehicles use the adjacent roadways for turning and maneuvering (driveways are entire frontage).
    - To bring the parking lots up to current standards would result in loss of available parking.
- Most of the local roads in the study area also do not meet current design standards.
    - If roads are brought up to standard, this has potential impacts to the adjacent parcels.
- Snow storage is a challenge for both on-street and on-parcel parking.
- Parking Utilization Rates:
    - Peak-period parking utilization for 1- and 2-bedroom apartment units averaged a little less than 1 parked automobile per dwelling unit, and 0.5 to 0.8 parked automobiles for bedroom.
    - Peak-period parking utilization trended lower than average for small (i.e. studio) units and affordable (i.e. low/moderate-income) units.
    - Multifamily parking utilization rates have remained stable (i.e. not changed appreciably) since the MOA last studied local parking utilization rates 15 years ago.
    - Most commercial developments surveyed had a peak-period parking utilization rate of between 1 and 2 parked vehicles per 1,000 square feet of gross building floor area, when accounting for occupancy/vacancy rates.
    - The single office, retail, lodging sites had lower parking utilization rates than the average utilization rates found for these use types 15 years ago when the MOA last studies local parking utilization.
    - Restaurant parking varied substantially by size and popularity of restaurant, ranging from 1, 2, 4, and 14 parked automobiles per 1,000 square feet of gross building area.
- Survey Preferences:
    - Most respondents visit the corridor daily to shop or run errands.
    - Personal vehicles are the primary form of transportation.
    - The North Spenard area is the most visited and where respondents were least satisfied with the parking availability.
    - Many respondents are willing to park several blocks away from their destination and walk.
    - Respondents favor free, off-street parking.
    - Most respondents state that Spenard businesses provide adequate parking, but that it is impacted by snow storage in the winter months.

Challenges Identified

- On-Street Parking
  - Limited ROW – development of on-street parking would require ROW acquisition in many locations,
  - Clear and level area adjacent to roadway to provide for parking,
  - Snow storage,
  - Lack of drainage, and
  - Lack of pedestrian facilities.
- On-Parcel Parking
  - Privately-owned (legally do not have to allow shared parking),
  - Snow storage, and
  - Maintenance costs.
- Public Opinion (from public survey)
  - Primary concerns include:
    - Bicycle / pedestrian improvements,
    - Winter use,
    - Safety, and
    - Title 21 changes.

ATTACH: Survey Questionnaire Report (Page 5 of 35; 15 pages)
Parking Inventory Data (Page 20 of 35; 3 pages)
Parking Inventory Figures (Page 24 of 35; 4 pages)
Spenard Corridor Assessment of Parking Utilization Rates Memorandum (Page 27 of 35; 9 pages)

Municipality of Anchorage: Spenard Road Corridor Parking Assessment
Survey Report
December 2025

Survey Report Summary

In collaboration with the Municipality of Anchorage (MOA) Planning Department, a survey for parking users, property owners, residents, businesses, and other stakeholders was deployed on December 4, 2023, to gather input regarding existing parking and parking issues within the Spenard Road Corridor (see map). The survey was conducted online via SurveyMonkey, was open for a total of 53 days, closed on January 26, 2024, and a total of 289 responses were collected.

Survey Objective:

The survey was designed to collect information on various topics including mode of preferred travel, parking behaviors and preferences, and how snow impacts parking availability. Open-ended questions allowed respondents to provide more insight into public perception of parking.

General Impression Summary:

Overall results from the Spenard Road Corridor Parking Assessment survey indicate that most respondents visit the corridor to shop or run errands (70%, Question 1) and do so daily (45%, Question 2). Peak visitation occurs during weekday evenings (77%) and weekend afternoons (74%) (Question 3). When asked about preferred modes of transportation, the majority of respondents reported traveling by personal vehicle (91%), followed by bicycle (33%) (Question 4).

The North Spenard (Area A) area[1] of the corridor experienced the highest level of visitation (51%, Question 5); however, it received the lowest overall satisfaction rating for parking availability, with an average score of 5.2 out of 10 (Question 7). While most respondents preferred to park as close as possible to their destination (Question 9), nearly half indicated a willingness to walk two blocks or more (46%, Question 9). Additionally, 62% of respondents reported feeling comfortable walking from their parking location to their destination (Question 10). When asked about parking type preferences, respondents overwhelmingly favored free, off-street parking over paid off-street parking (Question 13).

Sixty-five percent of residents living in the Spenard corridor (126 of respondents are residents of Spenard) expressed that they have adequate residential parking (Question 11) and 57% of Spenard residents were not interested in implementing a Spenard Residential Parking Permit (Question 14).

Most respondents claimed Spenard businesses provide adequate parking (72%, Question 12), however in the winter months parking is greatly impacted by snow storage and lack of snow removal (65%, Question 15). Bike and pedestrian facilities are also greatly impacted by snow storage and many respondents stated the need for secure bike parking facilities. Some businesses do offer secured bike parking facilities (27% of business/property owner respondents provide secured bike parking, Question 16) with 13% of business/property owners considering it. To help alleviate the strain on parking some businesses stated they have a shared parking arrangement with other business/property owners (31%, Question 17).

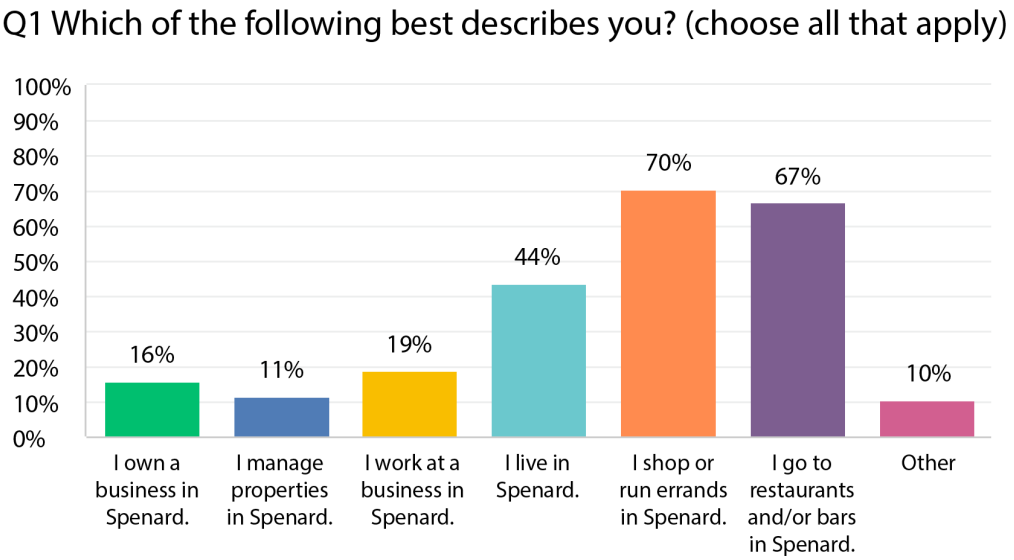
[1] The map of Areas A, B, and C is provided on page 4.

When asked to identify any other parking issues or concerns, 142 people provided comments. These comments ranged from issues with snow removal and abandoned vehicles to concerns with the Title 21 changes and public safety. However, the theme that stood out most was the need for improved bike and pedestrian facilities. Making Spenard a more cohesive community with ample space for bikes and pedestrians to move through the Spenard corridor safely was a top priority.

Demographics:

Of the 289 survey respondents, nearly half (48%) were between the ages of 25 and 54, followed by those aged 24 to 34 (18%). Respondents were asked to best identify their connection to Spenard ranging from owning a business to shopping or running errands. The largest share of respondents identified as individuals who shop or run errands in Spenard (70%) and those who frequent restaurants and/or bars (67%). The next largest group consisted of residents living within the corridor (44%, or 126 respondents). Additional respondents indicated that they volunteer, cycle, or commute through Spenard (Graphic: Q1). Among all respondents, 45 reported owning a business, 33 identified as property managers, and 55 indicated that they work in Spenard.

Graphic: Q1

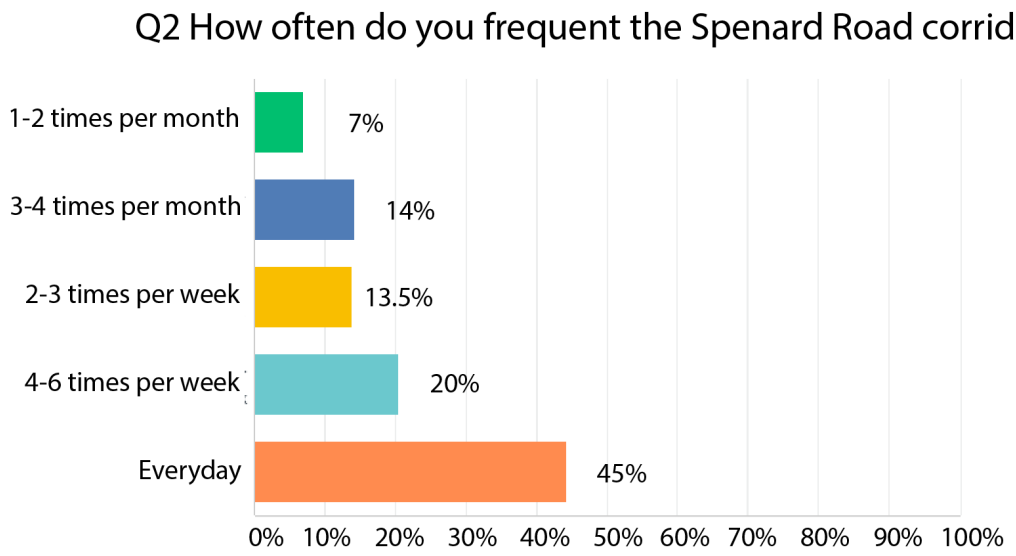


Visitation and preferred mode of transport within the Spenard Corridor:

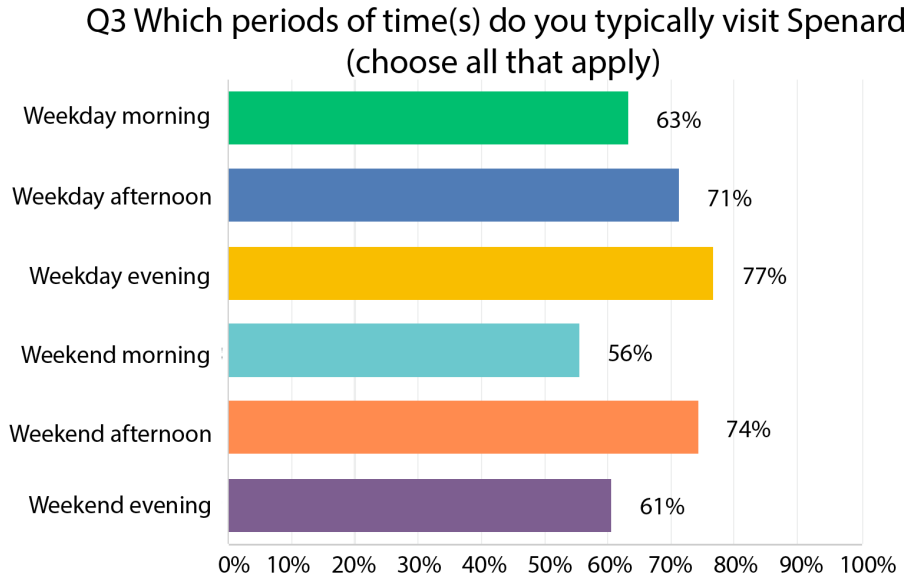
Understanding how frequently respondents visit the Spenard Corridor was essential to accurately assess the parking opportunities and constraints they experience. Question 2 asked respondents how often they frequent the Spenard Road Corridor. Nearly half of respondents (45%) reported visiting Spenard every day, while an additional 20% indicated they visit four to six times per week (Graphic: Q2). Because parking demand can occur throughout the day, Question 3 asked respondents to identify the times they typically visit the corridor. Weekday afternoons (71%), weekday evenings (77%), and weekend afternoons (74%) emerged as the most common visitation periods, which aligns with the high proportion of respondents who visit Spenard to shop or run errands (Graphic Q3). Taken together, these results indicate that survey respondents visit the corridor frequently and at varied times, suggesting the

survey captured input from a broad cross-section of individuals who live, work, shop, and recreate in Spenard on a regular basis.

Graphic: Q2

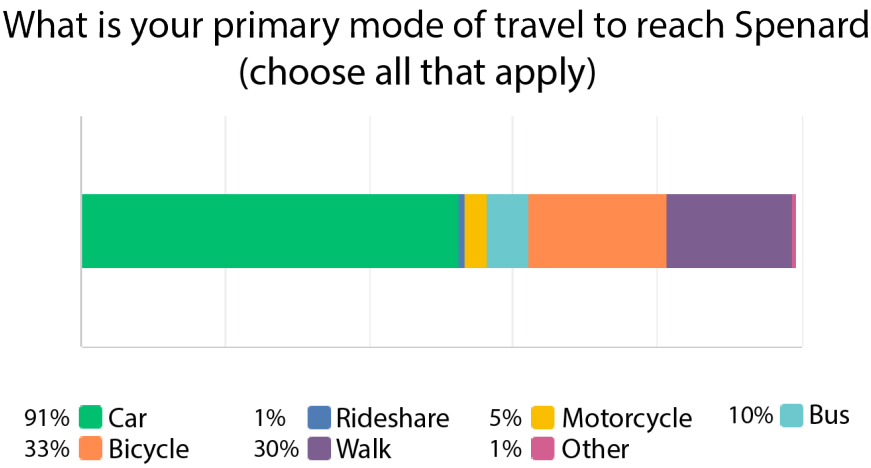


Graphic: Q3

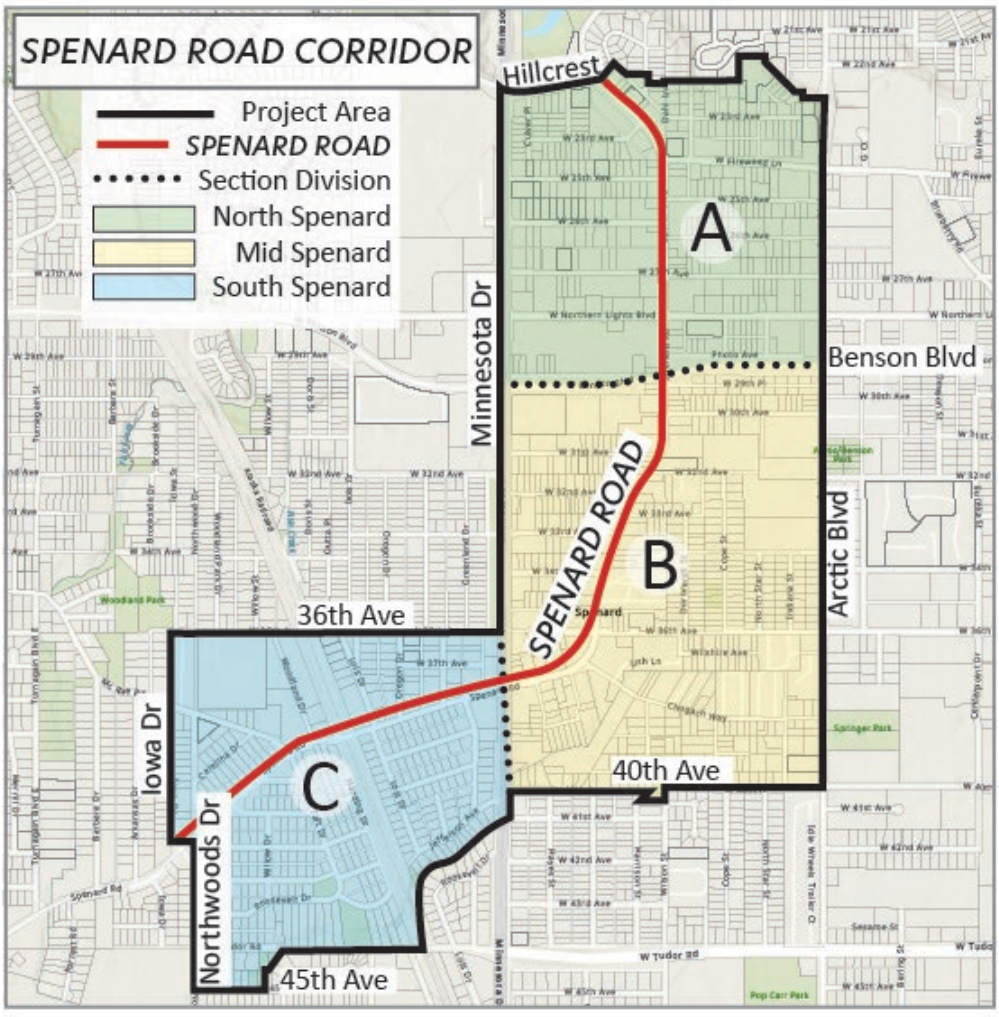


Question 4 asked respondents to identify their primary modes of transportation, selecting all that apply. The vast majority reported using a personal vehicle to navigate the corridor (91%), followed by bicycling (33%) and walking (30%). Smaller shares of respondents reported traveling by motorcycle (5%), public transit (10%), or rideshare services (1%), which together account for 11% of responses (Graphic: Q4).

Graphic: Q4

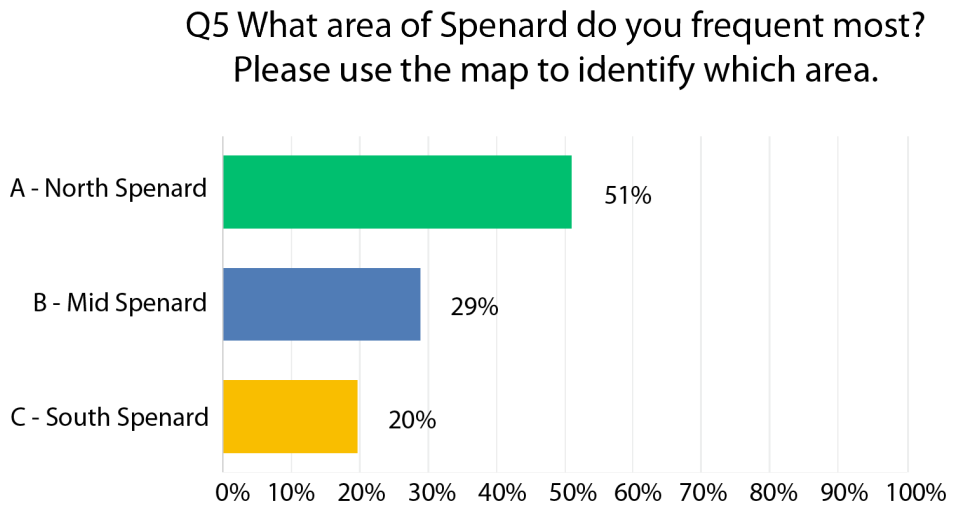


Graphic: Spenard Road Corridor Map



Question 5 asked respondents to use the map above (*Graphic: Spenard Road Corridor Map*) to identify which area of the corridor they frequent most. North Spenard is frequented most representing 51% of respondents, followed by Mid Spenard (29%). The least visited area of the Spenard Road Corridor by the respondents was South Spenard (20%) (*Graphic: Q5*).

Graphic: Q5

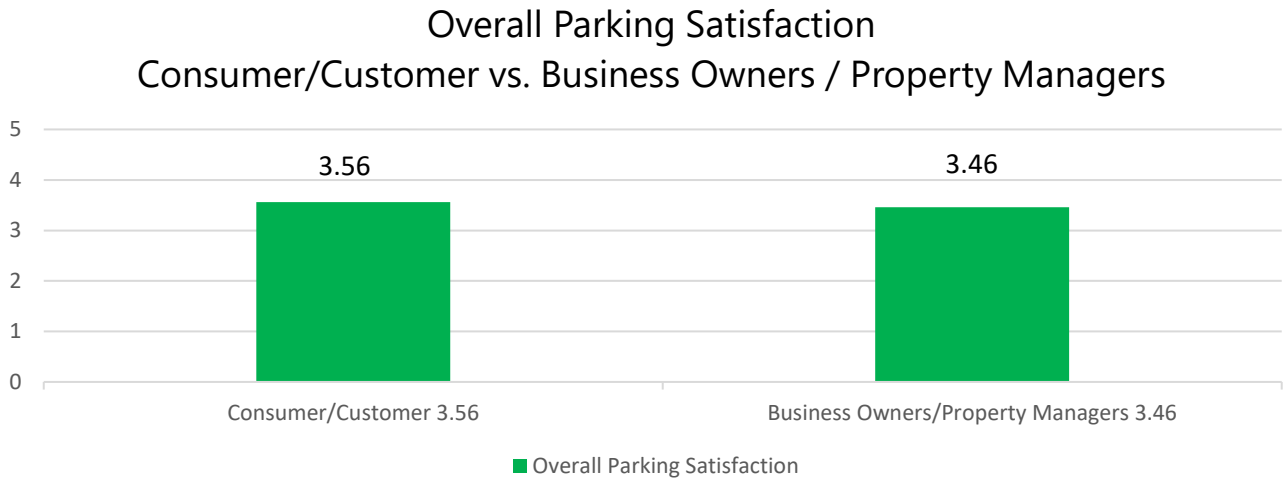


Parking Satisfaction:

Question 6 in the survey evaluated the level of satisfaction regarding parking availability in the area of the Spenard Road Corridor the respondent frequents most. To better quantify the level of satisfaction each rating was giving a classification number one through five, five being very satisfied to one being very dissatisfied (5-very satisfied, 4- satisfied, 3-neutral, 2-dissatisfied, 1-very dissatisfied).

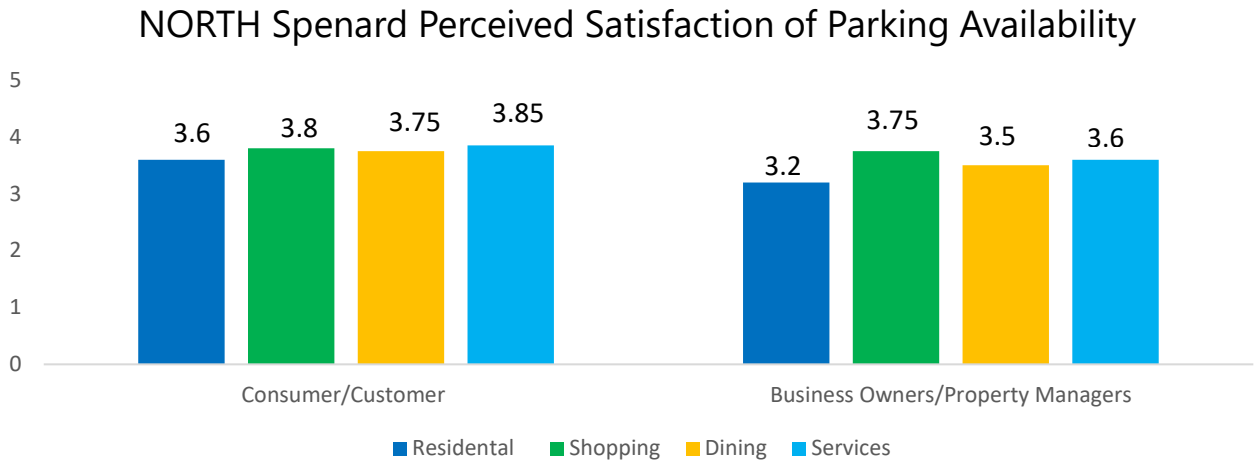
Of those respondents who frequent the Spenard corridor area most, the consumer/customer perception of overall parking satisfaction rated slightly higher with an average of 3.56 of 5.0 than that of business owners/property managers which scored an average of 3.46 of 5.0 (*Graphic: Q6*).

Graphic: Q6



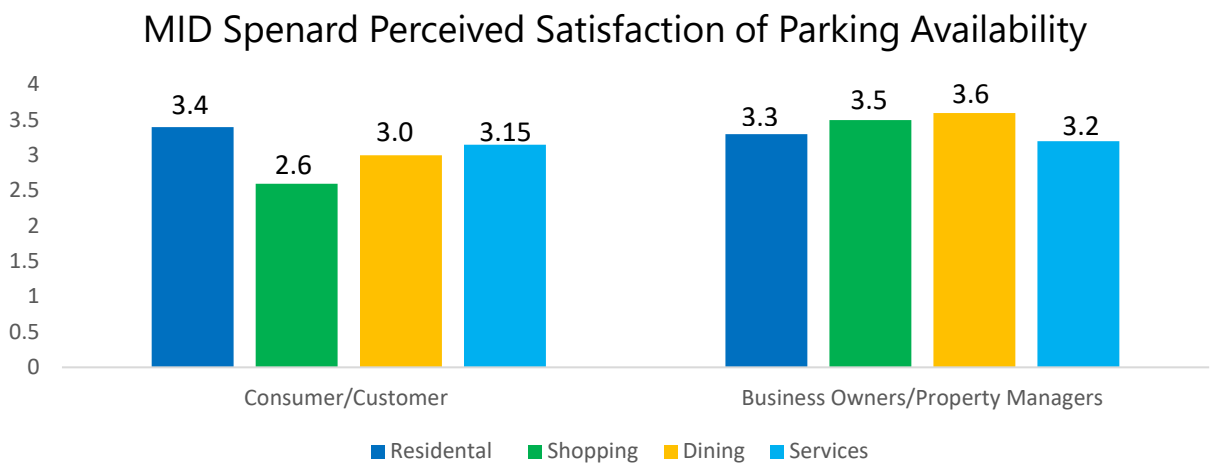
We then wanted to compare perceptions of different uses within the corridor regarding parking availability in the four categories of the corridor including residential, shopping, dining, and services. In North Spenard (Area A) the overall perceived satisfaction of parking availability for shopping was rated the highest (3.78) whereas residential parking was rated lowest (3.40). When comparing, on average, the perceived satisfaction of parking availability between business owner/property manager and consumer/customer the consumer/customer group tended to be higher than that of the business owner/property manager in all areas; residential (3.6/3.2), shopping (3.8/3.75), dining (3.75/3.5), services (3.85/3.6) (*Graphic: Q6a North Spenard*).

Graphic: Q6a North Spenard



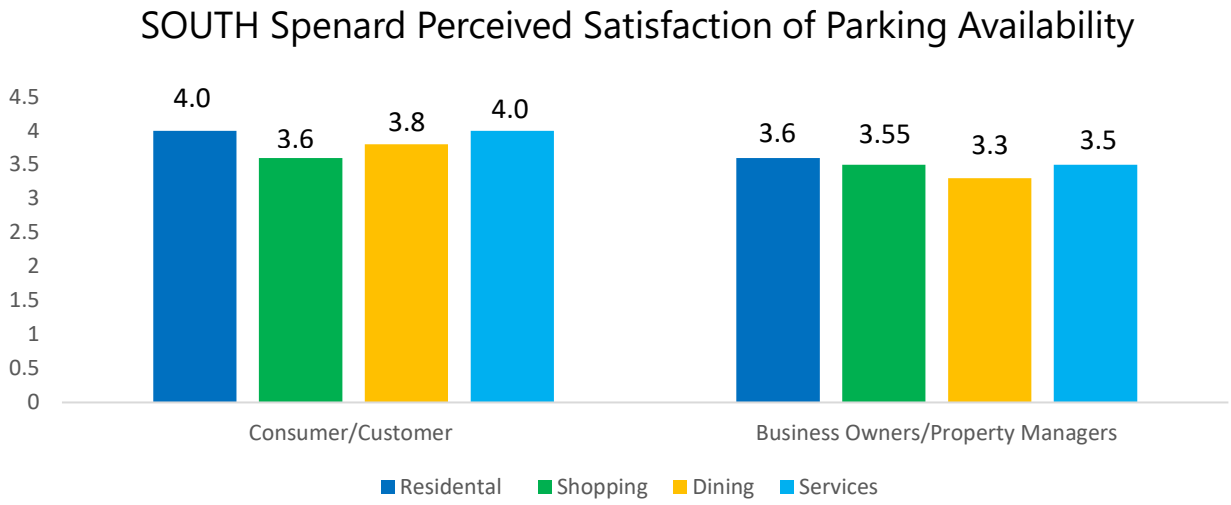
In Mid Spenard (Area B), on average, business owner/property managers rated their satisfaction higher than consumer/customer for shopping (3.5/2.6), dining (3.6/3.0), and services (3.2/3.15). Business/property owners had an overall rating of 3.4 compared to consumers rating of 3.1 in regard to overall parking availability satisfaction (*Graphic: Q6b Mid Spenard*).

Graphic: Q6b Mid Spenard



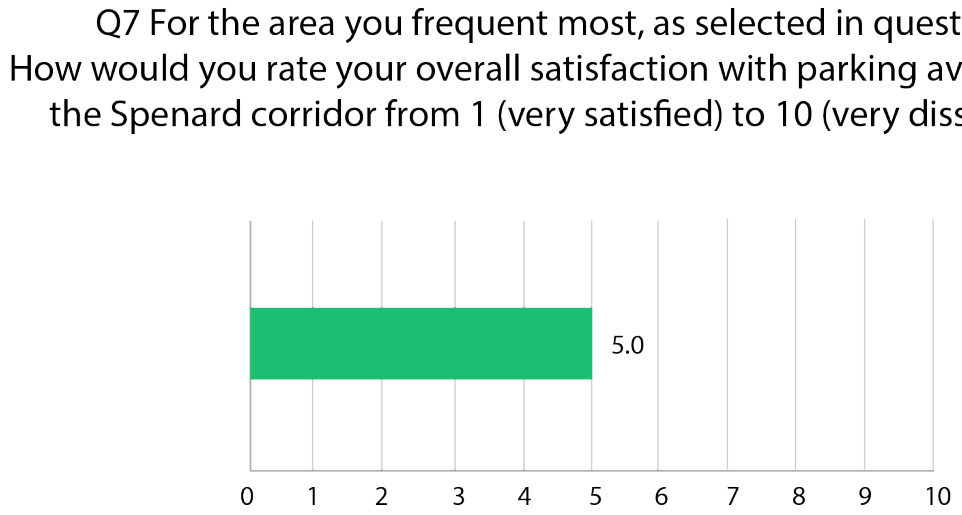
South Spenard (Area C) saw the same trend as in North Spenard, where consumer/customer rated their overall average satisfaction higher (3.8) regarding parking availability than that of business owner/property managers (3.4). However, in this scenario the margins were greater than those in North Spenard. In each category, residential (4.0/3.6), shopping (3.6/3.55), dining (3.8/3.3), services (4.0/3.5), the consumer/customer rated their level of satisfaction higher than that of business/property owners (*Graphic: Q6c South Spenard*).

Graphic: Q6c South Spenard



Question 7 asked respondents for the area of Spenard they frequent most, as selected in Question 5 (North, Mid, or South Spenard). How would they rate their overall satisfaction with parking availability in the Spenard corridor from 1 (very satisfied) to 10 (very dissatisfied). According to 279 respondents, parking satisfaction was 5 out of 10 with 10 being very dissatisfied (*Graphic: Q7 Parking availability satisfaction*).

Graphic: Q7 Parking availability satisfaction



Parking Preferences:

The next grouping of questions in the survey asked for respondents' preferences regarding where to park (Question 8), how far away they are willing to park (Question 9), impacts of snow (Question 15) and their comfort level parking and walking to their destination (Question 10). Question 8 asked respondents to rank the following factors when deciding where to park from most important (1) to least important (8). The eight factors scored were:

- Distance to destination
- Price of parking
- Total number of parking spaces
- Having time restricted parking
- Parking enforcement
- Personal safety
- Accessibility
- Pedestrian safety

When deciding where to park, distance to destination ranked as the most important factor among respondents, while parking enforcement ranked as the least important. The table on the next page shows how respondents ranked the eight factors. Rankings were converted to weighted scores and averaged to identify the relative importance of each factor.

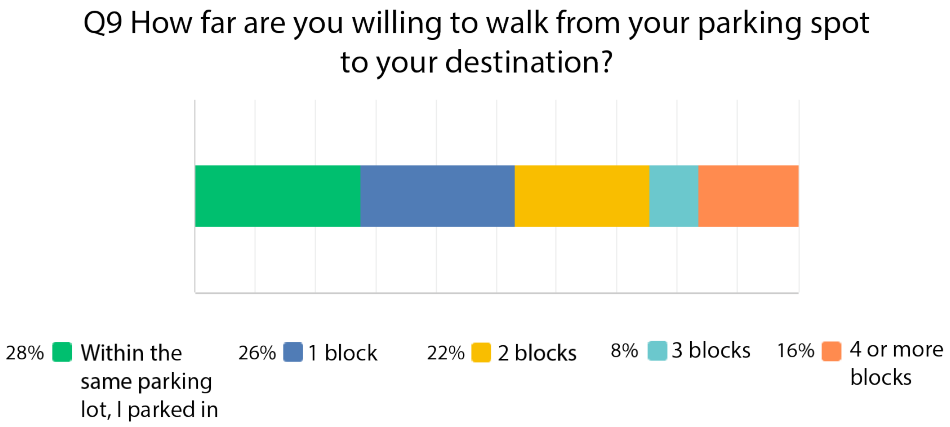
Graphic: Q8

Q8 Rank the following factors when deciding where to park from most important (1) to least important (8).

	1	2	3	4	5	6	7	8	Weighted Average
Distance to destination	36.40%	21.91%	15.19%	11.31%	7.42%	4.95%	1.41%	1.41%	6.41
Price of parking	15.90%	16.61%	14.13%	11.66%	10.95%	14.13%	6.01%	10.60%	4.95
Total number of parking spaces	7.42%	13.78%	20.14%	15.90%	15.55%	9.89%	10.95%	6.36%	4.76
Having time restricted parking	0.35%	3.18%	5.30%	15.19%	16.25%	21.20%	24.73%	13.78%	3.25
Parking enforcement	1.41%	2.12%	2.83%	8.13%	19.43%	17.31%	20.49%	28.27%	2.83
Personal Safety	16.96%	20.85%	16.61%	13.78%	9.19%	13.07%	7.42%	2.12%	5.43
Accessibility	3.18%	6.71%	12.72%	13.78%	12.01%	11.31%	22.61%	17.67%	3.63
Pedestrian Safety	18.37%	14.84%	13.07%	10.25%	9.19%	8.13%	6.36%	19.79%	4.74

When respondents were asked how far they were willing to walk from their parking spot to their destination (Question 9), 28% reported a preference for parking within the same lot as their destination. Roughly equal proportions of respondents indicated a willingness to walk one block (26%) or two blocks (22%). Fewer respondents were willing to walk three blocks (8%), while a larger share (16%) reported being willing to walk four blocks or more, suggesting that some respondents are open to parking farther away and walking to multiple destinations (Graphic: Q9).

Graphic: Q9



Question 13 asked respondents to rank their preference for parking type from 1 (most preferred) to 7 (least preferred). The categories included:

- Private off-street parking area (traditional parking lot)
- Public off-street parking area (traditional parking lot)
- Public parking garage (paid parking)
- Paid on-street parking (parking along the road curb)
- Paid off-street parking (paid parking lot)
- Time limited on-street parking (parking along the road curb)
- Free on-street parking with no limit (parking along the road curb)

Based on average weighted rankings, the most preferred parking type was public, unpaid off-street parking. Time-limited on-street parking (parking along the road curb) and paid off-street parking (paid parking lot) were the least preferred parking types. The table below shows how respondents ranked each parking type.

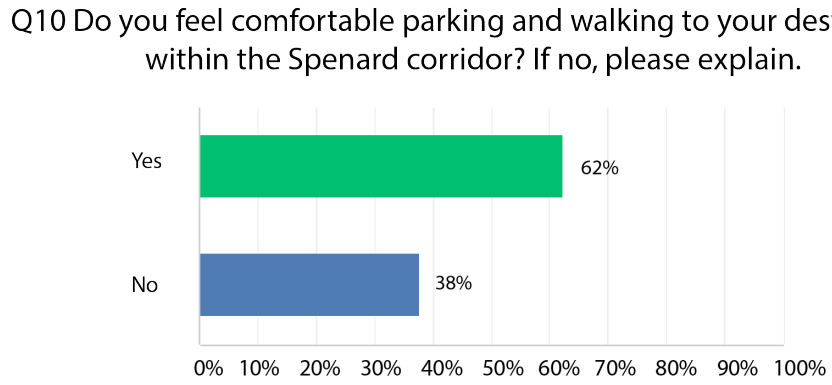
Graphic: Q13

Q13 Rank your preference for parking type from 1 (most preferred) to 7 (least preferred).

	1	2	3	4	5	6	7	Weighted Average
Private off-street parking area (traditional parking lot)	42.75%	22.68%	14.13%	6.69%	5.20%	5.95%	2.60%	5.63
Public off-street parking area (traditional parking lot)	27.14%	45.35%	13.75%	6.32%	4.09%	2.97%	0.37%	5.75
Public parking garage (paid parking)	7.81%	5.20%	15.24%	19.70%	16.73%	11.15%	24.16%	3.38
Paid On-street parking (parking along the road curb)	2.97%	5.20%	11.90%	22.30%	31.23%	22.30%	4.09%	3.43
Paid Off-street parking (paid parking lot)	0.74%	3.35%	5.58%	13.01%	22.68%	29.00%	25.65%	2.57
Time limited On-street parking (parking along the road curb)	3.72%	6.69%	10.78%	22.68%	14.87%	24.16%	17.10%	3.21
Free On-street parking with no limit (parking along the road curb)	14.87%	11.52%	28.62%	9.29%	5.20%	4.46%	26.02%	4.04

Regarding safe parking and walking within the Spenard Corridor, 62% of respondents reported being comfortable parking and walking to their destination (Question 10). Among the 38% who indicated they were not comfortable parking and walking to their destination, respondents cited concerns about personal safety, including interactions with the homeless, inadequate sidewalks, poor lighting, and lack of snow removal, all of which make walking difficult (*Graphic: Q10*).

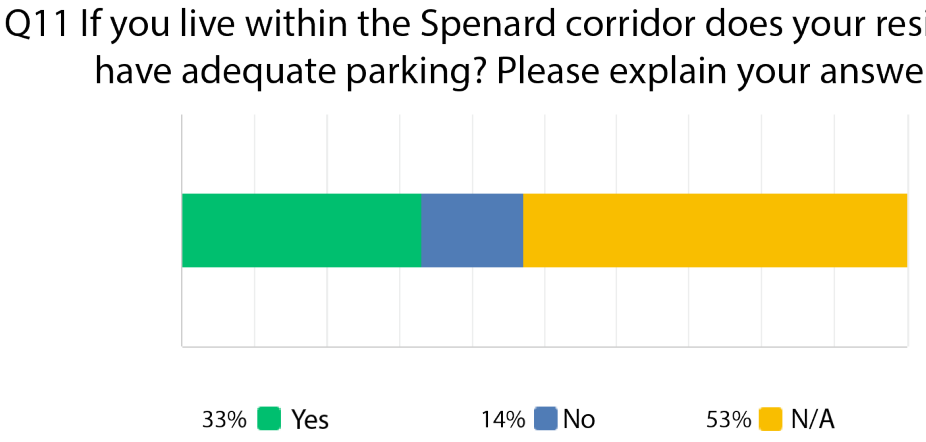
Graphic: Q10



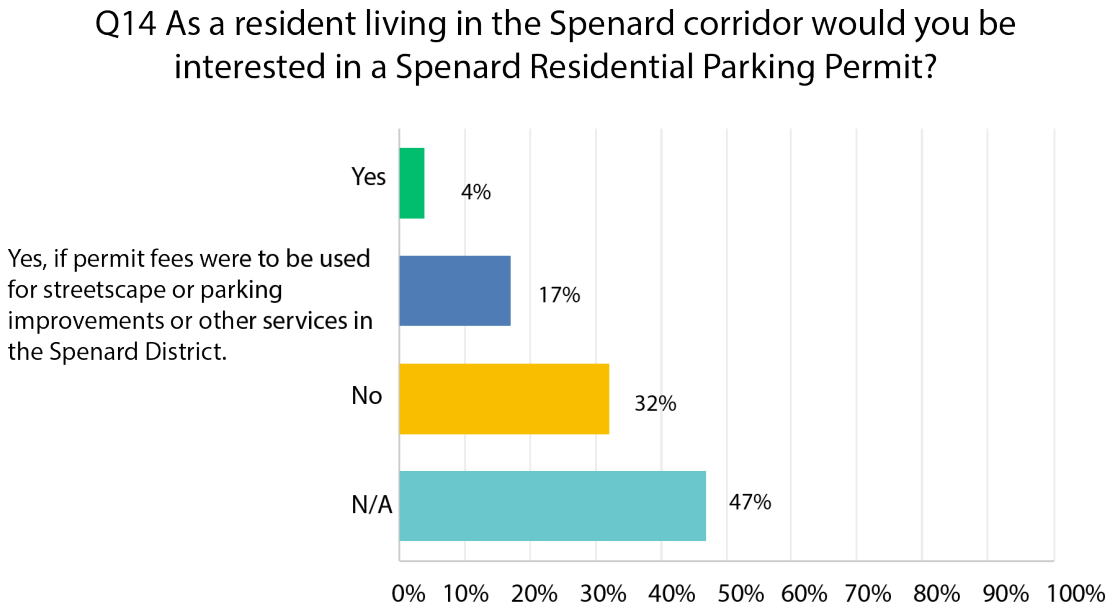
Adequate Parking:

The survey did more than assess parking preference types; it also gauged respondents' perceptions of parking adequacy. Among respondents who live in the Spenard Corridor (126 total), more than half reported having adequate residential parking (82 respondents), as indicated in Question 11. Of the 30 respondents who reported inadequate parking, the most common challenges cited were abandoned vehicles, limited street or visitor parking, and snow storage reducing available spaces. Given that a majority of resident respondents reported adequate parking, it is not surprising that 57% indicated they were not interested in a Spenard Residential Parking Permit (Question 14). However, when respondents were informed that permit fees could be used for streetscape or parking improvements, support increased, with 27% indicating they would favor a residential parking permit system in Spenard. Graphics 11 and 14 present results for all survey respondents, including non-residents (Graphic: Q11).

Graphic: Q11



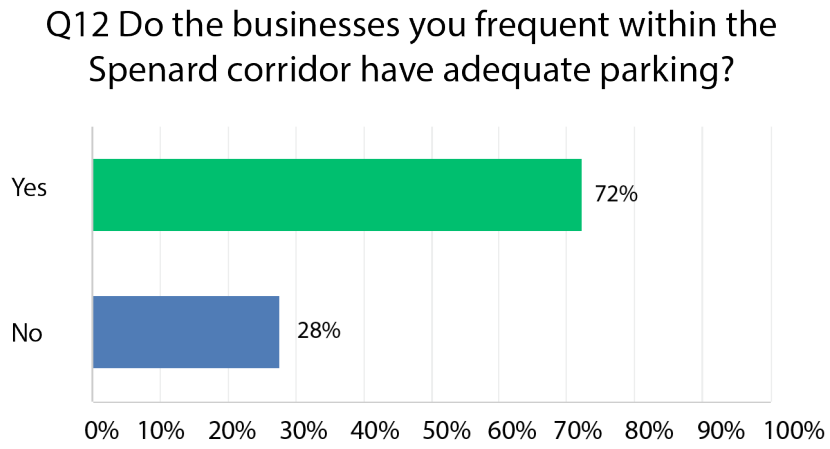
Graphic: Q14



The survey also examined perceptions of parking adequacy at businesses that respondents frequent within the Spenard Road Corridor. In Question 12, respondents were asked whether the businesses they frequent have adequate parking. Of the 281 respondents, 72% reported that these businesses have adequate parking, while 28% indicated they do not (Graphic: Q12).

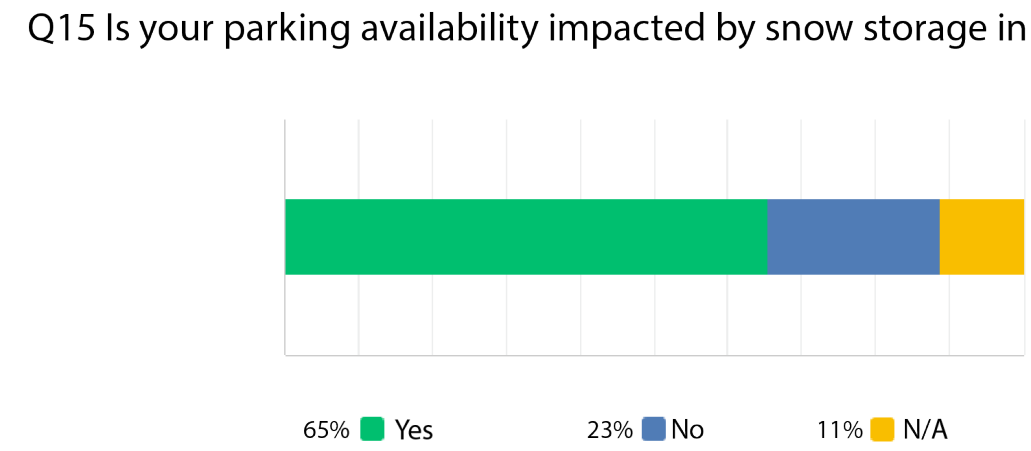
Open-ended responses highlighted a range of perspectives, including concerns about an oversupply of parking in some locations and insufficient parking in others. Additional comments noted that parking availability often depends on the specific business and time of day, a lack of secure bicycle parking along the Spenard Road Corridor, and that some respondents avoid businesses altogether if nearby public or private parking is unavailable.

Graphic: Q12



Snow removal is a challenge common to all winter climates, and the Spenard Road Corridor is no exception. Question 15 asked respondents about the impact of snow storage on parking availability within the corridor. Of the 286 respondents, 65% reported that their parking availability is affected by snow storage during the winter months (*Graphic: Q15*).

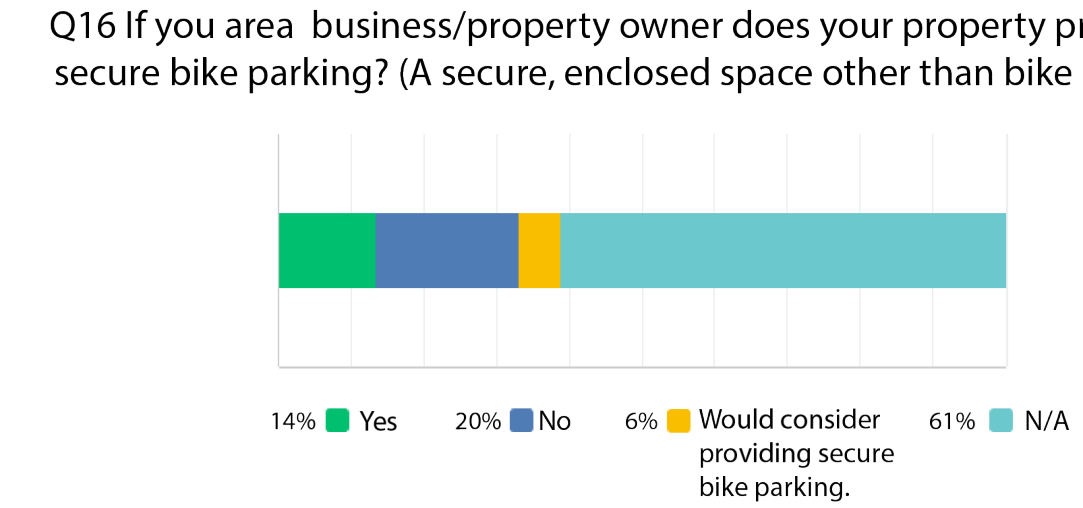
Graphic: Q15



Business/Property Owner:

To better understand current practices among business and property owners, the survey included several questions tailored to this group. Question 16 asked whether their business or property provides secure bicycle parking. Of the 45 business and property owners who responded, 22 reported that they do not provide secure bike parking, though 6 indicated they would consider doing so. Twelve respondents reported that they currently provide safe and secure bike parking for their residents or patrons. The graphic for Question 16 illustrates the total percentage of survey respondents, including property managers (*Graphic: Q16*).

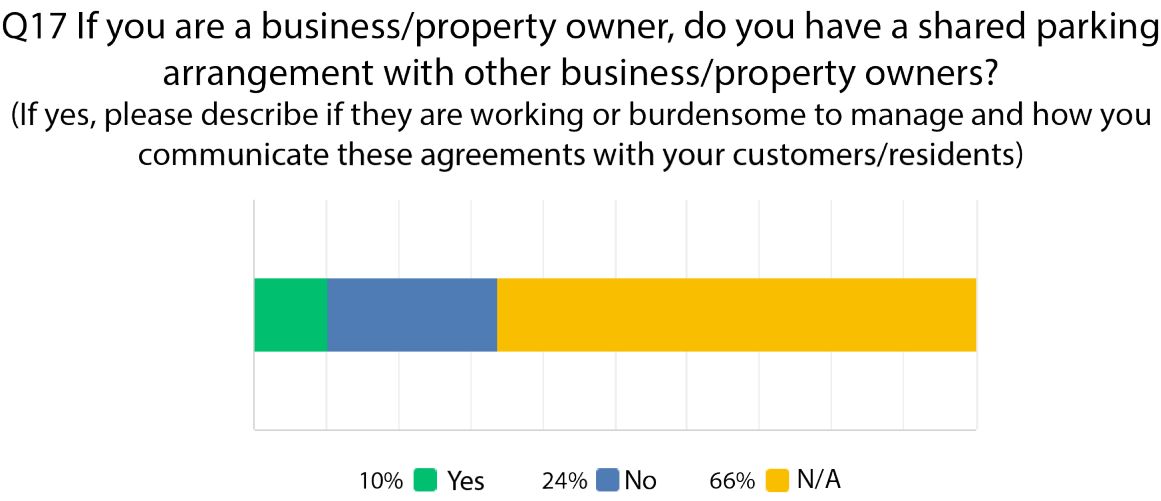
Graphic: Q16 (data graphic includes responses from non-business owners)



Question 17 asked business and property owners whether they have a shared parking arrangement with neighboring businesses or properties. Respondents with shared arrangements were also asked to describe whether these agreements are effective or burdensome to manage. Fourteen business and property owners reported having a shared parking arrangement, and responses were mixed regarding their effectiveness. Some respondents noted that shared arrangements work well unless disagreements arise, while others reported that formal agreements written into house rules function smoothly. Additional comments described shared parking as difficult to manage or characterized arrangements as informal, such as allowing overflow parking in neighboring lots. Others indicated that shared parking works well with current neighboring businesses.

The majority of respondents (28), however, reported that they do not have a shared parking agreement in place. Graphic 17 illustrates the percentage of all business and property owner and property manager respondents in the survey.

Graphic: Q17



Other Themes Identified by Respondents:

Question 18 asked respondents to identify any additional parking issues or concerns they experience and to provide recommendations. This question generated a high level of engagement, with 142 comments submitted. Responses addressed a wide range of topics, including ingress and egress, residential parking, and abandoned vehicles. However, the most frequently cited themes centered on the following topics:

1. Bicycle / pedestrian improvements
2. Winter use
3. Safety
4. Title 21 changes

Graphic: Q18 – Word Cloud

Address	Legal Description	Zoning	Land Use	Number of Units	Parking Spaces	Building Name	Notes
1113 W FIREWEED LN	PETERSONS BLK 3 LT 3B WORONZOF	B3	Condominium (Fee Simple)	37	29	Woronzof Towers	12 spaces in front of building for commercial use
	PETERSONS LT 1A	B3	300 - Commercial Vacant Land		19		Parking for Woronzof Towers
926 & 928 W 25TH AVE	ANDERSON BLK 1 LT 11	R4	Apartment - Garden 1-3 Levels	6 & 6	10		Parking is shared
1016 & 1026 W 25TH AVE	ANDERSON BLK 1 LT 14	R4	Apartment - Garden 1-3 Levels	4 & 4	20		Parking is shared. Vehicles park in tandem.
1010 W 25TH AVE	ANDERSON BLK 1 LT 12	R4	Triplex	3	3		
1324 W 25TH AVE	WHITE BLK 2 LT 9B	R4	Apartment - Garden 1-3 Levels	16	24		
1327 W 25TH AVE	CLAYTON BLK 1 LT 8B WEST 25TH CONDOMINIUM	R4	Condominium (Fee Simple)	30	32		
1082 W 26TH AVE	SUNBEAM BLK 2 LT 8	B3	Apartment - Garden 1-3 Levels	20	28		5 Parking Spots occupied by a conex (from aerial photos)
1401 W 26TH AVE	HANSEN BLK 1 LT 7A MIDTOWN COURTS	R4	Condominium (Fee Simple)	4	8		Parking in garages too
1411 W 26TH AVE	HANSEN BLK 1 LT 7B MIDTOWN COURTS	R4	Condominium (Fee Simple)	4	7		Parking in garages too
1414 W 26TH AVE	HANSEN BLK 2 LT 8A-1	R4	Apartment - Garden 1-3 Levels	47	47	West Midtown Village	Parking behind building (off alley)
1402 W 26TH AVE	HANSEN BLK 2 LT 7B	R4	Apartment - Garden 1-3 Levels	20	28	La Maisonnette (Weidner Apt)	Parking is also under building.
1340 W 26TH AVE	HANSEN BLK 2 LT 6A	R4	Apartment - Garden 1-3 Levels	20	28	La Maisonnette (Weidner Apt)	Parking is also under building.
825 W 27TH AVE	SUNBEAM BLK 2 LT 17A	R4	Duplex	2	5		Garage and driveway
1040 W 27TH AVE	SUNBEAM BLK 3 LT 4A	R4	Apartment - High Rise 4+ Levels	84	88	The Castle	Parking is also under building.
1327 W 27TH AVE	HANSEN BLK 2 LT 16A	R4	Apartment - Garden 1-3 Levels	46	28		Parking behind building (off alley).
1425 W 27TH AVE	HANSEN BLK 2 LT 13A1	R4	Apartment - Garden 1-3 Levels	36	35	West Midtown Pointe	Parking is also under building. 5 space at front of building are partially in ROW
1009 W 29TH PL	BOGOYS BLK 1 LT 10	R3	Apartment - Garden 1-3 Levels	4	6		
1102 W 29TH PL	BOGOYS BLK 1 LT 16	R3	Duplex	2	4		Garages and driveways
1009 W 30TH AVE	ALGOT STROM LT 17A	R3	Apartment - Garden 1-3 Levels	12	16		Some parking may have changed due to MOA project.
1002 W 30TH AVE	NELS SAND TR 5 E52'& TR 6	R3	Apartment - Garden 1-3 Levels	24	20	Westward Apartments	Some parking may have changed due to MOA project.
1304 W 31ST AVE	MACKNELS TR A LT 7	B3	Triplex	3	4		
1402 W 31ST AVE	MACKNELS TR 5 W 66'	B3	Single Family	1	2		No garage
1101-1123 W 32ND AVE	T13N R4W SEC 25 S2SW4SW4NE4NE4 PTN 32ND AND SPENARD TOWNHOMES	B3	Condominium (Fee Simple)	12	24		Parking is in garages and on-street
1501 W 33RD AVE	ROBERTS & WILSON LT 14	B3	Single Family	1	2		
1701 W 37TH AVE	CONROY RUSHTON BLK 1 LT 3	R3	Duplex	2	2		Garage
1809 CLEVELAND AVE	LINCOLN PARK BLK 2 LT 16	R2M	Duplex	2	1		Parking on street
1807 MC KINLEY AVE	LINCOLN PARK BLK 3 LT 15	R2M	Single Family	1	3		Garage and driveway
3604 OREGON DR	CONROY RUSHTON BLK 3 LT 3	R3	Apartment - Garden 1-3 Levels	4	12		
4101 NORTHWOOD DR	ROOSEVELT PARK BLK 5 LT 8A	R2M	Duplex	2	4		
3905 IOWA DR	MORTON #1 LT 1	R3	Apartment - Garden 1-3 Levels	18	24		Some parking under carport.

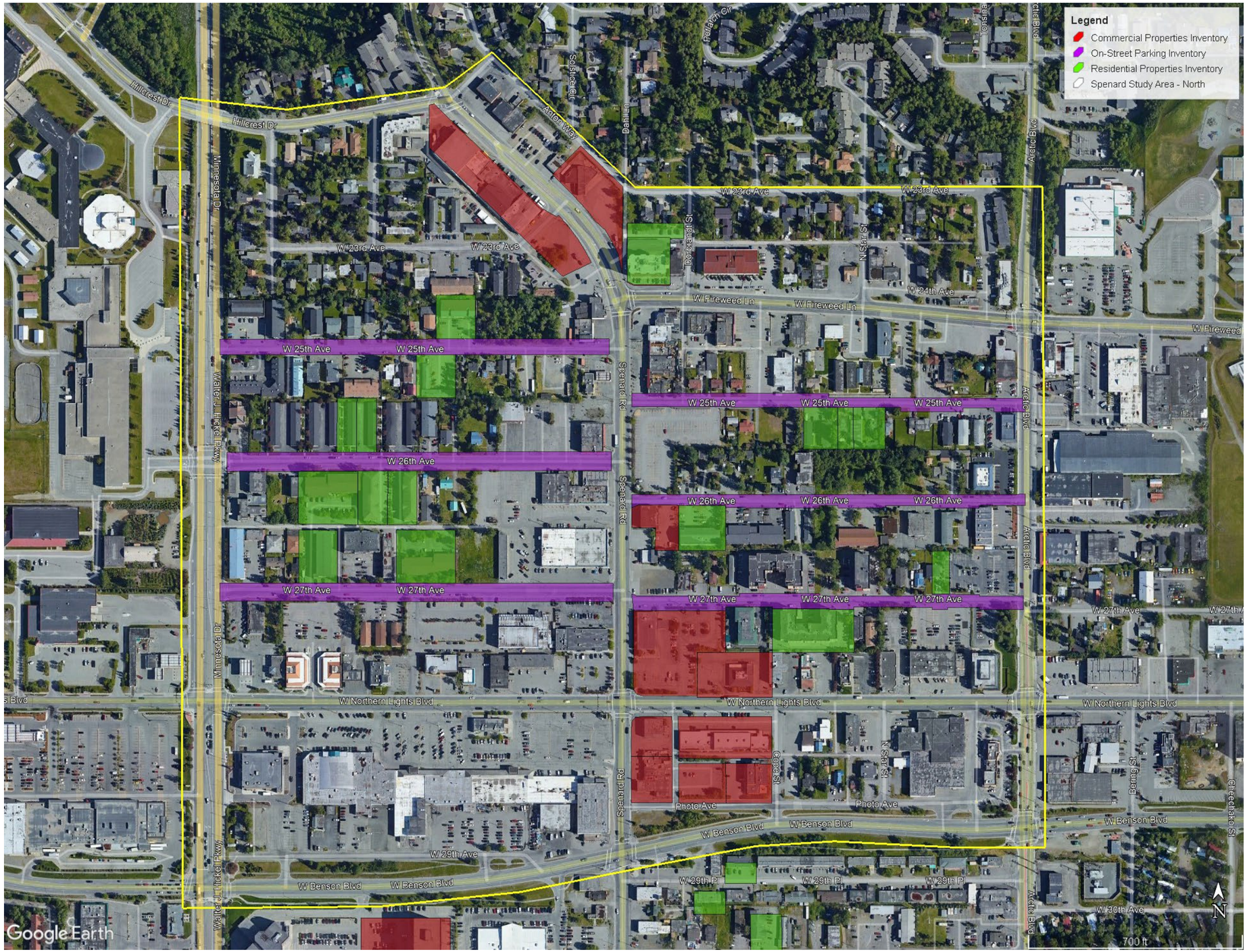
Address	Legal Description	Zoning	Land Use	ADA Parking Spaces	Parking Spaces (Includes ADA)	Notes
2248 SPENARD RD	ROMIG PARK BLK 5 LT 1A	B3	Manufacturing/Processing	N/A	0	Building Only
	ROMIG PARK BLK 5 LT10B			2	32	Parking on adjacent lot
2301 SPENARD RD	ROMIG PARK BLK 4 LT 9B	B3	Retail Single Occupancy	1	24	Bosco's.
2601 SPENARD RD	SUNBEAM BLK 2 LT 9A	B3	Retail Multi Occupancy	Unknown	26	Includes residential.
2709 SPENARD RD	SUNBEAM BLK 3 LT 11C	B3	Bank	4	84	Northrim Bank
1049 W NORTHERN LIGHTS BLVD	SUNBEAM BLK 3 LT 12	B3	Restaurant	3	24	Spenard Roadhouse - parking is also on adjacent lot
	SUNBEAM BLK 3 LT 11B			Unknown	28	Parking on adjacent lot.
1002-1016 W NORTHERN LIGHTS BLVD	FRANK DICKSON BLK 2 LT 1A 1000 NORTHERN LIGHTS SQUARE	B3	Commercial Condo	Unknown	61	Once Upon a Child
1025 PHOTO AVE	FRANK DICKSON BLK 2 LT 10A	B3	Retail Single Occupancy	1	22	Blaine's Art Supply store with a coffee counter
2803 SPENARD RD	FRANK DICKSON BLK 1 LT 1	B3	Retail Single Occupancy	Unknown	14	House of Hobbies - parking is on adjacent lot
	FRANK DICKSON BLK 1 LT 2			Unknown	11	Parking on adjacent lot
2809, 2811, 2819 SPENARD RD	FRANK DICKSON BLK 1 LTS 3 & 4 & 5	B3	Restaurant & Retail	Unknown	7	Pizza Olympia, Zoi's, and Buckaroo Club - shared parking on separate lots
	FRANK DICKSON BLK 2 LT 7 & 8 & 9			Unknown	51	Parking on adjacent lot
1400 W BENSON BLVD	ALASKA MUTUAL TR B1	B3	Office Building High Rise 5+ Levels	7	200	Former Charles Schwab
3000 SPENARD RD	LENA HANSEN RESERVE	B3	Offc Building Low Rise 1-4 Levels	3	10	Enstar - parking is on adjacent lots behind building
	LENA HANSEN LT 8 & 9 & 10 & 11 & 12 & 13			0	74	Parking on adjacent lot
1206 W 31ST AVE	MACKNELS TR A LT 4	B3	Warehouse	0	0	Parking is on adjacent lot.
	MACKNELS TR A LT 3			0	11	Parking on adjacent lot.
	MACKNELS TR A LT 5			0	8	Parking on adjacent lot.
3110 SPENARD RD	IREY LTS 1,2,3	B3	Manufacturing/Processing	0	12	Anchorage Printing
1305 W 32ND AVE	RHODES LT 1	B3	Warehouse	1	12	CIHA Warehouse.
1515 W 33RD AVE	CRYSTAL LT 16A	B3	Day Care Center	4	42	
1406 W 33RD AVE	BARNETT LT 6A	B3	Warehouse	0	17	Anchorage Makerspace, Off the Chain Bike Collective, MKO Services (Garage/Body Mechanic)
3401 and 3403 MINNESOTA DR	RYAN LT 19B	B3	Offc Building Low Rise 1-4 Levels	3	31	Parking is also on adjacent lots
	RYAN LT 17 and MILLER LT 5			0	26	Parking on adjacent lot
3400 SPENARD RD	SPENARDIA LT 4	B3	Retail Multi Occupancy	Unknown	71	Site parking lot under construction. Count is estimate based off Google 6/2023 Aerial imagery
3505 SPENARD RD	DEMERS LT 1B	B3	Retail Multi Occupancy	0	10	36th and Spenard tiny strip mall bldg
3510 SPENARD RD	SPENARDIA LT 2	B3	Offc Building Low Rise 1-4 Levels	6	66	CIHA HQ - This one may be difficult as they have a campus and fleet vehicle parking on nearby lots.
1501 W 36TH AVE	SPENARDIA LT 1	B3	Office Warehouse	1	23	Muse School of Music
3501 MINNESOTA DR	MILLER LT 8A	B3	Hotel/Motel - High Rise 5+ Levels	3	60	La Quinta Inn
3600 SPENARD RD	DUNCKLEE LT 1D-1	B3	Mixed Residential/Commercial	2	43	
3807 SPENARD RD	LINCOLN PARK BLK 2 LT 3	B3	Fast Food	0	7	Kami Ramen - parking is also on adjacent lot.
	LINCOLN PARK BLK 2 LT 2			0	9	Parking on adjacent lot. Parking is not striped.

Address	Legal Description	Zoning	Land Use	ADA Parking Spaces	Parking Spaces (Includes ADA)	Notes
3812 SPENARD RD	CONROY RUSHTON BLK 4 LT 2A	B3	Offc Building Low Rise 1-4 Levels	2	61	
3826 SPENARD RD	CONROY RUSHTON BLK 4 LTS 6 & 7	B3	Restaurant	Unknown	29	Pho Lotus.
3836 SPENARD RD	CONROY RUSHTON BLK 3 LTS 10 & 11	B3	Hotel/Motel - Low Rise 1-4 Levels	Unknown	14	Chelsea Inn - parking is on adjacent lot and not striped.
3707 WOODLAND DR	CONROY RUSHTON BLK 7 LT 9A	B3	Warehouse	0	23	9 of these spaces are striped partially within the ROW
3710 WOODLAND DR	CONROY RUSHTON TR 2	B3	Offc Building Low Rise 1-4 Levels	3	126	
3956 SPENARD RD	LINTNER LT 9	B3	Retail Single Occupancy	0	5	Writers Block Bookstore and Café - parking is also on adjacent lot
	LINTNER LT 8			0	9	Parking on adjacent lot
4005 SPENARD RD	ROOSEVELT PARK BLK 3 LT 6B	B3	Office Warehouse	0	11	Waxie Sanitary Supply
4003 IOWA DR	MORTON BLK 2 LT 1A	B3	Offc Building Low Rise 1-4 Levels	2	34	

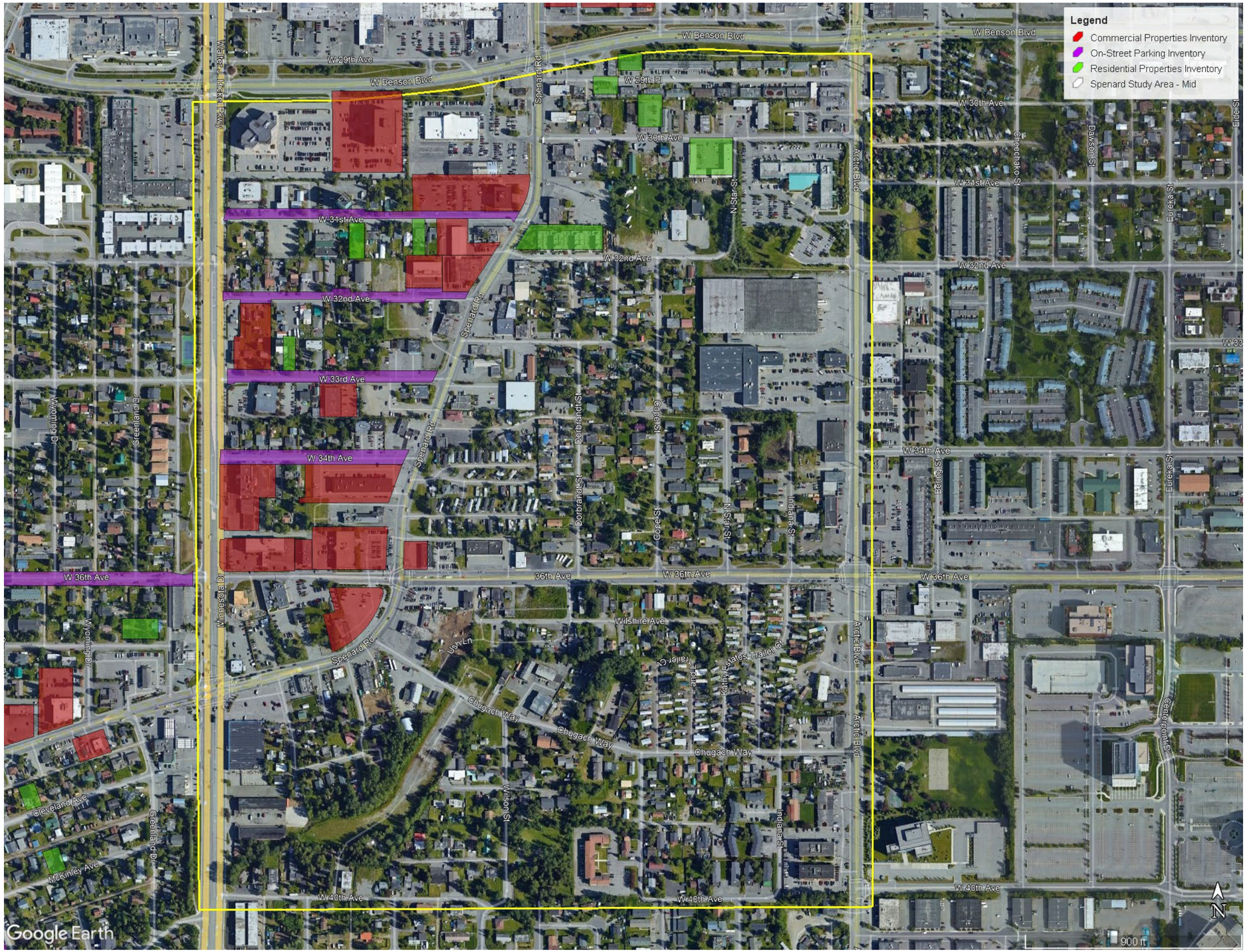
Street Name	From	To	ROW Width (ft)	Roadway Width (ft)	Parking Spots	Notes
W 25th Ave	Minnesota	Spenard	50	24	26	
W 25th Ave	Spenard	Arctic	31 Min 44 Max	26	24	Existing no-parking signage across from Koots. Narrow ROW closer to Arctic
W 26th Ave	Minnesota	Spenard	60	32	50	
W 26th Ave	Spenard	Arctic	34	27	28	Street and ROW is not wide enough for street parking on both sides
W 27th Ave	Minnesota	Spenard	59	32	58	
W 27th Ave	Spenard	Arctic	35 Min 48 Max	28	24	Street is not wide enough for street parking on both sides in some areas
W 31st Ave	Minnesota	Spenard	30 Min 43 Max	22	15	Parking estimated for north side of street only
W 32nd Ave	Minnesota	Spenard	30 Min 45 Max	24	19	Parking estimated on south side of street.
W 33rd Ave	Minnesota	Spenard	48 Min 53 Max	24	21	
W 34th Ave	Minnesota	Spenard	60	24	26	
W 36th Ave	Lois	Minnesota	55 Min 60 Max	30	27	
Oregon Dr	W 36th	Spenard	60	26	10	
Lois Dr	W 36th	Spenard	60	22ft min 26 max	21	Sections of Lois Dr are one way roads. One way roads are only wide enough for parking on one side
Lois Dr	Spenard	Jefferson	60	24	32	
Taft Dr	Spenard	Jefferson	60	32	12	

*According to AMC 9.30.080, any road that is narrower than 26-feet wide can be signed no-parking on both sides and any road narrower than 35-feet wide can be signed no-parking on one side.
Legally, none of these roadways can support parallel parking on more than one side without improvements.

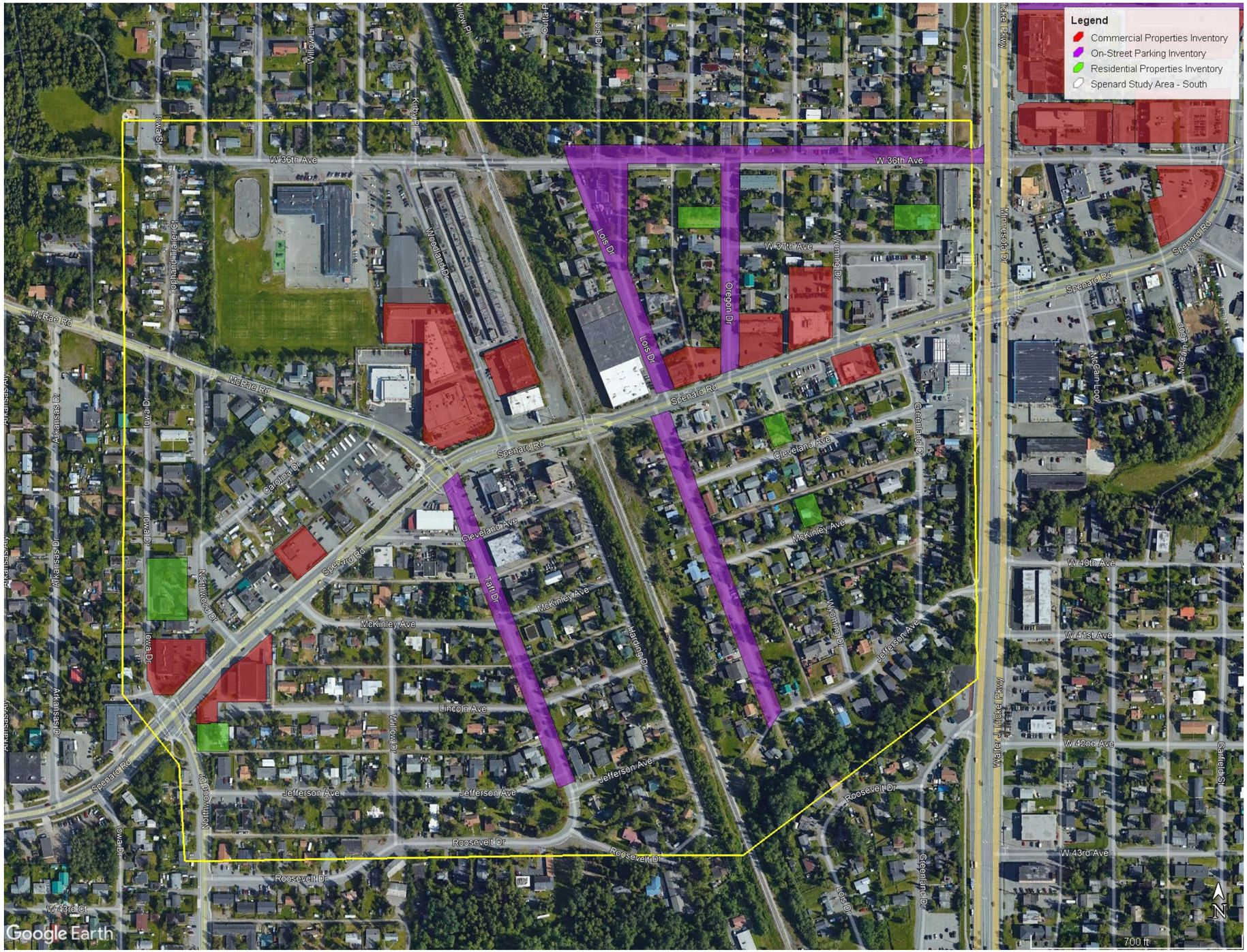
North Spenard Area – Inventory Properties and Streets



Mid Spenard Area – Inventory Properties and Streets



South Spenard Area – Inventory Properties and Streets



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December 22, 2025

Spenard Corridor Assessment of Motor Vehicle Parking Utilization Rates

The Spenard Corridor Parking Assessment project studied parking usage rates at multifamily residential and commercial developments in the study area. HDL Engineering Consultants, LLC (HDL) collected the parking utilization data in field surveys of sample sites in 2023 and 2024.

The assessment focused on motor vehicle (automobile) parking. Motor vehicle parking takes up substantial land and floor space and impacts the buildable development capacity on properties. It also affects the management of streets and quality of the urban environment. The findings of this parking usage assessment are informative for developing parking management strategies for Anchorage including in the Spenard Corridor. Follow-up analyses could include:

1. Forecasting scenarios for future parking utilization rates evolving over time; and
2. Using such forecasts to help estimate urban land redevelopment capacity.

The assessment also compared the parking utilization rates from the Spenard Corridor Parking Assessment to historical findings from previous local parking utilization studies. Historical comparisons can put current utilization rates in context and reveal trends in utilization.

Measurement of Parking Utilization Rates. There are several ways to measure parking utilization rates. The primary measurements for this study are the number of parked vehicles per residential unit and per bedroom for residential uses, and per 1,000 square feet of gross building floor area for both residential and commercial uses. Additionally, the number of parked vehicles in comparison to the supply of parking spaces provided is also measured. These measures provide a quantifiable way to correspond parking utilization levels with building size, size/number of dwellings, and the parking supply. Data is collected using field surveys following the methodology of the Institute of Transportation Engineers (ITE).

Parking Utilization Rate for Multifamily Residential Uses. Tables 1 and 2 summarize the peak-period parking utilization rates found at residential multifamily sites in the Spenard Corridor Parking Assessment study area. Table 1 reports the parking utilization as a percentage of the amount of parking provided on site. Table 2 reports the parking utilization per dwelling unit, per bedroom, and per 1,000 square feet of gross building floor area.

Table 1 indicates that, for most developments surveyed, a supply of between 1 and 1.5 parking spaces are provided per unit. Nightly peak-period parking utilization is around 80% of the spaces

provided on site, on average. When 1 to 1.5 parking spaces are provided per unit, around 4 of every 5 parking spaces were in use during the nighttime peak. An exception where nearly 90%, or 9 in 10, parking spaces were in use occurred at the site that provides only 0.8 parking spaces per dwelling unit. There were two other outliers, in which only 40% to 45% of the spaces were in use, because either the units were smaller in size (i.e., studios) or the parking supply was especially large (e.g., more than 2 spaces available per dwelling unit). A rule of thumb is that a parking facility will seem full to the average driver attempting to park when 80% or more of its spaces are in use. One could consider a facility to be used efficiently during its daily peak period if utilization during that peak is 80% to 90%. If utilization exceeds 90%, then the supply is effectively inadequate without the employment of parking management strategies.

Table 1. Percentage Utilization of Available Parking Spaces – Residential Multifamily Sites

Development Site	Dwelling Units	Number of Parking Spaces On-Site (Supply)	Available Parking Spaces per Unit	Average Number of Parked Vehicles (1)	Utilization as a Percentage of Available Spaces (2)(3)
Woronzof Tower	35	29	0.8	27	87%
1016/26 W 25th Ave	8	20	2.5	8	40%
1327 W 25th Ave	30	32	1.1	25	78%
1082 W 26th Ave	20	28	1.4	21	79%
La Maisonette	40	56	1.4	36	81%
The Castle	84	88	1.0	32	44%
1009 W 29th Place	4	6	1.5	4	78%
Totals/**Averages** (3)	221	259	**1.4**	153	**66%**

(1) Average number of parked vehicles during nighttime peak utilization period over several collection dates.
(2) Utilization rate is adjusted to account for residential vacancy/occupancy rates.
(3) Total average parking spaces available per unit and total average parking utilization as a percentage of available parking spaces are weighted averages based on number of dwellings in each development.

Table 2 indicates that most developments surveyed consisted of 1- and 2-bedroom apartments and had an average peak-period (nightly) parking utilization rate of 0.8 to 1.2 parked vehicles per dwelling unit. This means that in the sites with a mix of 1- and 2-bedroom apartments, there is around 1 parked car per dwelling during the nighttime peak. An exception where the average peak-period (nightly) parking utilization rate was only 0.5 parked vehicles per unit occurred where the unit sizes are mostly smaller, studio apartments. Because the studio apartment site was a large development, it brought the overall average utilization rate for the survey sample of sites down to 0.8 parked vehicles per dwelling unit.

The measure of parking utilization rate per bedroom helps to account for this variation in dwelling unit size. The number of parked cars per bedroom ranged from 0.5 to 0.8 for the entire sample of developments. Developments with larger average unit sizes (e.g., more than one bedroom) typically had a lower utilization rate per bedroom—0.5 to 0.6 parked cars per bedroom. Developments with primarily studio and 1-bedroom apartments had a higher utilization rate per bedroom—0.7 to 0.8 parked cars per bedroom.

Table 2. Parking Utilization Rate Per Unit – Residential Multifamily Sites

			Peak-Period Average Parking Utilization (1) (2)			
Development	Dwelling Units	Average Unit Size (bedrooms)	Number of Parked Vehicles	Per Dwelling Unit	Per Bedroom	Per 1,000 SF. of Building Area
1009 W 29th Place	4	2.0	4	1.2	0.6	1.1
1016/26 W 25th Ave	8	2.0	8	1.0	0.5	1.1
La Maisonette	40	1.7	36	1.1	0.7	1.3
Woronzof Tower	35	1.4	27	0.9	0.6	0.8
1082 W 26th Ave	20	1.4	21	1.1	0.8	1.4
1327 W 25th Ave	30	1.0	25	0.8	0.8	0.9
The Castle	84	0.6	32	0.5	0.7	0.6
Totals/**Averages** (2)	221	**1.4**	153	**0.8**	**0.7**	**0.9**

(1) Parking Utilization is the # of parked vehicles during nighttime peak, adjusted to account for occupancy rates.
(2) Total average unit size and total average parking utilization rates (per unit, bedroom, and 1,000 SF) are weighted averages based on the size of each development.

The parking usage rate per 1,000 square feet of residential building gross floor area (not including parking garage area) ranged from 0.8 to 1.4 parked vehicles per 1,000 square feet of gross floor area in all but the studio apartment site. It was lower where dwelling units had fewer bedrooms and higher where dwellings had more bedrooms. As with the measure of parking utilization rate per dwelling, the studio apartment building had the lowest utilization rate—0.6 parked vehicles per 1,000 square feet—and pulled the overall average rate down to 0.9 per 1,000 square feet.

Parking Utilization Rate for Non-Residential Uses. Table 3 summarizes the peak-period parking utilization rates found at the commercial sites in the Spenard Corridor Parking Assessment. Table 3 reports the utilization rates in comparison to the amount of parking supply provided, and the average parking utilization per 1,000 square feet of gross building floor area. Because parking utilization rates vary by type of commercial land use, the table organizes its information by retail, restaurant, office, industrial, and hotel use categories.

Table 3 indicates that most commercial developments have an average peak-period parking utilization rate of between 50% and 75% of the supply of parking spaces provided on-site. This means 5 to 7 of every 10 parking spaces provided were in use during the daily peak. An exception where the number of parked cars exceeded the number of on-site parking spaces occurred at a highly popular, trendy restaurant. Exceptions, in which only 1/3 or fewer of the spaces were in use, occurred on two sites, where the businesses were not as popular, or the on-site parking supply was comparatively ample relative to the size of the buildings. Even when applying the rule-of-thumb that users will perceive a parking lot as full if 80% of its spaces are in use, and accounting for the space needs of on-site temporary storage of plowed snow in an *average* snow year, all but one of the commercial sites have a surplus of available parking spaces.

Table 3 indicates that most commercial developments surveyed have a parking utilization rate of between 1 and 2 parked vehicles per 1,000 square feet of gross building floor area, when accounting for occupancy/vacancy rates. An exception, having 13 parked vehicles per 1,000 square feet of gross building area, occurred at highly popular restaurant located in a small building. Another exception, where there were more than 4 parked vehicles per 1,000 square feet of commercial gross building area, occurred in a mixed-use site in which some of the parked vehicles may have been residents of the upper-floor housing, skewing the results. An exception where there was less than 1 parked vehicle 1,000 per square feet of floor space occurred at the hotel site, which was surveyed during its winter off-season. The hotel was later closed. Besides the off-season hotel, the office site and industrial site had nearly the same utilization rate, at 1.5 to 1.6 parked vehicles per 1,000 square feet of building area. Retail, restaurant, and food and beverage services were higher in general but varied widely from one establishment to another.

Table 3. Parking Utilization Rate – Commercial Sites

Use Category and Site Location *(Establishment Name)*	Non-residential Gross Building Area (in SF)	Number of Parking Spaces *(and Spaces per 1,000 SF GBA)*	Peak-Period Average Parking Utilization		
			Number of Parked Vehicles	Per 1,000 SF Gross Building Area (1)	Utilization as a Percentage of Spaces Provided (1) (2)
Retail Multi-Occupancy Category					
1002-16 W. N. Lts. Blvd. *(Once Upon a Child)*	17,500	61 *(3.5)*	28	2.0	57%
Restaurant and Food Services Category					
2601 Spenard Rd. *(Market Juice)*	3,352	26 *(7.8)*	11	4.1	51%
2809-19 Spenard Rd. *(Pizza Olympia)*	9,860	58 *(5.9)*	19	1.9	33%
3807 Spenard Rd *(Kami Ramen)*	1,352	16 *(11.8)*	18	13.5	114%
3826 Spenard Rd *(Pho Lotus)*	4,736	29 *(6.1)*	4	0.9	14%
Office Category					
1400 W Benson Blvd. *(fmr. Charles Schwab)*	75,209	200 *(2.7)*	86	1.5	56%
Industrial Multi-Occupancy Category					
1406 W 33rd Ave *(Makerspace)*	8,683	17 *(2.0)*	14	1.6	74%
Lodging Category					
3836 Spenard Rd. *(Chelsea Inn)*	11,758	14 *(1.2)*	6	0.8	65%
TOTALS/*AVERAGES (2)*	132,450	421 *(3.2)*	186	*1.7*	*55%*

(1) Utilization per 1,000 SF GBA and as a percentage of available parking space is adjusted for occupancy rates.
(2) Total average number of parking spaces per 1,000 SF and total average parking utilization rate (per 1,000 SF and as a percentage of spaces provided) are weighted averages based on the size of each development.

Comparison of Current and Historical Parking Utilization Rates. The tables below compare the current utilization rates to historical utilization rates from previous local parking demand studies.

The primary historical resource is a parking utilization study that the Municipality conducted from 2007 to 2009 for the Title 21 Rewrite project, a complete revision to the land use regulations and parking code at the time. The 2007-2009 field survey included 30 multifamily apartment sites, 10 townhouse/site condominium sites, approximately two dozen commercial sites (office, medical office, industrial, retail, and restaurants) across the Anchorage Bowl, and some residential sites in Eagle River.

A secondary resource is a more limited "snapshot" field study of parking utilization on a few sites completed in 2022. These historical utilization studies followed ITE methods to determine weekly peak-period parking utilization rates by day of the week and time of day and accounted for building vacancy/occupancy rates.

Table 4 shows the average peak-period parking utilization rate from the 2007-2009 study for 24 multifamily residential study sites. Table 5 compares the historical (2007-2009) rates from Table 4 and current (2023) parking utilization rates at three of the Spenard Corridor Parking Assessment's multifamily study sites.

Table 4 is organized by three major categories of urban neighborhood contexts: the original urban neighborhoods with alleys near Downtown, the "edge" urban postwar era neighborhoods such as Spenard, and outlying suburban environments. The first two categories are designated in the *Anchorage 2040 Land Use Plan* element of the *Anchorage Bowl Comprehensive Plan* as having "urban" as opposed to "suburban" physical characteristics and transportation attributes. The four blue highlighted sites are located in the Spenard Corridor Parking Assessment project area and, except for the Arbor Pointe site, are also parking utilization study sites included in the Spenard Corridor Parking Assessment.

Tables 4 and 5 indicate there has been little to no change in residential multifamily parking rates over the past 15 years. They suggest that vehicle household ownership and usage have remained stable over the past 15 years including through the COVID pandemic, demographic changes, and local economic downturn. Although the overall average historical parking utilization rate of 1.0 parked vehicles per dwelling in Table 4 is higher than the overall average rate of 0.8 reported in Table 2 for the Spenard Corridor Parking Assessment sites, this difference is at least partially explained by the higher average unit size (number of bedrooms) in the historical sample.

Table 6 shows the results of a limited, "snapshot" peak-period parking utilization survey of selected sites in 2022 that the Planning Department collected as part of site testing for a proposed amendment to the parking and site access regulations.

Table 4. Historical Parking Utilization Rates (2007-2009): Anchorage Multifamily Sites

			Average Peak-Period Parking Utilization	
Development Site	Dwelling Units	Average Unit Size (BR)	Total Number of Parked Vehicles	Parked Vehicles Per Occupied Dwelling Unit (1)
Sites in Urban Neighborhoods: Fairview, South Addition, Mountain View				
901 Medfra Street	8	2.0	7	1.1
900 Medfra Street	4	2.3	7	1.9
230 West 10th Avenue	6	1.3	5	0.9
232 West 10th Avenue	6	1.2	6	1.0
929/939 West 12th Avenue	12	1.0	8	0.7
4211 Mountain View (3)	14	0.7	7	0.5
City View I	91	0.9	48	0.5
Park Plaza I	102	1.0	108	1.1
Park Plaza II	100	0.9	91	0.9
The Outlook	65	1.1	63	1.0
Urban Average (2)	-	**1.0**	-	**0.9**
Sites in "Edge" Urban Neighborhoods: Spenard, Midtown, Airport Heights, Russian Jack, Northeast				
1082 West 26th Avenue	21	1.4	19	0.9
Admirals Cove	180	2.0	230	1.3
Arbor Pointe	20	0.7	19	1.0
Brighton Park (3)	80	3.0	87	1.2
Duben Place	16	2.5	24	1.5
La Maisonette	40	1.7	44	1.2
Ladera Villa	55	1.7	45	0.9
Taiga Twins	60	1.5	42	0.7
Town Square Manor	90	1.9	107	1.2
Woronzof Tower	34	1.4	29	0.9
Edge Urban Average (2)	-	**1.9**	**-**	**1.1**
Sites in "Suburban" Neighborhoods				
Campbell View	33	2.5	43	1.3
Campbell Village	36	2.0	54	1.6
The Club Apartments	288	1.0	216	0.8
Greenbriar Apartments	194	1.7	223	1.2
Suburban Average (2)	**-**	**1.4**	**-**	**1.0**
Total Average (2)	**-**	**1.5**	**-**	**1.0**

(1) Parking utilization rates per dwelling unit are adjusted to account for vacancy/occupancy rates.
(2) Weighted average based on number of dwellings in each development.
(3) Low-income affordable housing development.

Table 5. Comparison of Historical (2007-2009) and 2023 Parking Utilization: Three Multifamily Residential Sites in Spenard

		Average Parking Utilization Per Dwelling Unit (1)		
Development		2007-2009	2023	Change
Woronzof Tower	35	0.9	0.9	+/- 0.0
1082 W 26th Ave	20	0.9	1.1	+ 0.2
La Maisonette	40	1.2	1.1	- 0.1

(1) Parking Utilization is the number of parked vehicles during nighttime peak, adjusted to account for vacancy/occupancy rates.

Table 6. Recent Historical "Snapshot" of Parking Utilization (2022): Three Multifamily Sites (in Fairview and Spenard)

				Peak-Period Parking Utilization	
Development Site	Dwelling Units	Average Unit Size (BR)	Number of Parking Spaces On-site	Number of Parked Vehicles	Parked Vehicles Per Occupied Dwelling Unit (1)
Sites in Urban Neighborhoods: Fairview, South Addition, Mountain View					
901 Medfra Street	8	2.0	16	7	0.9
3602 Wyoming Dr. (2)	4	2.0	7	2	0.5
1310 W. 32nd Ave. (2)	20	1.3	23	14	0.7

(1) Parking utilization rates per dwelling unit were collected on 8-1-2022 and were adjusted to account for site vacancy rates.
(2) Low-income affordable housing development.

Table 7 reports the historical parking utilization rates for some commercial uses surveyed in 2007-2009. The table suggests that, historically for the sites surveyed, commercial office uses had a higher parking utilization rate per 1,000 square feet than the commercial office site surveyed in 2023 for the Spenard Corridor Parking Assessment, accounting for building vacancy rates. The Spenard Corridor Parking Assessment site's average peak-period parking utilization was 1.5 vehicles per 1,000 square feet of occupied (non-vacant) gross building area. The six office sites surveyed in 2007-2009 had a collective average utilization rate of 2.2 vehicles per 1,000 square feet of occupied gross building area. None of the six sites had as low a utilization rate as the 2023 Spenard site. This could be an indicator of a broader, post-COVID change in office space patterns; however, a larger post-pandemic sample would be needed before drawing conclusions.

Historically, medical offices had higher parking utilization rates than commercial offices. Additional commercial uses studied included primarily retail stores and restaurants, however that data was not extracted in time for this summary. Further parking utilization field surveys of more commercial establishments would be needed to provide a large enough sample for historical comparisons.

Table 7. Historical Parking Utilization Rates (2007-2009): Anchorage Commercial Sites

Use Category and Site Location *(Establishment Name)*	Non-residential Gross Building Area (in SF)	Peak-Period Average Parking Utilization (1)	
		Number of Parked Vehicles	Parked Vehicles Per 1,000 SF of Gross Building Area (2)
Health Services/Medical Office			
Alaska Women's Health Services	14,290	36	2.5
Lake Otis Medical Plaza	115,956	292	2.5
Lake Otis Professional and Medical Center	33,190	57	1.7
Orthopedic Physicians Anchorage	64,366	140	2.2
Average	-	-	**2.3**
Office			
2600 Cordova St.	15,182	75	5.3
3000 C Street	109,569	220	2.0
Alaska USA Financial Center	92,929	157	1.7
Denali Towers	175,380	385	2.3
Northrim Bank (C Street)	83,530	180	2.2
Tatitlik Corporation	28,003	41	1.6
Average	-	-	**2.2**

(1) Utilization per 1,000 SF GBA and as a percentage of available parking space was adjusted for building occupancy rates.
(2) Total average number of parking spaces per 1,000 SF and total average parking utilization rate (per 1,000 SF and as a percentage of spaces provided) are weighted averages based on the size of each development.

Future Analytical Steps. The findings of this utilization survey have several limitations which should be addressed through further analysis. More information regarding the characteristics of the developments sampled and how these developments may manage the usage of their parking supply could help identify factors driving parking utilization rates.

The sample size was also limited, and the count did not occur during a snowy period. Additional residential sites, including but not limited to the two Spenard sites surveyed in 2022 in Table 6, could be added to round out the multifamily sample. Additional commercial and medical offices, restaurants, and retail sites would improve statistical significance of the commercial sample, as a tool for forecasting utilization rates per 1,000 square feet of future development/redevelopment. Parking utilization for offices and potentially restaurants may have fallen significantly in the post-COVID era from the historical counts and merits further assessment. Additional parking utilization field surveys could be used to capture additional sites and measurements.

Additional data regarding on-street parking utilization by street block would also be helpful, in context of the Municipality's Right-of-Way (ROW) Management Strategy project.

Lastly, although information about existing parking utilization rates can be used as a baseline to inform forecasts of how much parking utilization will occur in future development, such information reflects existing levels of transportation infrastructure improvements and public transportation services, availability of off-street parking, ROW maintenance and management, and prevailing public and private practice of providing parking free of charge in Spenard. These factors influence travel behavior and mode share. The information also reflects that on-street curb parking or other public parking is limited (or nonexistent) and there is little to no management, enforcement, and pricing of parking in public space. Existing parking "demand" (utilization rates) reflect that parking is free (unpriced), usually adequate in supply, and that parkers will continue to be subsidized indirectly by all other travelers, property owners, business establishments, and public policy.

If these factors are anticipated to change over time, then existing utilization rates may not translate 1:1 for longer-term predictions of future parking utilization rates. Follow-up work could include developing a forecast of the future parking utilization rate for residential and commercial uses, and assessing trends that seem most likely to affect parking utilization rates for that timeframe.

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