

Municipality of Anchorage

Project No. 13-39

27th Avenue Pedestrian Safety Improvements

Parking Utilization Report

~ DRAFT ~
August 2015

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Acronyms and Abbreviations

The following table presents acronyms and abbreviations used throughout this document.

AMC	Anchorage Municipal Code
GFA	Gross Floor Area
GLA	Gross Leasable Area
FT²	Square Feet
ITE	Institute of Transportation Engineers
KE	Kinney Engineering, LLC
MOA	Municipality of Anchorage
ULI	Urban Land Institute

1. OVERVIEW

Kinney Engineering, LLC (KE), as a subcontractor to R&M Consultants, has been retained by the Municipality of Anchorage (MOA) to conduct this parking utilization analysis as part of the MOA's 27th Avenue Pedestrian Safety Improvements project. The goal of the project is to provide an alternative route that is safer and more comfortable for people walking and biking than traveling along Northern Lights Boulevard. This report provides an analysis of the existing parking supply along 27th Avenue for the two blocks between Minnesota Boulevard and Arctic Boulevard and describes the parking demand in general terms.

There are a number of land uses along 27th Avenue between Arctic Boulevard and Minnesota Drive, including: restaurants, shops, office space, a movie theater, and apartment buildings. All of these facilities have some off-street parking. In addition, there is on-street parking. To understand how parking utilization varies by time of day and day of week, KE performed parking counts on 27th Avenue and the adjacent parking lots during five periods: weekday afternoons, weekday evenings, Friday evenings, Saturday afternoons, and overnight.

As parking demand approaches parking supply, finding parking becomes more difficult. According to *The Dimensions of Parking*, published by the Urban Land Institute (ULI), an effective supply cushion is needed to avoid the perception that there is not enough parking supply. Parking facilities generally operate most efficiently when parking occupancy is around 85 to 95%.

2. PARKING OCCUPANCY STUDY

2.1 Spenard Road to Minnesota Drive

Figure 1 shows a map of 27th Avenue between Spenard Road and Minnesota Drive with lot locations and labels. Lots 1 and 3 are for Bear Tooth Theaterpub patrons and employees, Lot 2 is only for patrons and employees of the Spenard Center, Lots 4, 5, and 7 are apartment building lots, and Lot 6 is for Northern Lights Village and overflow parking for Bear Tooth Theatrepub patrons after 5:00pm. In addition, on-street parking is permitted on the north and south sides of 27th Avenue. The apartment buildings for Lots 5 and 7 have assigned parking stalls for each residential unit, while the residential parking for Lot 4 is not assigned.

Table 1 shows the number of available spaces in each lot and on the street. The number of on-street parking spaces was estimated by measuring the available parking lane on each side of the street and assuming end spaces are 20 feet in length and all other spaces are 24 feet in length.

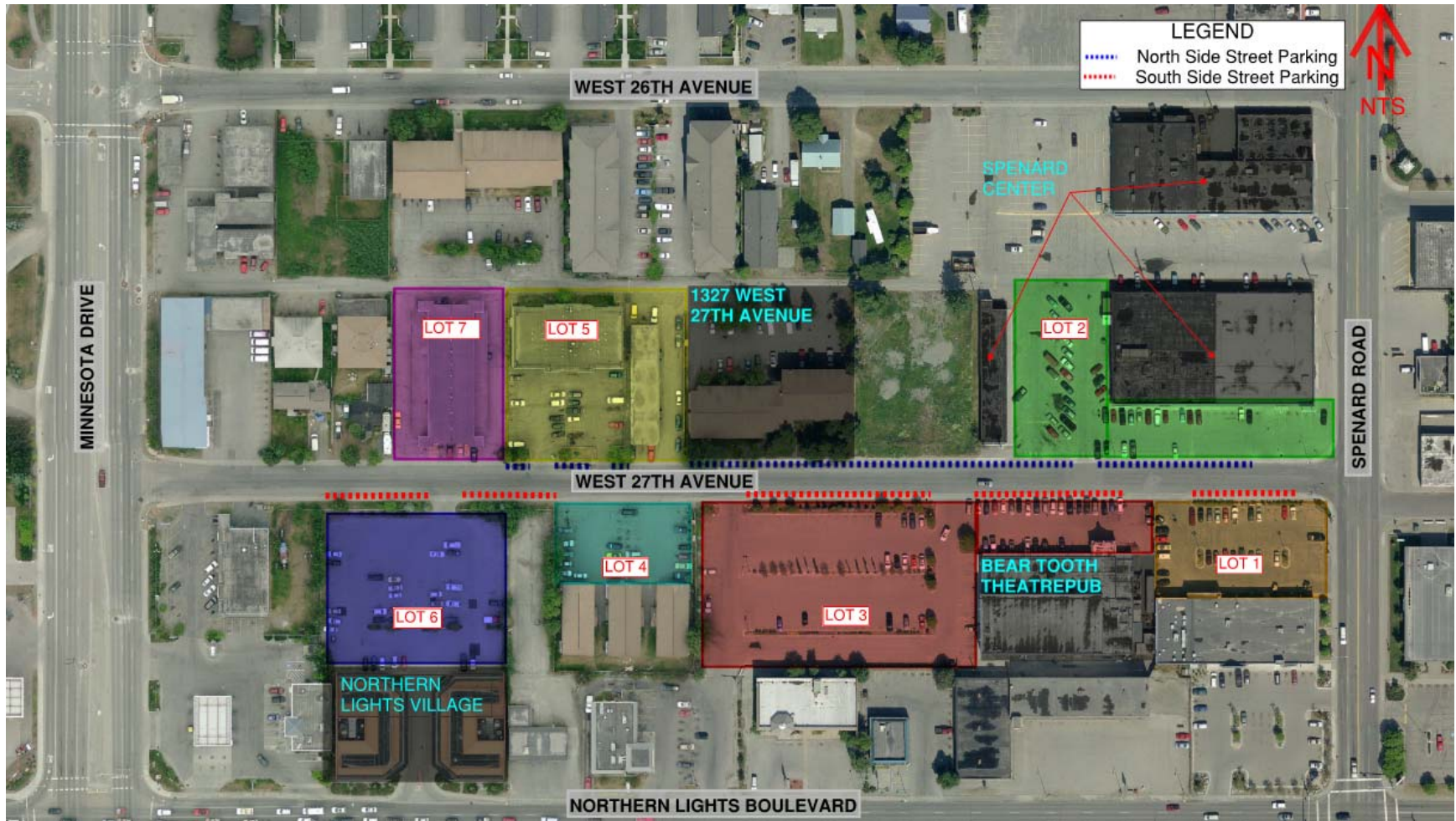


Figure 1 – 27th Avenue between Spenard Road and Minnesota Drive

Number of Parking Stalls			
North Side	29	Lot 4	30
South Side	37	Lot 5	48
Lot 1	36	Lot 6	98
Lot 2	65	Lot 7	27
Lot 3	177		

Table 1 - Parking lot supply on 27th Avenue between Spenard Road and Minnesota Drive

The Bear Tooth Theatrepub is facility containing two restaurants that also accommodate takeout orders and a single screen movie theater. It attracts large crowds, especially during the evening. Bear Tooth Theatrepub patrons often have to find parking spaces on the street. The Spenard Center is a shopping center across 27th Avenue from the Bear Tooth Theatrepub. It has retail, office, and dining space. It has its peak parking hours during the afternoon hours. The Spenard Center parking lot is for exclusive use by Spenard Center patrons and employees, others who use the lot do so with the likelihood of being towed. Unlike other apartment buildings on West 27th Avenue, the apartment building at 1237 West 27th Avenue is not accessible from West 27th Avenue, yet may also contribute to on-street parking as its lot is not a sufficient size. Figure 2 through Figure 6 show parking occupancies in parking lots on 27th Avenue between Spenard Road and Minnesota Drive at various times and days of the week.

Figure 2 shows parking during weekday afternoons. The greatest lot occupancy is in lot 1 which serves the Bear Tooth Theatrepub patrons and employees. Other lots above 50% occupancy include lots 4 and 7, which are both apartment building lots and Lot 6, which primarily serves the Northern Lights Village shopping center. On-street parking is not busy, with 24% of spaces occupied on the north side and 16% of spaces occupied on the south side.

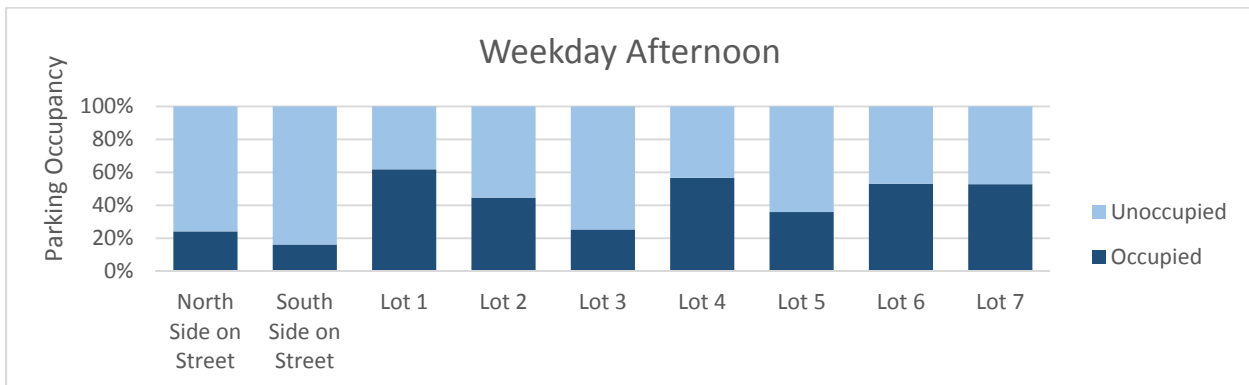


Figure 2 – Parking between Spenard Road and Minnesota Drive on weekday afternoons

Figure 3 shows parking occupancy during weekday evenings. Lots 1, 3, and the north side street parking are all close to 100% occupancy. The south side street parking is also

considerably full at 70% occupancy. The apartment Lots, 4, 5 and 7, all fluctuate slightly from weekday afternoons with the biggest change in Lot 7. While all other parking lots and the street parking increased, Lot 2, which services the Spenard Center, decreased.

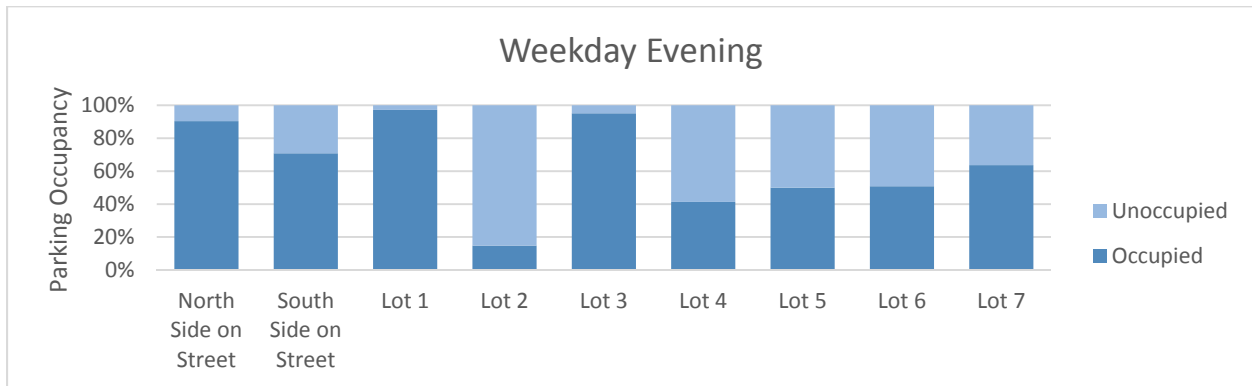
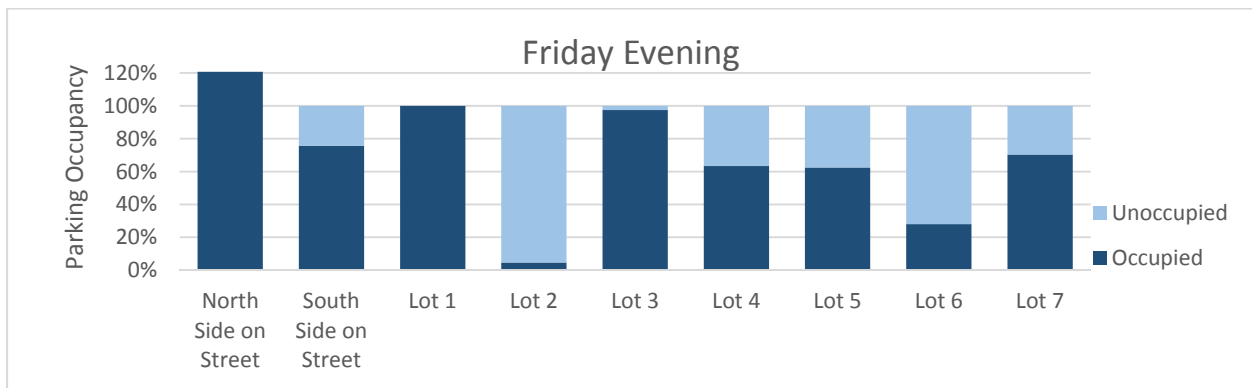


Figure 3 – Parking between Spenard Road and Minnesota Drive on weekday evenings

Figure 4 shows parking during Friday evenings. The pattern is similar to weekday evenings. Lots 1, 3 and south side street parking are near occupancy. Parking on the north side of the street is over occupancy, suggesting that people are parking in fire lanes, driveways, or just parking more closely due to the limited parking spaces. The parking occupancy in the apartment building lots also increased. Lot 6, which partially functions as a spillover lot for the Bear Tooth Theatrepub, decreases in occupancy and Lot 2 operates near zero percent.



NOTE: Parking on north side of street is over capacity (125% occupancy) at this time period

Figure 4 – Parking between Spenard Road and Minnesota Drive on Friday evenings

Figure 5 shows parking occupancy during Saturday afternoon. Lot 1, which serves Bear Tooth Theatrepub patrons, is at occupancy. In general there is an increase in occupancy when compared to weekday afternoons. Lot 7, which is an apartment building lot, runs near 80% occupancy. There is also increased occupancy in Lot 6, the Northern Lights Village lot.

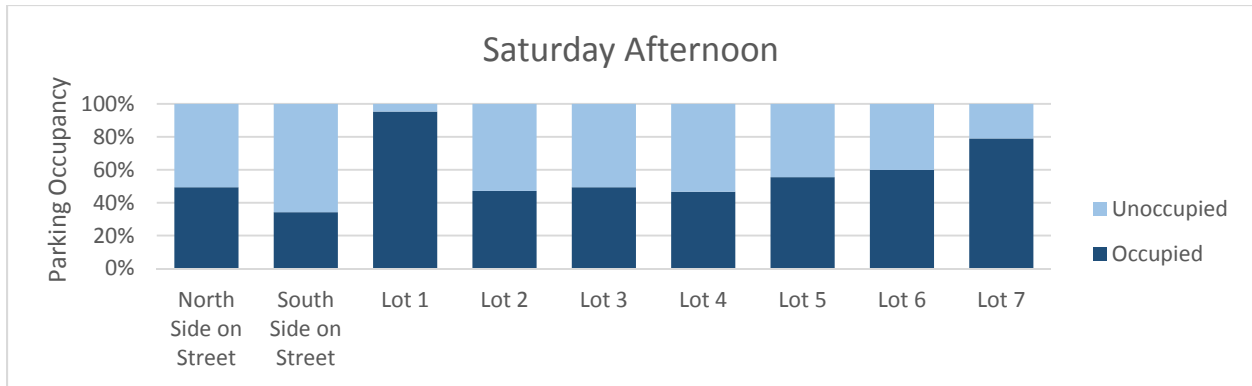


Figure 5 – Parking between Spenard Road and Minnesota Drive on Saturday afternoons

Figure 6 shows overnight parking on 27th Avenue between Spenard Road and Minnesota Drive. Lots 4, 5, and 7, all apartment building lots, are at 78%, 69%, and 89% occupancy, respectively. All lots serving businesses are near zero occupancy. There is some parking on the street. Although its lot is out of the scope of the study, 1327 W 27th Avenue, an apartment building on the north side of 27th Avenue, may contribute to on-street parking as its lot, which appears to be insufficient in size, is accessed by the unnamed street between 26th Avenue and 27th Avenue. The building has an entrance on 27th Avenue.

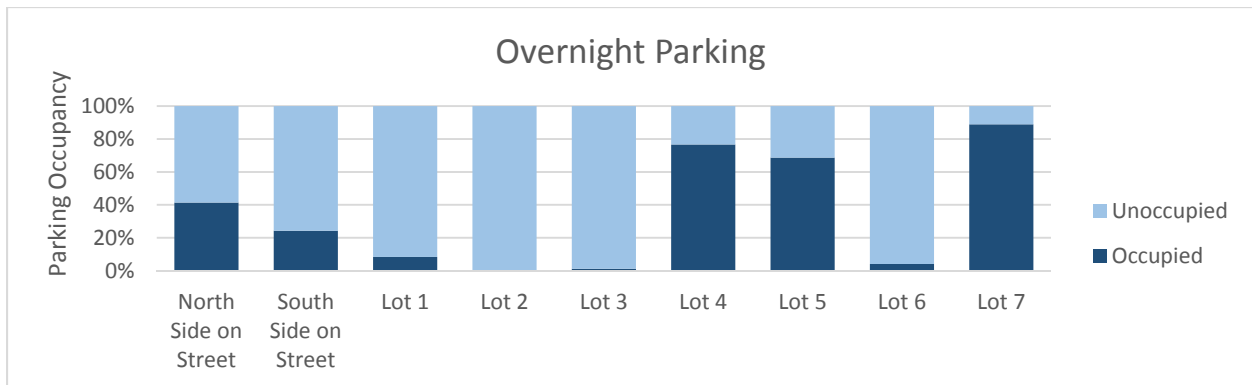


Figure 6 – Parking between Spenard Road and Minnesota Drive overnight

Lot 2 is of particular interest, as this parking lot does not follow the typical time-of-day pattern seen in the other commercial lots in the area. Lot 2 has 65 parking spaces to service the Spenard Center. Parking occupancy in this lot peaks during weekday and Saturday afternoons, and is close to empty during the evenings despite some of the businesses being open until 8:00pm and later (Momma O’s and Play It Again Sports). This unusual pattern may be due to the signage posted throughout the lot that warns cars will be towed if the parking lot is used to patronize any business except those in the Spenard Center.

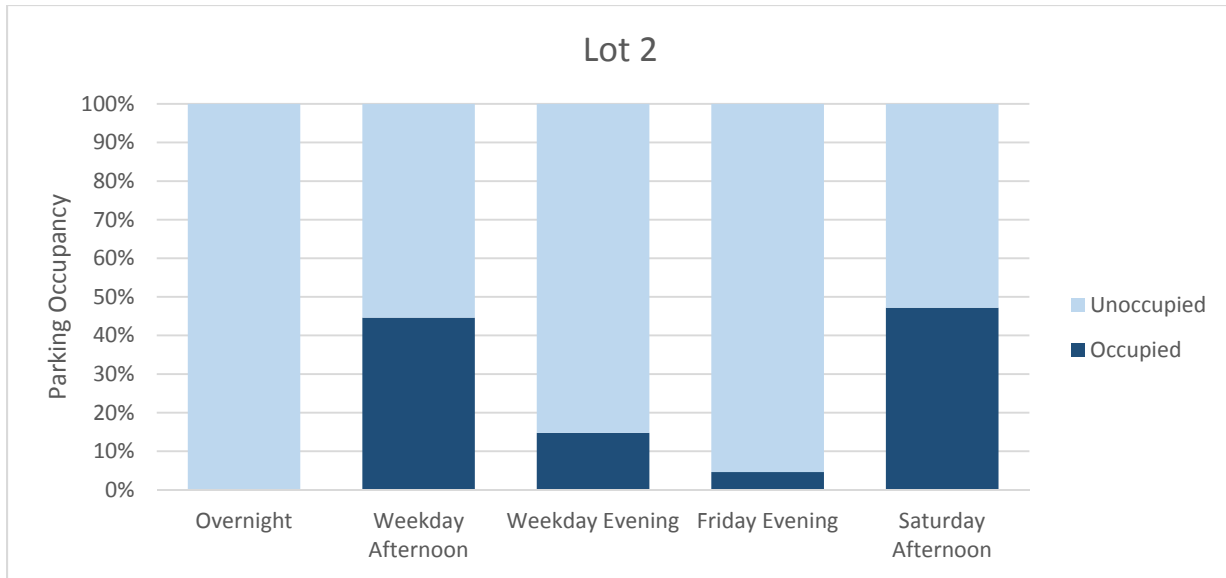


Figure 7 – Parking occupancy in Lot 2

Figure 8 shows apartment building parking occupancy according to whether the parking is assigned or not. There are no clear conclusions from this analysis.

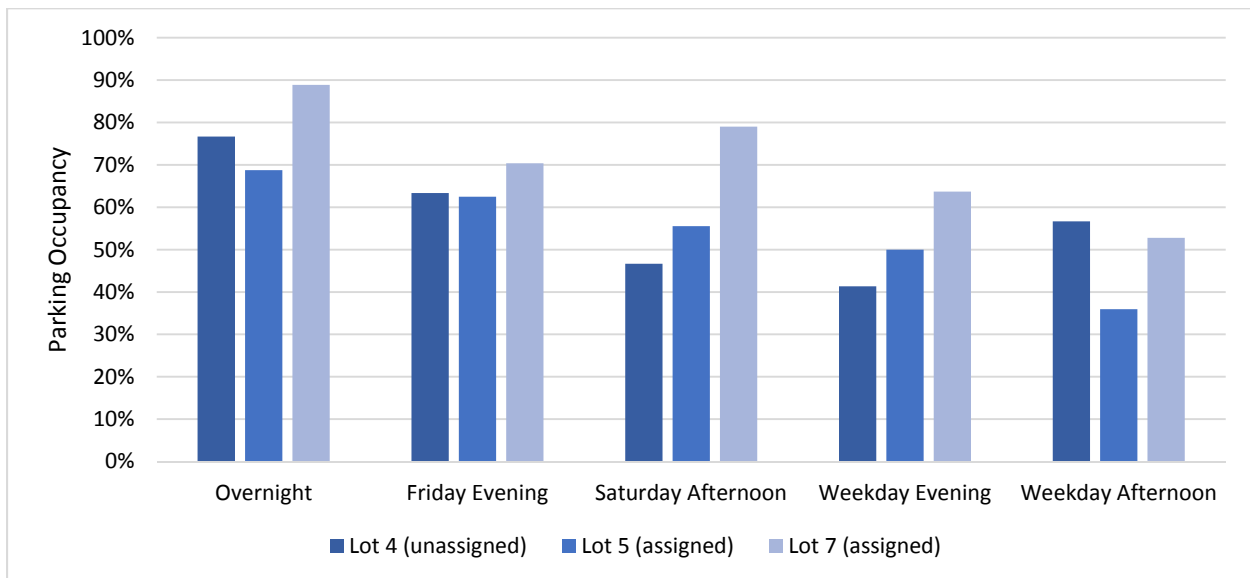


Figure 8 – Parking occupancy for Apartment Buildings by Parking Assignment

2.2 Spenard Road to Artic Boulevard

Between Arctic Boulevard and Spenard Road the majority of facilities are apartment buildings with some office buildings located on the east side of the segment and an assisted living facility, a small retail building, and doggy day care on the west. Figure 9 shows the lots where parking counts were performed. Table 2 shows the supply of the

parking lots under analysis. The on street parking was estimated as before. The available parking in Lot 8 was estimated based on lot size – since parking spaces are not delineated. Three parking lots on the east end of 27th Avenue near Arctic Boulevard were not counted. Two of the lots belong to the Alaska Industrial Development and Export Authority (AIDEA). The other belongs to 903 W. Northern Lights, a multiuse building. Both of these buildings have sufficient parking spaces for their uses. All three lots have posted warnings to tow unauthorized parked vehicles and are under video surveillance.

With the exception of Lots 5, 6, 7, and 8, all lots studied serve as parking for apartment buildings. Figure 10 through Figure 14 show parking occupancies in the observed lots between Spenard Road and Arctic Boulevard on 27th Avenue at various times of day and days of the week. Lot 5 is the assisted living facility. The Castle apartments (Lots 1, 3, and 4) do not have assigned parking; however, residents pay more to park in the covered spaces under the building. Throughout all periods, Lot 4, an apartment building lot, has the highest occupancy, and it reaches its peak overnight. With the exception of Lots 6 and 7, the highest occupancies generally occur overnight. Lot 6 serves a Northrim Bank branch and has a somewhat consistent occupancy throughout the different periods. Street parking has its peak on the south side during Friday evenings. With the exception of overnight parking, there was always twice as much parking occupancy on the south side as compared to the north side. Lot 8 is owned by the MOA and prohibits overnight parking. This is a gravel lot with no marked parking spaces. Parking occupancy for this lot was not initially counted with the other lots; however, counts taken on a Friday evening in July confirm that this lot is not in heavy use. It is not clear if this is because of the lack of parking delineation or because the AMH lot just to the north has signs clearly indicating that the AMH parking is only for patrons.



Figure 9 - 27th Avenue between Spenard Road and Artic Boulevard

Number of Parking Stalls			
North Side	22	Lot 4	80
South Side	19	Lot 5	15
Lot 1	48	Lot 6	48
Lot 2	15	Lot 7	12
Lot 3	77	Lot 8	26

Table 2 - Parking lot supply for 27th Avenue between Spenard Road and Arctic Boulevard

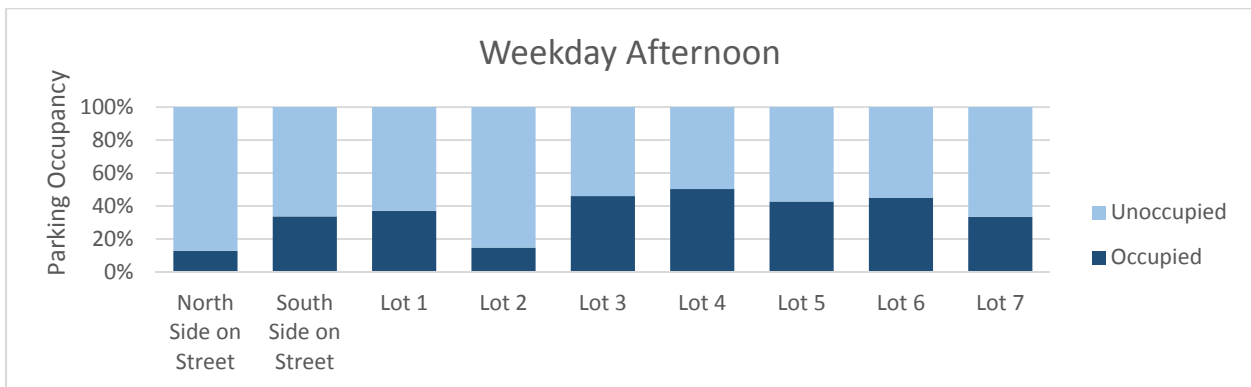


Figure 10 - Parking between Spenard Road and Arctic Boulevard on weekday afternoons

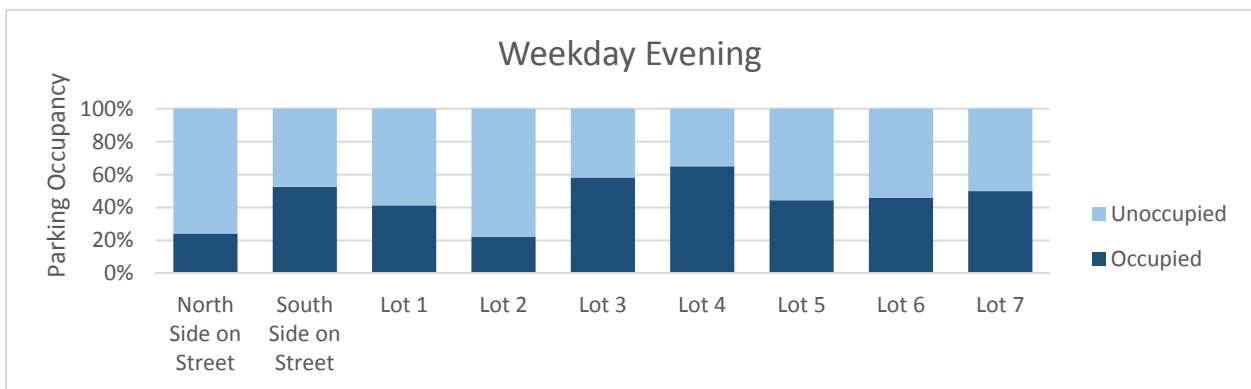


Figure 11 - Parking between Spenard Road and Arctic Boulevard on weekday evenings

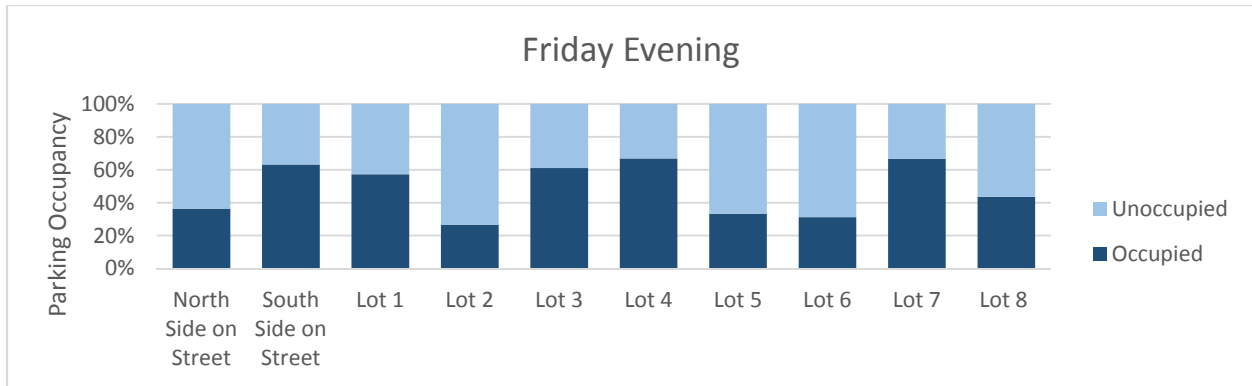


Figure 12- Parking between Spenard Road and Arctic Boulevard on Friday evenings

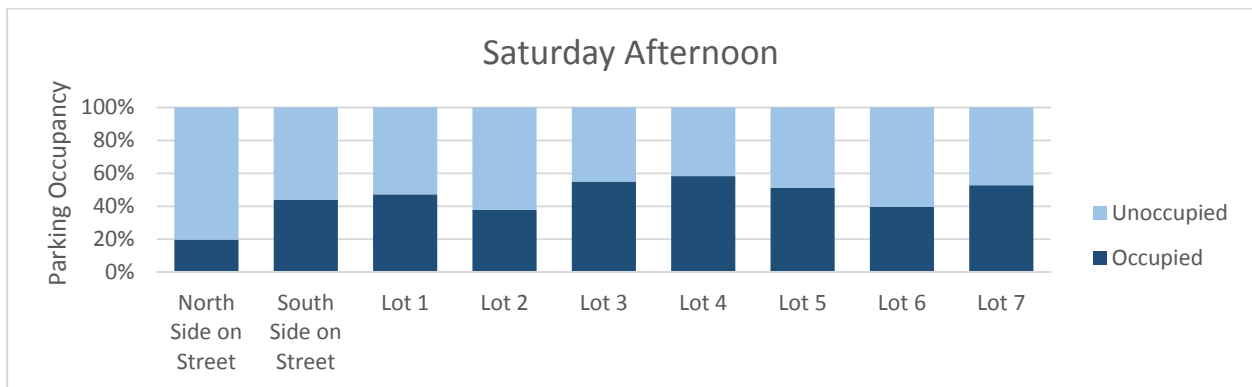


Figure 13- Parking between Spenard Road and Arctic Boulevard on Saturday afternoons

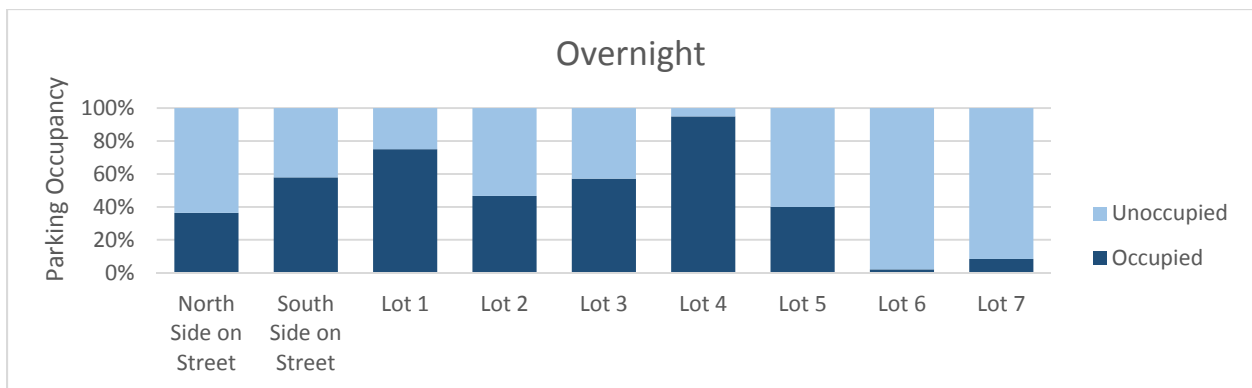


Figure 14- Parking between Spenard Road and Arctic Boulevard overnight

Figure 15 shows parking occupancy for the three lots associated with the Castle apartments – where parking spaces are not assigned, but renters pay a premium for parking under the building. Comparing occupancy for these lots to those for the apartment buildings in the previous segment (see Figure 8) does not yield any obvious conclusions.

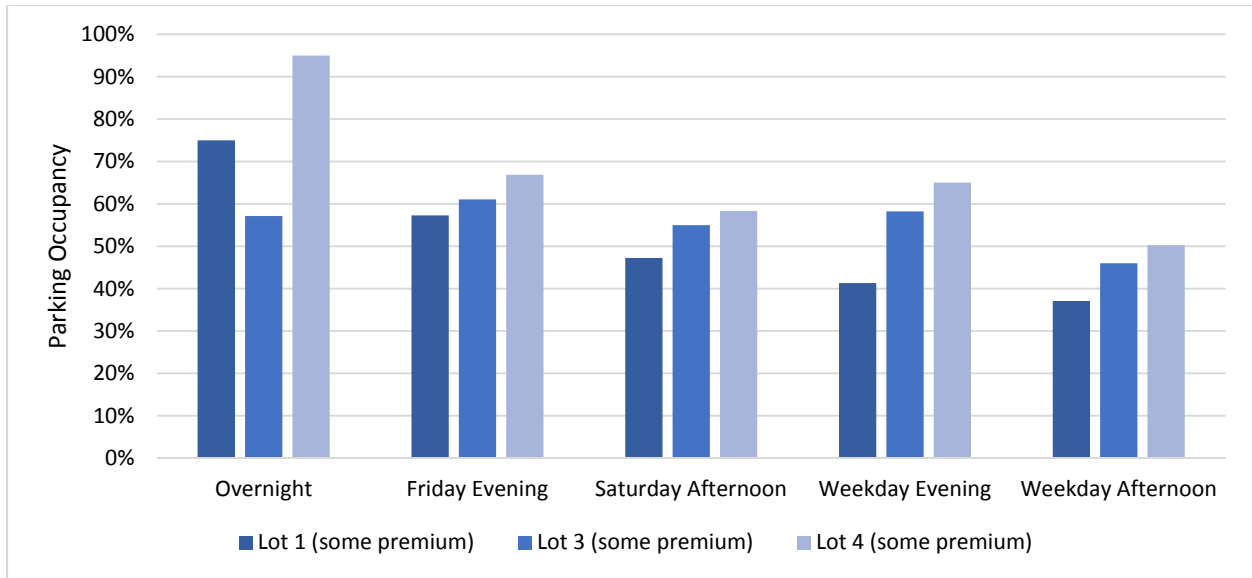


Figure 15 – Parking occupancy for apartment buildings by parking assignment

Figure 16 shows parking for non-apartment parking lots on 27th Avenue between Spenard Road and Arctic Boulevard. With the exception of Lot 7 and south side street parking, no other lots are occupied above 50% for more than one time period. Lot 5 is fairly consistent. Despite there being no threat of penalty to park in Lot 8, owned by MOA, parking occupancy on a Friday evening does not reach 50%. Note that counts for Lot 8 were only performed on Friday evening and were not taken at other times of the day Figure 16

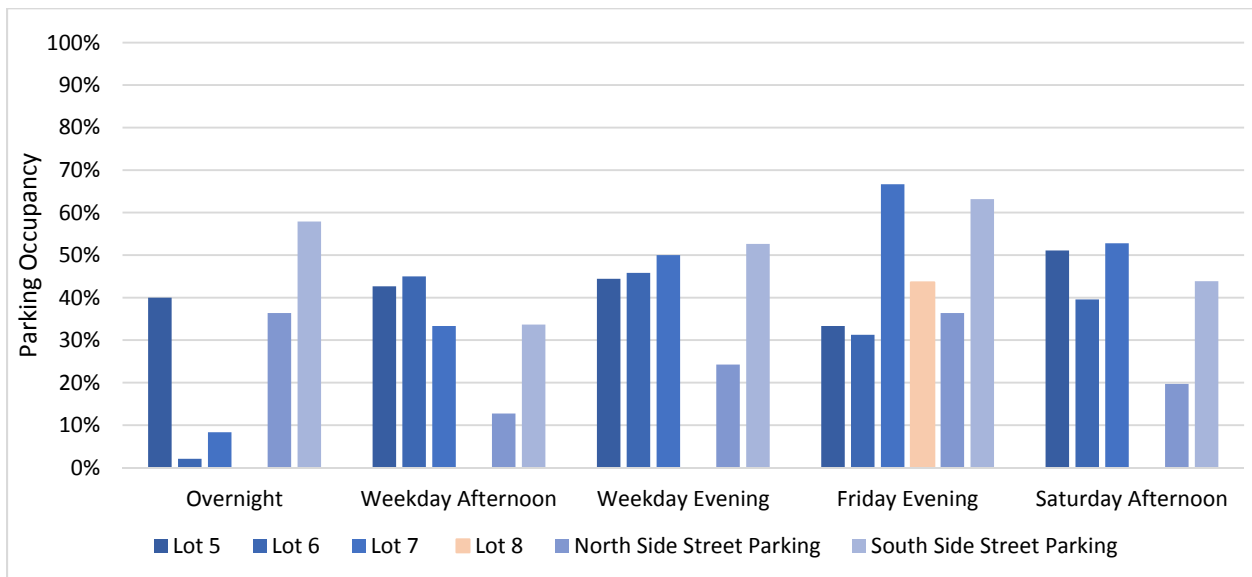


Figure 16 – Parking occupancy for non-apartment building parking lots

3. PARKING NEEDS OVER TIME

The parking utilization analysis shows how parking patterns differ according to the type of land use being served. Depending on the type of business, parking spaces for commercial uses tend to fill up mid-day or on evenings and Saturday afternoons, while parking related to housing is the fullest overnight. Similarly, parking demand varies seasonally for businesses, but is fairly consistent throughout the year for housing uses. Thus, the peak parking demand for an area is not simply the sum of the peak parking demand for each parcel. The Urban Land Institute's (ULI) shared parking methodology estimates parking demand for shared parking lots using factors for month, weekday, and time of day. The Institute of Transportation Engineers (ITE) parking generation informational report estimates the parking demand for a single facility that can then be used in the ULI methodology. The application of month, day of week, and time of day factors depends upon the facility type.

3.1 Spenard Road to Minnesota Drive

Table 3 compares parking lot supply and demand estimated using the ULI method. The Bear Tooth Theatrepub is estimated as two separate facilities (a restaurant and a cinema). In actuality, the cinema at Bear Tooth Theatrepub has an in-cinema food delivery service along with a traditional snack counter which likely requires more employees than estimated using the ULI method. Parking stall supply after 5pm in Lot 1, Lot 3, and Lot 6 is not sufficient for Bear Tooth Theatrepub patron's estimated parking demand, leading to on-street parking. Lot 7, which is for tenants of an apartment building, is also insufficient for its estimated demand. Interestingly, Lot 2 of the Spenard Center is too small for its estimated parking demand, while our parking counts showed that the lot is relatively empty throughout the day. This may indicate that patrons of the Spenard Center are parking elsewhere – either in the part of the Spenard Center lot that KE did not count or at another location.

Between Spenard Road and Minnesota Drive on 27th Avenue, the Bear Tooth Theatrepub is the primary parking generator. The Bear Tooth Theatrepub is both a cinema and restaurant and bar. The cinema shows movies on weekdays only in the evenings. As such the peak factor for the cinema during weekdays is 1.00 from 6:00pm until 10:00pm. By the ULI method, restaurants have a peak factor of 1.00 from 7:00pm to 9:00pm. Evening peak parking factors were taken for other facilities from ULI or ITE depending upon how the parking demand for that particular facility was estimated. Table 4 shows the estimated peak parking demand adjusted for weekday evenings.

	Location	Facility Size		Facility Type	Patron/ Tenant Factor	Employee Factor	Estimated Demand	Capacity	Method
Lot 1	Bear Tooth Theatre Pub	8200	ft ²	Restaurant	17	3	164	36	ULI
		400	seat	Cinema	0.26	0.01	108		
Lot 2 (Spenard Center)	Momma O's	6800	ft ²	Family Dining	12.75	2.25	102	65	ULI
	Oriental Healing Arts Center	1750	ft ²	Office	0.3	3.5	7		
	Illusions Food Company	3500	ft ²	Office	0.3	3.5	13		
	Jackie's Place	6300	ft ²	Family Dining	12.75	2.25	95		
	Far North Yarn Company	6300	ft ²	Shopping Center	3.2	0.8	25		
	Play It Again Sports	8400	ft ²	Shopping Center	3.2	0.8	34		
	Tattoo Parlor	1050	ft ²	Office	0.3	3.5	4		
	Scuba School	1050	ft ²	Office	0.3	3.5	4		
	Bar School 1	1050	ft ²	Office	0.3	3.5	4		
	Vintage Clothes Store 2	1050	ft ²	Office	3.2	0.8	4		
Lot 3	Bear Tooth Theatre Pub	6500	ft ²	Restaurant	17	3	130	177	ULI
		400	ft ²	Cinema	0.26	0.01	108		
Lot 4	1350, 1402, 1410 w 2th Ave	18	units	low/mid rise apartment	1.4	-	25	30	ITE
Lot 5	1405 w 27th Ave	30	units	low/mid rise apartment	1.4	-	42	48	ITE
	1353 w 27th Ave	12	units	low/mid rise apartment	1.4	-	17		ITE
Lot 6	Northern Lights Village	17700	ft ²	Shopping Center	4.1	-	73	98	ITE
Lot 7	1427 & 1425 w 27th Ave	36	units	Residential, Rental	1.4	-	50	27	ITE

Table 3 – Forecast parking demand between Spenard Road and Minnesota Drive on 27th Avenue

	Location	Facility Type	Evening Factor (6:00pm)	Evening Parking Demand	Estimated Parking Demand By Lot	Deficit/ Surplus
Lot 1	Bear Tooth Theatre Pub	Restaurant	1.00	130	272	-59
		Cinema	1.00	108		
Lot 2 (Spenard Center)	Momma O's	Family Dining	0.70	71	186	-121
	Oriental Healing Arts Center	Office	0.05	0		
	Illusions Food Company	Office	0.05	1		
	Jackie's Place	Family Dining	0.70	66		
	Far North Yarn Company	Shopping Center	0.80	20		
	Play It Again Sports	Shopping Center	0.80	27		
	Tattoo Parlor	Office	0.05	0		
	Scuba School	Office	0.05	0		
	Office Space 1	Office	0.05	0		
	Office Space 2	Office	0.05	0		
Lot 3	Bear Tooth Theatre Pub	Restaurant	1.00	130	238	see Lot 1
		Cinema	1.00	108		
Lot 4	1350, 1402, 1410 W 27th Ave	low/mid-rise apartment	0.70	18	18	12
Lot 5	1405 W 27th Ave.	low/mid-rise apartment	0.70	29	41	7
	1353 W 27th Ave.	low/mid-rise apartment	0.70	12		
Lot 6	Northern Lights Village	Shopping Center	0.80	58	58	40
Lot 7	1427 & 1425 W 27th Ave.	Residential, Rental	0.70	35	35	-8

Table 4 – Estimated evening parking demand on 27th Avenue between Spenard Road and Minnesota Drive

There are a number of apartment buildings along 27th Avenue between Minnesota Drive and Spenard Road. The peak parking period for residential facilities is overnight. During the overnight hours, other parking facilities are in little use, as is seen in Figure 6. On the north side of 27th Avenue there is a 47-unit apartment building. The parking lot for this building was not included in KE's counts; however, its parking lot does not have enough supply for the estimated demand, as shown in the row for Lot Z in Table 5. Vehicles from tenants of this apartment building may be contributing to the overnight parking on 27th

Avenue. As can be seen in Table 5, most apartment buildings on 27th Avenue between Spenard Road and Minnesota Drive do not have parking lots with sufficient supply for overnight parking.

	Location	Units	Facility Type	Factor	Estimated Demand	Supply
Lot 4	1350, 1402, 1410 W 27th Ave	18	low/mid-rise apartment	1.4	25	30
Lot 5	1405 W 27th Ave	30	low/mid-rise apartment	1.4	42	48
	1353 W 27th Ave	12	low/mid-rise apartment	1.4	17	
Lot 7	1427 & 1425 W 27th Ave	36	low/midrise apartment	1.4	50	27
Lot Z	1327 W 27th Ave	47	low/midrise apartment	1.4	66	40

Table 5 – Estimated overnight parking for apartment buildings on 27th Avenue between Spenard Road and Minnesota Drive

3.2 Spenard Road to Arctic Boulevard

Apartment buildings primarily occupy the segment of 27th Avenue between Spenard Road and Arctic Boulevard. Figure 14 shows that during overnight hours when residential parking is at its peak, most lots have some supply available with the exception of Lot 4. Table 7 shows that lot supply is adequate or near adequate for all lots except Lot 3 and Lot 4.

The Spenard Road House restaurant is located on the southern side of the segment. Although its parking lot was not a part of the analysis, it may still generate some parking on 27th Avenue. Using the ULI shared parking methodology, on a weekend night between employees and patrons, a fine/casual dining restaurant has a parking ratio of 20 spaces per 1000 square feet of gross leasable area, GLA. At Spenard Road House's 5,600 square feet, the estimated demand is 112 parking spaces. Spenard Road House has 48 parking spaces, which means over 60 patrons need to find parking elsewhere during peak times, including 27th Avenue. It should be noted that Spenard Road House also has a significant amount of bicycle parking available.

	Location	Facility Size		Facility Type	Factor	Employee Factor	Estimated Demand	Supply	Methodology
Lot 1	929 W 27th Ave.	36	units	low/mid-rise apartment	1.4	-	50	48	ITE
Lot 2	930 W 27th Ave.	7	units	low/mid-rise apartment	1.4	-	10	15	ITE
	926 W 27th Ave.	3	units	rental townhouse	1.5	-	5		ITE
Lot 3	1055 W 27th Ave.	84	units	low/mid-rise apartment	1.4	-	118	77	ITE
Lot 4	1040 W 27th Ave.	84	units	low/mid-rise apartment	1.4	-	118	80	ITE
Lot 5	1058 W 27th Ave.	34	units	assisted living	0.5	-	17	15	ITE
Lot 6	Northrim Bank	7,920	ft ²	drive -thru bank	4.1	-	32	48	ITE
Lot 7	Arfies	2,860	ft ²	dog care	4	1.1	15	12	ITE
	1059 W 27th Ave.	4	units	residential condo/townhouse	0.98	-	4		ITE
	1067 W 27th Ave.	4	units	residential condo/townhouse	0.98	-	4		ITE

Table 6 - Forecast parking demand between Spenard Road and Arctic Boulevard on 27th Avenue

	Location	Units	Facility Type	Factor	Estimated Demand	Supply
Lot 1	929 W 27th Ave.	36	low/mid-rise apartment	1.4	50	48
Lot 2	930 W 27th Ave.	7	low/mid-rise apartment	1.4	10	15
	926 W 27th Ave.	3	rental townhouse	1.5	5	
Lot 3	1055 W 27th Ave.	84	low/mid-rise apartment	1.4	118	77
Lot 4	1040 W 27th Ave.	84	low/mid-rise apartment	1.4	118	80
Lot 5	1058 W 27th Ave.	34	assisted living	0.5	17	15
Lot 7	1059 W 27th Ave.	4	residential condo/townhouse	0.98	4	12
	1067 W 27th Ave.	4	residential condo/townhouse	0.98	4	

Table 7 – Overnight residential parking on 27th Avenue between Spenard Road and Arctic Boulevard

4. MUNICIPALITY OF ANCHORAGE PARKING REQUIREMENTS

The Municipality of Anchorage minimum off-street parking requirements are found in Anchorage Municipal Code (AMC) 21.07.090. The criteria set forth to calculate the minimum number of spaces required per facility in AMC 21.07.090 are:

- Animal Boarding - 1 space per 800 ft² gfa
- Assisted Living - Minimum of 9 clients; 1 space per 4 beds plus 1 space for 350 ft² of office space
- Catering - 1 space per 400 ft² gfa
- Dwelling - 1 space per the first bedroom and 0.5 spaces for every subsequent bedroom; guest parking is calculated as 0.10 spaces per unit for apartments, and 0.15 spaces per unit for townhouse
- Financial Institution - 1 space per 350 ft² gfa
- General Retail - 1 space per 300 ft² gfa
- Movie Theatre - 1 space per 4 people based on maximum occupancy
- Other Health Service - 1 space per 300 ft² gfa
- Restaurant - 1 space per 100 ft² gfa
- Vocational School - 1 space per 2 students based on maximum occupancy

Vocational school and movie theater calculations were made using the maximum class size and number of theater seats respectively.

Table 8 and Table 9 show the MOA requirements compared to the ITE/ULI forecasts presented in the previous section and the available parking. Where apartment inventories were not known, parking spaces are presented as a range. The ranges were then averaged to present Figure 17 through Figure 20.

	ITE/ULI Forecasts	MOA Requirements	Available Parking Stalls
Lots 1&3	238	165	36+177 = 213
Lot 2	291	214	65
Lot 4	25	31	30
Lot 5	59	48	48
Lot 6	73	51	98
Lot 7	50	40-58	27

Table 8 - Comparison of parking demand models between Spenard Road and Minnesota Drive on 27th Avenue

	ITE/ULI Forecasts	MOA Requirements	Available Parking Stalls
Lot 1	50	40-58	48
Lot 2	14	17	15
Lot 3	118	92-134	77
Lot 4	118	92-134	80
Lot 5	17	16	15
Lot 6	32	23	48
Lot 7	19	18	12

Table 9 - Comparison of parking demand models between Spenard Road and Arctic Boulevard on 27th Avenue

Figure 17 and Figure 18 compare ITE/ULI predicted needed parking stalls, MOA required parking stalls, and existing parking stalls to the average number of stalls occupied on weekday afternoons and Friday evenings, respectively. The general trend is that ITE/ULI predictions are larger than MOA requirements. Lots 1 and 3 in combination and Lot 6 both have parking stalls exceeding the municipal requirements, Lots 4 and 5 meet the municipal requirements, while Lot 2 and 7 fail to meet the municipal requirements.

Note that Lot 2, belonging to the Spenard Center, has a municipal requirement greater than the actual number of parking stalls. This study does not completely address the Spenard Center as the site includes more parking stalls and another commercial building, neither of which were included as part of this study.

Figure 18 shows that the Beartooth Theatrepub parking, Lots 1 and 3, meet and exceed municipal requirements, yet they are still not of sufficient size. The remaining parking lots appear to be sufficient.

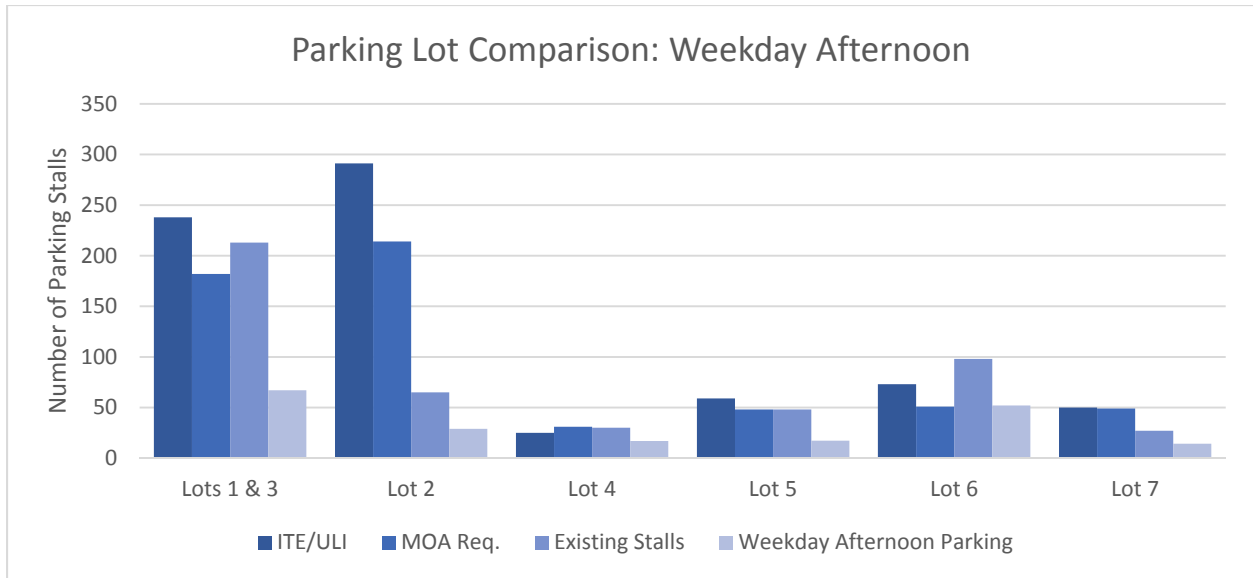


Figure 17 - Parking lot comparisons between Spenard Road and Minnesota Drive on 27th Avenue on a weekday afternoon

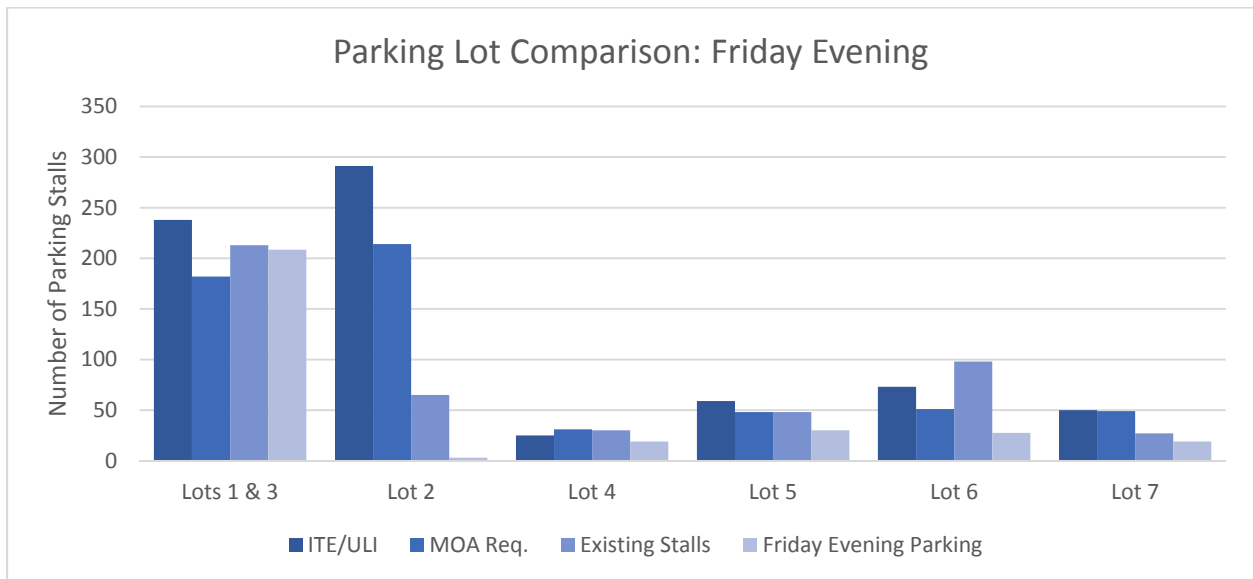


Figure 18 - Parking lot comparisons between Spenard Road and Minnesota Drive on 27th Avenue on a Friday Evening

Figure 19 and Figure 20 make the same comparison for 27th Avenue between Spenard Road and Arctic Boulevard. Similar to the segment of 27th Avenue between Spenard Road and Minnesota Boulevard, the ITE/ULI predictions are greater than the municipal requirements, with the exception of Lot 2. Parking rates do not seem to be a problem for this segment, yet with the exception of Lot 6, none of the parking lots meet the municipal requirement.

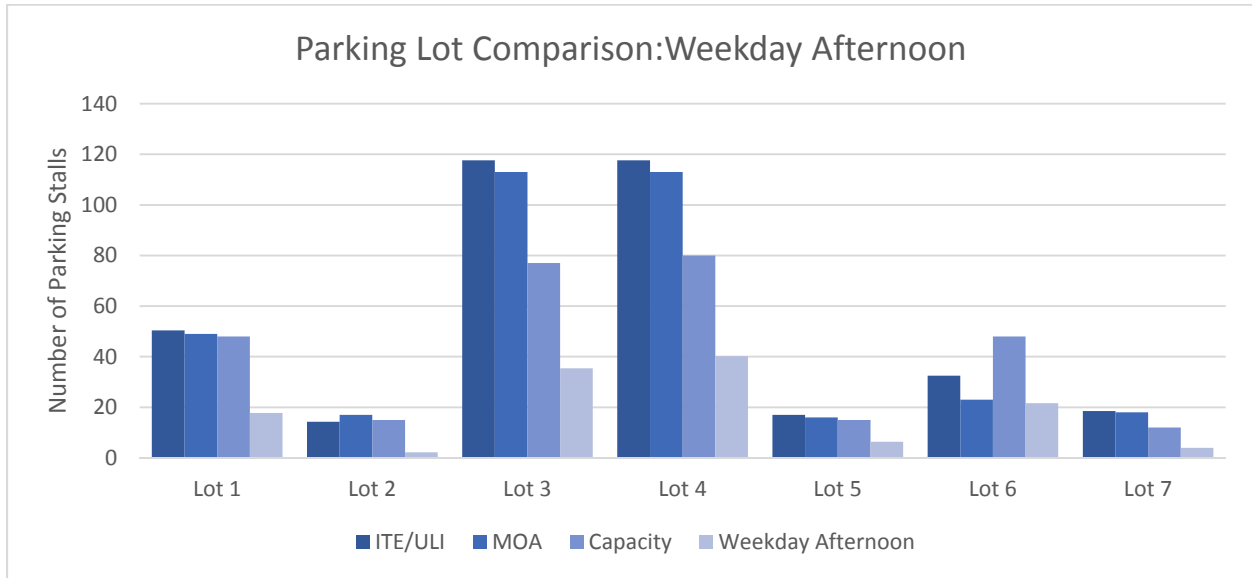


Figure 19 - Parking lot comparisons between Spenard Road and Arctic Boulevard on 27th Avenue on a weekday afternoon

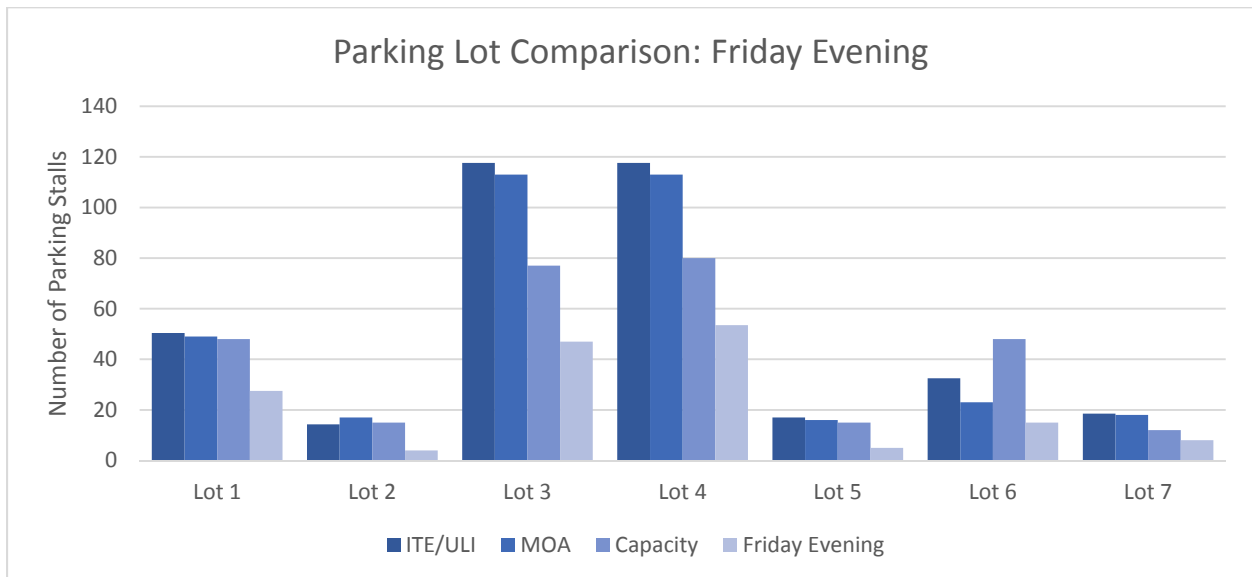


Figure 20 - Parking lot comparisons between Spenard Road and Arctic Boulevard on 27th Avenue on a Friday Evening

5. CONCLUSIONS

On 27th Avenue between Minnesota Drive and Spenard Boulevard, overall parking demand in this area peaks on weekday evenings and Friday evenings when the parking demand for the restaurants and theater is at its peak and residential parking demand is growing. On-street parking serves both the entertainment and residential land uses during this time period. Several parking lots and on-street parking reach over 85% occupancy, a level where patrons begin to perceive that parking is insufficient due to difficulties with finding parking spaces. Observations indicate high demand for on-street parking during this time period, with 63 vehicles parked on the street in the peak period. Any alternatives that reduce on-street parking or reduce total parking in this segment will likely exacerbate existing difficulties with parking in the evenings.

On the second segment of 27th Avenue, between Spenard Road and Arctic Boulevard, residential uses dominate such that peak parking demand on this block occurs overnight. This is the only time period where parking lots on this segment reach more than 85% occupancy. The maximum observed number of vehicles parked on the street was 20, about 50% occupancy. Thus, parking is less of a concern on this block.

6. REFERENCES

- *The Dimensions of Parking, 5th Edition*. Urban Land Institute & National Parking Association, 2010.
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