

LUP 2040 Action item 4-6: Highlights



PURPOSE: To create “Clarity” in the decision-making process: Action Item 4-6 will amend Title 21 and other regulations for internal site circulation for vehicles, pedestrians, parking courtyards, and private streets to support compact infill housing.

INTRODUCTION: There are many Muni ordinances and guidance that impact this issue: AMCR 21.90, Title 21.07, DCM, Fire Code, the December 11, 2006 – Traffic Engineer’s Municipal Driveway Standards Memo. Currently, Private Development, Traffic Engineering, PM&E, and Planning use this variety of resources to make a determination on whether a driveway or private street should be built for a new development, and to what dimensions or standards the private street or driveway should be built.

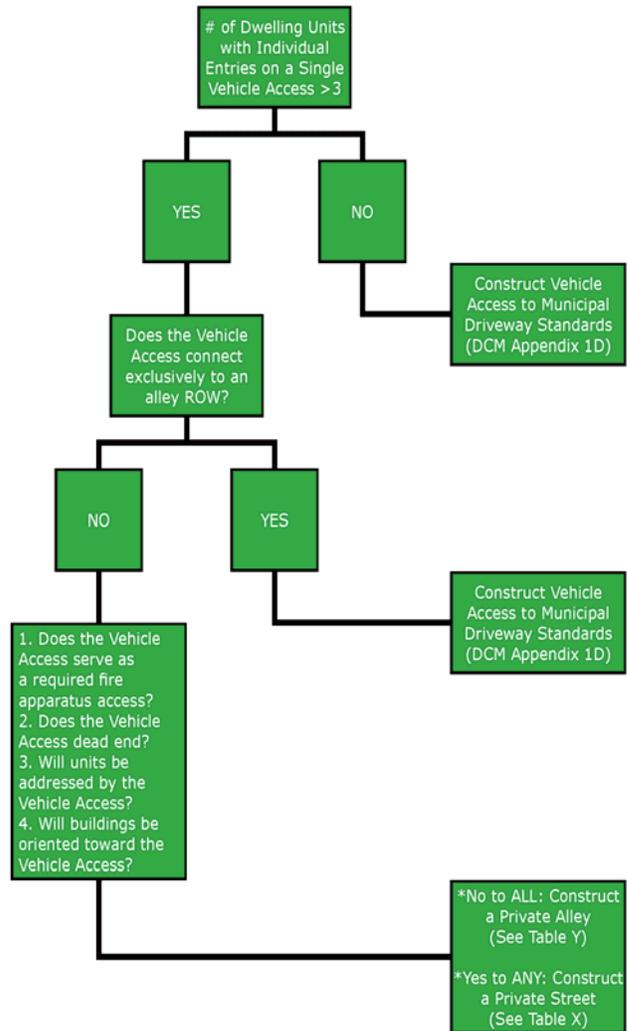
RECOMMENDATION HIGHLIGHTS:

Decision Tree - Why Three Units or Less?

The project team developed a decision tree (on the right) to assist in determining what types of access should be built based on the number of units anticipated. Parcel size typically will not factor into whether the decision to build a driveway or private street is made.

The decision tree is based on Municipal addressing protocol, which can limit the number of units to be addressed on a single parcel from a public street. Up to three (3) units on a property can be addressed from a public street.

Four (4) units or more on a single parcel may require a privately-named street to be constructed, depending on how that parcel is accessed. If access from an alley, a private street would not be required. Developments with private streets will be addressed by that privately-named street.



AMCR 21.90 Table X Recommendations

Table X: Private Street Minimum Standards are based on established trip-generation standards and are directly associated with the number of units planned for a project. Optional narrower street widths are proposed for 4-9 unit developments. The 24-foot private street option requires “No Parking Lane” signage and a contract with a towing company. The optional minimums are a new proposal.

[Project Webpage](#)

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TABLE X: Private Street - Minimum Standards					
Units	Street Section ^{1,2} (feet)	Number of Lanes	Design Speed	Managed Guest Parking ³ Required	Sidewalk

Table X Header – Excerpt

AMCR 21.90 Table Y Recommendations

Table Y: Private Alley Standards are based on the turning movement requirements identified in Title 21.07. *Table Y* proposes a reduction in width of the Private Alley if additional parking space depth of at least 4 feet is provided.

TABLE Y: Private Alley - Minimum Standards				
Angle of Adjacent Parking	Space Width	Space Depth	1-Way Alley Width	2-Way Alley Width

Table Y Header - Excerpt

Definitions

A clean-up of definitions in both AMCR 21.90 and 21.14.040 is included when there are differing definitions. Most definitions should reside in 21.14.404, and as AMCR 21.90 is updated that will occur.

Public Street and Private Street – Defined

Adding the definition of a Public Street to AMCR 21.90 and Title 21, helps to clarify ownership and maintenance responsibilities.

A revised definition for what was once termed “Private Road” in AMCR 21.90 is now “Private Street” to eliminate confusion between whether a project’s access will be through a Driveway or a Private Street. Revisions to how a Private Street should be constructed is also recommended. The Woonerf concept is proposed as an option when building a Private Street.

Sidewalk vs Pedestrian Connection

Clearly defining what a “Sidewalk” and “Pedestrian Connection” are in AMCR 21.90 will ensure adequate pedestrian facilities are included in developments when required.

Guest Parking

Guest parking provisions are included in addition to the proposed Managed Guest Parking Agreement, which would be between the Municipality and the landowner(s). The Agreement is intended to ensure adequate emergency services access is maintained and provided on private streets.

Introduction of the Woonerf Street as an alternative the Private Street cross-section

The Woonerf as a combined roadway-pedestrian option introduced with this amendment to give developers greater leeway in providing pedestrian connections.



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Cities often construct Woonerfs in residential areas. However, in denser mixed-use commercial areas (Kirkland, Washington), the Woonerf Street was also used.

21.07.110.F.3.d Exceptions

This Title 21 amendment is recommended to include the Planning Director in the approval process, and to ensure a driveway meets the driveway standards found in [21.07.110](#), or the [Driveway Standards Memo](#) issued by the Traffic Engineer.

Conclusion

The Decision Tree is meant to take the guesswork out of what type of access is required to new development, and to provide clearer direction to property owners, developers, and Municipal staff.

Recommended updates to design criteria, definitions, and development examples are intended to further clarify the intent of AMCR 21.90. Recommended amendments to Title 21 are meant to clarify driveway development options, and those definitions directly related to this project.