

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: February 27, 2024

**ANCHORAGE, ALASKA
AO No. 2024-24**

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING**
2 **ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.03: REVIEW AND**
3 **APPROVAL PROCEDURES; 21.04: ZONING DISTRICTS; 21.05: USE**
4 **REGULATIONS; 21.06: DIMENSIONAL STANDARDS AND MEASUREMENTS;**
5 **21.07: DEVELOPMENT AND DESIGN STANDARDS; 21.08: SUBDIVISION**
6 **STANDARDS; 21.09: GIRDWOOD; 21.10: CHUGIAK-EAGLE RIVER; 21.13:**
7 **NONCONFORMITIES; AND AMENDING ANCHORAGE MUNICIPAL CODE OF**
8 **REGULATIONS SECTION 21.20.002: SCHEDULE OF FEES - ZONING; AND**
9 **CHAPTER 21.90: MULTIPLE DWELLING UNIT RESIDENTIAL DEVELOPMENT**
10 **ON A SINGLE LOT OR TRACT, IN ORDER TO MAKE TECHNICAL**
11 **CORRECTIONS, CLARIFICATIONS, RESOLVE INCONSISTENCIES, AND**
12 **ADDRESS UNINTENDED EFFECTS OF THE RECENTLY ADOPTED**
13 **CHANGES TO PARKING AND SITE ACCESS REQUIREMENTS IN TITLE 21.**

14
15 (Planning and Zoning Commission Case No. 2023-0108 and 2024-0011)

16
17 **WHEREAS**, the Anchorage Assembly adopted A.O. No. 2022-80(S), which carried
18 out Action 4-3 of the *Anchorage 2040 Land Use Plan* and eliminated minimum off-
19 street parking requirements and increased bicycle parking requirements in Title
20 21; and

21
22 **WHEREAS**, the Anchorage Assembly adopted A.O. No. 2023-50, which carried
23 out Action 4-6 of the *Anchorage 2040 Land Use Plan* and amended site access
24 requirements in Title 21; and

25
26 **WHEREAS**, the adoption of A.O. No. 2022-80(S) and A.O. No. 2023-50 resulted
27 in some needed technical corrections, inconsistencies, unintended consequences,
28 and references to required parking being no longer necessary in Title 21; now,
29 therefore,

30
31 **THE ANCHORAGE ASSEMBLY ORDAINS:**

32
33 **Section 1.** Anchorage Municipal Code Chapter 21.03, Review and Approval
34 Procedures, is hereby amended to read as follows (*the remainder of the chapter*
35 *is not affected and therefore not set out*):

36
37 **21.03.115 Small Area Implementation Plan.**
38 *** **

39 E. *Deviations from Certain Standards of Title 21.*
40 *** **

41 5. Development intensities and number of dwelling units, open
42 space location, and [REQUIRED] parking sites may be

1 amassed or located across zoning lines or transferred to
2 strategic sections of the plan area if this action contributes to
3 the efficient use of the site and still meets the intent of the
4 underlying district and development standards of this Title,
5 subject to the small area implementation plan review.

6 *** *** ***

7 (AO 2021-46(S), 6-8-21)

8
9 **21.03.220 Use Classification Requests.**

10 *** *** ***

11 C. *Standards for Review.*

12 *** *** ***

13 9. Parking provided[REQUIREMENTS], turnover and
14 generation, ratio of the number of spaces [REQUIRED]per
15 unit area or activity, and the potential for shared parking with
16 other uses.

17 *** *** ***

18 (AO 2012-124(S), 2-26-13; AO 2020-38, 4-28-20)

19
20 **21.03.240 Variances.**

21 *** *** ***

22 J. *Administrative Variances.*

23 *** *** ***

24 7. *For Front Driveways on Multifamily and Townhouse Lots with*
25 *Alleys.* Where a multifamily or townhouse development site is
26 served by an alley and is within an area subject to the Urban
27 Neighborhood Development Context Standards
28 (21.07.010E.), the director and traffic engineer may grant an
29 administrative variance from subsection 21.07.090H.9.b.,
30 *Alley Access Requirement*, provided:

31 *** *** ***

32 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-36, 5-14-15;
33 AO 2015-133(S), 2-23-16; AO 2017-55, 4-11-17; 2018-67(S-1), 10-9-18;
34 AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-2022); AO 2022-38, 4-12-22;
35 2022-36, 4-26-22; AO 2023-50, 7-11-23)

36
37 **Section 2.** Anchorage Municipal Code Chapter 21.04, Zoning Districts, is
38 hereby amended to read as follows (*the remainder of the chapter is not affected*
39 *and therefore not set out*):

40
41 **21.04.030 Commercial districts.**

42 *** *** ***

43 D. *B-3: General business district.*

44 *** *** ***

45 1. *Purpose.* The B-3 district is intended primarily for general
46 commercial uses in commercial centers and areas exposed
47 to heavy traffic. These commercial uses are intended to be
48 located on arterials, or within commercial centers of town,

1 and to be provided with adequate public services and
2 facilities. They are subject to the public view and should
3 provide an attractive appearance with landscaping, sufficient
4 non-motorized and motorized site access [PARKING], and
5 controlled traffic movement.

6 *** **

7 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2017-58, § 1,
8 4-11-17; AO No. 2019-11, § 2, 2-12-19; AO No. 2022-80(S), § 1, 11-22-
9 22; AO 2023-50, 7-11-23)

10
11 **Section 3.** Anchorage Municipal Code Chapter 21.05, Use Regulations, is
12 hereby amended to read as follows:

13
14 **21.05.040 Community Uses: Definitions and Use-Specific**
15 **Standards.**

16 *** **

17 **A. Adult Care.**

18 *** **

19 3. *Use-Specific Standards for Adult Care Facilities with Nine or*
20 *More Persons (also apply to “Nursing Facility”).*

21 *** **

22 i. Passenger Loading Spaces. The facility shall provide
23 one passenger loading parking space, reserved for
24 pick-up and delivery of adults, per 2,000 square feet of
25 gross floor area.

26 *** **

27 **B. Child Care.**

28 *** **

29 1. *Child Care Center.*

30 *** **

31 b. *Use-specific standards.*

32 *** **

33 viii. Passenger Loading Spaces. The child care
34 center shall provide one passenger loading
35 parking space, reserved for pick-up and delivery
36 of children, per 800 square feet of gross floor
37 area.

38 *** **

39 **K. Telecommunication Facilities.**

40 *** **

41 7. *Common Standards for All Towers.*

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43 f. *Parking.* [OFF-STREET PARKING IS NOT
44 REQUIRED, HOWEVER IF IT IS PROVIDED,
45 PARKING SPACES MAY BE SHARED WITH OTHER
46 PRINCIPAL USES. THE P]Parking spaces shall be
47 paved in class A districts and, in class B districts, shall
48 be paved or covered with a layer of crushed rock of no

1 more than one inch in diameter to a minimum depth of
2 three inches. Notwithstanding section 21.07.100,
3 parking space illumination is not required.

4 *** **

5 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-142(S-1), 6-
6 21-16; AO 2018-59, 7-31-2018; 2019-11, 2-12-19; 2021-54, 6-22-21; AO
7 2021-89(S), 2-15-2022)

8
9 **21.05.050 Commercial Uses: Definitions and Use-Specific**
10 **Standards.**

11 *** **

12 I. *Vehicles and Equipment.*

13 *** **

14 2. *Parking Lot, Principal Use.*

- 15
16 a. *Definition.* An off-street, surface parking lot where
17 motor vehicles are parked for not more than 72
18 consecutive hours, and the parking lot is not accessory
19 [REQUIRED] parking for another use on the same
20 parcel.

21 *** **

22 3. *Parking Structure, Principal Use.*

- 23
24 a. *Definition.* A parking structure with two or more levels
25 or stories where motor vehicles are parked for not more
26 than 72 consecutive hours, and the parking structure is
27 not accessory to another use on the same parcel, AND
28 THE SPACES ARE NOT REQUIRED PARKING FOR
29 ANOTHER USE]. The parking structure may be above
30 and/or below grade, and the levels may be partially or
31 fully enclosed. A parking structure may occupy a
32 portion of a building which also includes commercial
33 space, such as offices or retail on the ground floor.

34 *** **

35 7. *Vehicle Service and Repair, Major.*

36 *** **

37 b. *Use-Specific Standards.*

38 *** **

- 39 iii. All vehicles in custody of the establishment for
40 purpose of service, repair, or storage shall be
41 stored on the premises or within a separate off-
42 street parking facility.

43
44 8. *Vehicle Service and Repair, Minor.*

45 *** **

46 b. *Use-Specific Standards for Carwash Bays and Vehicle*
47 *Repair Bays.*

48 *** **

1
2 i. **General Standards.**
3 *** **

4 [(H) EVERY BED AND BREAKFAST SHALL
5 MEET THE OFF-STREET PARKING
6 REQUIREMENTS STATED IN ITS
7 ADMINISTRATIVE PERMIT.]

8
9 (Note to code revisor: re-number subsequent
10 subsection(s).)

11 *** **

12 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-131, 1-12-
13 15; AO2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-136, 11-
14 15-16; AO 2017-10, 1-24-17; AO 2017-160, 12-19-17; AO 2017-176, 1-9-
15 18, AO 2018-43(S); 6-12-18; AO 2020-38, 4-28-20; AO 2021-26, 3-9-21;
16 AO 2021-89(S), 2-15-22; AO 2022-107, 2-7-23; AO 2023-77, 7-25-23)

17
18 **21.05.080 Temporary Uses and Structures.**

19 *** **

20 D. **General Requirements for All Temporary Uses and Structures.**

21 *** **

22 10. [OFF-STREET PARKING SHALL BE ADEQUATE TO
23 ACCOMMODATE THE PROPOSED TEMPORARY USE.

24 11.]

25 *** **

26 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

27
28 **Section 4.** Anchorage Municipal Code Chapter 21.06, Dimensional Standards
29 and Measurements, is hereby amended to read as follows (*the remainder of the*
30 *chapter is not affected and therefore not set out*):

31
32 **21.06.030 Measurements and Exceptions.**

33 *** **

34 C. **Setbacks.**

35 *** **

36 6. **Setback from Planned Utility Transmission Facilities.**

37 *** **

38 vi. [SURFACE PARKING REQUIRED BY SECTION
39 21.07.090, OFF-STREET PARKING AND
40 LOADING;]Motor vehicle and bicycle parking;

41
42 [VII. TEMPORARY PARKING AS DESCRIBED IN
43 SECTION 21.05.080;

44
45 VIII. ADDITIONAL PARKING TO THAT REQUIRED BY
46 THIS TITLE;]
47

(Note to code revisor: re-number subsequent subsections.)

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-100, 10-13-15; AO 2017-11, 1-1-17; AO 2017-176, 1-9-18; AO 2018-12, 2-27-18; AO 2020-10(S), 3-10-20; AO 2020-38, 5-28-20; AO 2022-36, 4-26-22; AO 2023-77, 7-25-23; AO 2023-103(S), 12-18-23)

Section 5. Anchorage Municipal Code Chapter 21.07, Development and Design Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.07.010 General Provisions.

*** **

E. *Urban Neighborhood Development Context Standards.*

1. *Purpose.* This section establishes an Urban Neighborhood Development Context Standards area that reflects the existing and desired characteristics of Anchorage's older, urban neighborhoods identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas, and applies them to zoning districts that permit multifamily or mixed use dwellings. This section provides a basis for development regulations tailored to the characteristics of these neighborhoods and fulfills their role as recommended in the Comprehensive Plan.

*** **

3. *Urban Neighborhood Development Context Standards Established.* The urban neighborhood development context standards apply in the R-2M, R-3, R-4, R-4A, B-1A, B-1B, B-3, and RO zoning districts, and in the residential zoning districts located in the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map in the Anchorage 2040 Land Use Plan.

The following areas are exempted (not included):

- a. R-3 SL and B-1A SL zoning districts south of Rabbit Creek Road.
- b. CE-R-2M, CE-R-3, CE-RO, CE-B-1A, and CE-B-3 zoning districts within Birchwood and Chugiak Community Councils.
- c. CE-R-3 zoning districts east of Eagle River Loop Road.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2022-36, 4-26-22; AO 2023-43, 4-25-23; AO 2023-50, 7-11-23)

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21.07.060 Transportation and Connectivity.

*** **

E. Standards for Pedestrian Facilities.

*** **

4. On-Site Pedestrian Walkways.

*** **

d. Walkways and Parking.

*** **

- ii. The vehicle overhang established in Table 21.07-9:[21.07-7,] Parking Angle, Stall And Aisle Dimensions, shall not encroach into the minimum required walkway width or area.

*** **

F. Pedestrian Frontage Standard.

*** **

- 2. **Applicability.** Subsection 4. applies to development in areas subject to the urban neighborhood development context standards established in subsection 21.07.010E. Subsection 5. applies to development in the other areas of the municipality. The following are exempt:

- a. Changes of use and other developments that comprise building modifications of less than 50 percent of the building replacement value[TOTAL IMPROVEMENT VALUE] of the building(s) on the site.

*** **

4. Standard for Urban Neighborhood Contexts.

*** **

TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS

Required Site Elements for Pedestrian-Oriented Frontages	Standard
*** **	
C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation	No more than 50% of the width of the non-garage portion of the street-facing building[, ON OTHER LOTS]
*** **	
F. Requirement for primary entrance(s) to be [FACING THE STREET OR] visible from a[THE] street via an unobstructed line of sight, and for residential entrances to be covered	Residential: Meet 21.07.060G.16[14]., Covered, Visible Residential Entrance Other uses: at least one entrance

TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS

G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.16[14].) [IN MULTIFAMILY, MIXED-USE, TOWNHOUSE, GROUP HOUSING, AND NON-RESIDENTIAL DEVELOPMENTS]	<u>Developments with 10,000 to 20,000 square feet of gross floor area: 1 pedestrian amenity</u> <u>Developments with greater than 20,000 square feet of gross floor area: 2 pedestrian amenities</u>
¹ Exception: On lots without alley access [IN R-2A, R-2D, AND R-2M ZONING DISTRICTS, TWO-FAMILY (DUPLEX)] residential developments with four dwelling units or less may have a minimum of 20% in A. above and a maximum of 67% in B. above. <u>This footnote exception shall sunset at the close of June 30, 2025.</u>	
¹ Exception: Shared parking courtyards that comply with subsection 21.07.060G.22. are exempt from A. above.	
*** *** ***	

*** *** ***
 5. *Standard for Areas Outside of Urban Neighborhood Contexts.*
 *** *** ***

TABLE 21.07-3: PEDESTRIAN FRONTAGE STANDARD – OUTSIDE OF URBAN NEIGHBORHOOD CONTEXTS

Required Site Elements for Pedestrian-Oriented Frontages	Standard
*** *** ***	
F. Requirement for primary entrance(s) to be [FACING THE STREET OR] visible from a[THE] street via an unobstructed line of sight, and for residential entrances to be covered	Residential: Meet 21.07.060G.16[14]., Covered, Visible Residential Entrance Other uses: at least one entrance
G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.16[14].) [IN MULTIFAMILY, MIXED-USE, TOWNHOUSE, GROUP HOUSING, AND NON-RESIDENTIAL DEVELOPMENTS.]	<u>Developments with greater than 20,000 square feet of gross floor area: 1 pedestrian amenity</u>
¹ Exception: Shared parking courtyards that comply with subsection 21.07.060G.22. are exempt from A. above. Non-residential buildings located more than 100 feet from the applicable street rights-of-way are exempt from A., D., E., and F. above.	
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*** *** ***
 G. *Pedestrian Amenities Menu.*
 *** *** ***

16. *Covered, Visible Residential Entrance.* A porch, stoop, or landing sheltered by a roof is intended to give visual emphasis to the building entrance as an aid in wayfinding, and help provide safe, convenient access to residential buildings from

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the street. Residential primary [THE] entrances shall meet the following standards:

*** *** ***

c. At least one primary [THE BUILDING] entrance, and at least half of individual dwelling unit primary entrances in a multi-unit development, shall [ALSO] be visible (via an unobstructed line of sight) from a street or [FACE] a common private open space (21.07.030), a plaza or courtyard (21.07.060G.6.), a housing courtyard (21.07.060G.7.), or a shared parking courtyard (21.07.060G.23.) [THAT IS VISIBLE FROM A STREET].

*** *** ***

16. *Pedestrian-Interactive Building.*

*** *** ***

b. A pedestrian-interactive building shall contain habitable floor area at least 24 feet deep extending along a minimum of 50 percent of the length of the ground-floor, street-facing building elevation in Urban Neighborhood Development Contexts (21.07.010E.), and 30 percent elsewhere.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20; AO 2022-80(S), 11-22-2022; AO 2023-50, 7-11-2023)

21.07.080 Landscaping, Screening, and Fences.

*** *** ***

E. *Types of Landscaping.*

*** *** ***

Minimum requirements for these landscaping types are set forth in subsections 21.07.080E.1. through E.4. below and in table 21.07-4: Landscaping Specifications[21.07-1].

TABLE 21.07-4[21.07-1]: LANDSCAPING SPECIFICATIONS

*** *** ***

1. *Site Perimeter Landscaping Requirements.*

a. *Purpose.*

*** *** ***

Specifications for these landscaping types are found in table 21.07-4: Landscaping Specifications[21.07-1].

b. *Applicability.*

Site perimeter landscaping shall be provided along the perimeter property line of development sites in

accordance with table 21.07-5: Minimum Site Perimeter Landscaping[21.07-2], except for the following:

*** **

c. *Exceptions.*

i. Development which is eligible to used enhanced street [“MAIN STREET” STYLE] sidewalk standards of subsection 21.07.060G.22[F.17]. may use those standards that modify the requirements of required visual enhancement or buffer landscaping along public streets.

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TABLE 21.07-5[21.07-2]: MINIMUM SITE PERIMETER LANDSCAPING – BY ABUTTING DISTRICT OR STREET

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g. *Freeway Landscaping.*

*** **

Freeway landscaping is limited to specific areas along major highways in Anchorage as identified in table 21.07-4: Landscaping Specifications [21.07-1].

*** **

3. *Site Enhancement Landscaping.*

*** **

b. *Applicability and Requirements.*

*** **

Site enhancement landscaping requirements, including required area and planting materials, are provided in table 21.07-4: Landscaping Specifications [21.07-1].

*** **

F. *General Landscaping Requirements and Standards.*

*** **

4. *Installation of Landscaping.*

*** **

TABLE 21.07-6[21.07-3]: WARRANTY GUARANTEE SCHEDULE

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*** **

G. *Screening.*

*** **

2. *Refuse Collection.*

*** **

e. *Location.*
 *** **

Refuse collection vehicle access and circulation shall be considered and shown on the site plan, in conformance with [THE REQUIREMENTS FOR COMMERCIAL TRUCKS IN] subsections 21.07.090D., *Parking Lot Layout and Design Plan*, and 21.07.090H.8.[B.], *Vehicle Access and Circulation - General*.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2017-55, 4-11-17; 2017-160, 12-19-17; AO 2017-176, 1-9-18; AO 2020-133, 1-14-20; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2020-93, 10-1-20; AO 2021-89(S), 2-15-2022; AO 2023-103(S), 12-18-23)

21.07.090 Off-Street Parking and Loading.
 *** **

C. *Computation of Parking and Loading Requirements.*
 *** **

2. *Multiple Uses.* The number of parking spaces is computed based on the uses on the site. When there are two or more uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual uses. [FOR SHARED PARKING, SEE SUBSECTION 21.07.090F.16 BELOW.]

3. *Area Measurements.* Unless otherwise specified in table 21.07-8: *Off-Street Loading Berths*[21.07-4], all square footage-based parking and loading standards shall be computed on the basis of gross floor area of the use in question.

*** **

F. [PARKING USAGE REDUCTIONS;]*Alternative Transportation Incentives to Reduce Parking Utilization.*
 *** **

3. *Standard.* Applicants shall select one choice from the alternative transportation incentives in table 21.07-7: *Alternative Transportation Amenities and Incentives*,[21.07-4] or propose an alternative under subsection 4.

TABLE 21.07-7[21.07-4]: ALTERNATIVE TRANSPORTATION AMENITIES AND INCENTIVES

*** **	
Pedestrian Amenities	The development provides two of the following pedestrian amenities from subsection 21.07.060F. that are not otherwise required for the development: <u>enhanced on-site</u> [PRIMARY

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	PEDESTRIAN] walkway, transit stop or shelter, pedestrian-interactive building[USE], enhanced <u>street</u> sidewalk.
***	***

4. *Other Alternatives.* Applicants may propose a different amenity or incentive to reduce parking utilization or modify any of the strategies shown or in table 21.07-7[21.07-4], subject to approval by the traffic engineer and planning director.

G. *Off-Street Loading Requirements.* No building or structure used for any use specified in the loading column of table 21.07-8: Off-Street Loading Berths,[21.07-5] shall be erected, nor shall any such existing building or structure be altered so as to increase its gross floor area by 25 percent or more, without prior provision for an off-street loading berth in conformance with the following minimum requirements:

2. *Number of Spaces.* The following numbers and types of berths shall be provided for the specified uses in table 21.07-8: [21.07-5,] *Off-Street Loading Berths*;

TABLE <u>21.07-8</u> [21.07-5]: OFF-STREET LOADING BERTHS		
***	***	***

H. *Parking and loading facility design standards.*

2. *Applicability.*

These standards apply to any parking facility or loading facility including all parking spaces in a development, except where stated otherwise.

a. The intent of this provision is for areas that will be used as parking and loading facilities to be clearly identified on the site plan and meet the parking and loading facility development standards. Areas of the site accessible to motor vehicles from parking and loading facilities, driveways, or streets shall be separated from those facilities by a physical barrier to prevent motor vehicle access, or the municipal decision-making body may require them to comply with this section 21.07.090H. The physical barrier shall be concrete curbs or an alternate barrier at least six inches in height capable of maintaining separation between vehicles and adjacent areas.

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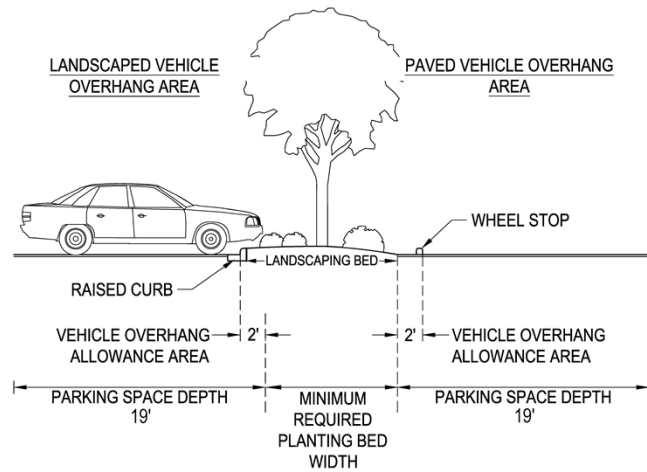
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3 **Landscaping and Screening.**

*** *** ***

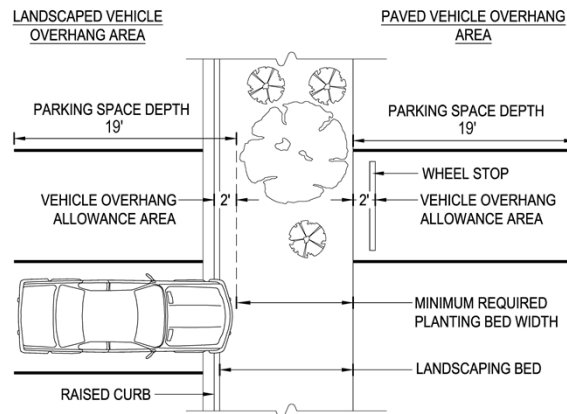
No vehicle overhang allowance area, as measured in table 21.07-9: *Parking Angle, Stall, and Aisle Dimensions*[21.07-6], may extend into the minimum required planting bed width of required landscaping. See the figures that follow.



VEHICLE OVERHANG AND REQUIRED LANDSCAPING
 SECTION VIEW (90° ANGLE PARKING SPACE)

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(Note to code revisor: Replace the existing illustration with the illustration above, which shows 19' rather than 20' long parking spaces.)



VEHICLE OVERHANG AND REQUIRED LANDSCAPING
 PLAN VIEW (90° ANGLE PARKING SPACE)

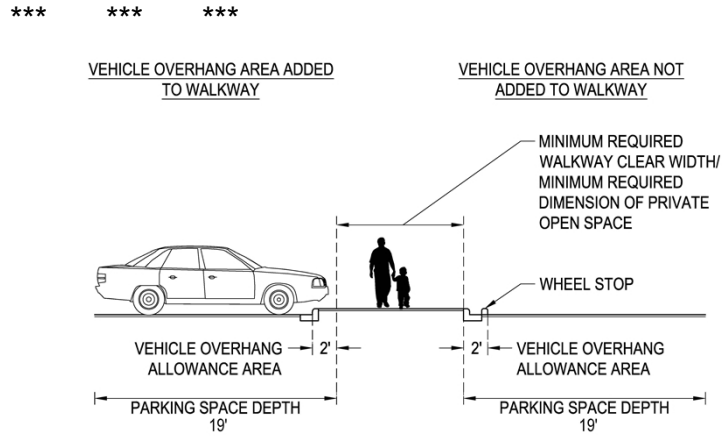
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(Note to code revisor: Replace the existing illustration with the illustration above, which shows 19' rather than 20' long parking spaces.)

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6 **Pedestrian Access and Circulation.**

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VEHICLE OVERHANG AND REQUIRED PEDESTRIAN FACILITIES

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(Note to code revisor: Replace the existing illustration with the illustration above, which shows 19' rather than 20' long parking spaces.)

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 9. *Vehicular Access Location.*
 *** *** ***

b. *Alley Access Requirement.* Where a residential use is served by an alley and is within an area subject to the Urban Neighborhood Development Context Standards (21.07.010E.), vehicle access shall take place from the alley, except for direct vehicle access to the street that is limited to the following:

*** *** ***
 d. *Garage Door Setbacks.*
 *** *** ***

e. *Garage Door Setbacks.* Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9:[21.07-8,] *Parking Angle, Stall, and Aisle Dimensions*) shall be reviewed and approved by the traffic engineer, unless there is a sign posted for “no parking”.

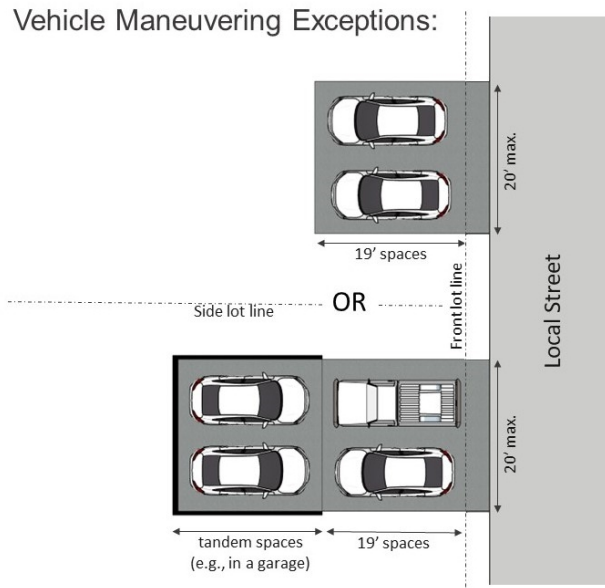
f. *Loading Berth Access.* Vehicle maneuvering for loading berths shall be subject to the requirements of subsection 21.07.090G.7., *Manner of Using Loading Areas.*

10. *Access to Parking Spaces.*
 *** *** ***

d. *Vehicle Maneuvering.*
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- ii. For other developments, parking comprising only one or two parking spaces whose only access is to a local street, provided that the vehicle area occupies no more than 20 feet of the lot frontage in the front setback. The number of spaces may be increased to four spaces if arranged in tandem for residential dwellings as provided in 21.07.090K.12.k. Additional spaces for multifamily developments with up to four dwelling units may be approved by the traffic engineer in appropriate circumstances such as lots on dead-end streets, cul-de-sacs, or other local streets with low traffic volumes.



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(Note to code revisor: Replace the illustration in 21.07.090H.9.d.ii. (adopted by A.O. No. 2023-50) with the illustration above, which shows “19’ spaces” instead of “20’ spaces” in its annotation.)

- iii. The usable portion of an alley may be credited as circulation and/or parking aisle space for parking areas. The maneuvering area between the end of the parking space and the opposite side of the improved alley shall meet the parking aisle width in table 21.07-9:[21.07-8,] *Parking Angle, Stall and Aisle Dimensions*.

11. *Driveway Design and Dimensions.*

*** ***

g. *Circulation Definition.*

*** ***

- [i. LOADING BERTH MANEUVERING. VEHICLE MANEUVERING FOR LOADING BERTHS

SHALL BE SUBJECT TO THE
REQUIREMENTS OF SUBSECTION
21.07.090G.6., MANNER OF USING LOADING
AREAS.]

*** *** ***

12. *Dimensions of Parking Spaces and Aisles.* The parking space and aisle dimensional standards of this subsection 21.07.090H.12. shall apply to all parking except as stated otherwise in subsections 21.07.090I., *passenger loading zones* and 21.07.090J., *accessible parking spaces*. Parking dimensions and layout shall be as provided in subsection a., including table 21.07-9: *Parking Angle, Stall, and Aisle Dimensions*, [21.07-8] and the figures that follow the table, with the additions and exceptions provided in subsections b. through m.

a. *Minimum Dimensions for Required Parking.* Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth in table 21.07-9[21.07-8], except as follows:

i. [PARKING FACILITIES IN THE DOWNTOWN (DT) ZONING DISTRICTS, AND IN AREAS SUBJECT TO THE URBAN NEIGHBORHOOD CONTEXT STANDARDS IN SUBSECTION 21.07.010E. MAY MEET THE SMALL PARKING SPACE AND AISLE DIMENSIONS IN TABLE 21.07-8.] Up to 30 percent of parking in the Downtown (DT) zoning districts may meet the COMPACT parking dimensions set forth in table 21.07-9, if signed for compact vehicles only.

[II. IN ALL OTHER AREAS OF THE MUNICIPALITY, UP TO 50 PERCENT OF EMPLOYEE-ONLY PARKING, STRUCTURED PARKING FACILITIES, OR PARKING FOR USES WITH A LOW PARKING TURNOVER RATE MAY MEET THE SMALL PARKING SPACE AND AISLE DIMENSIONS IN TABLE 21.07-8. USES WITH A LOW PARKING TURNOVER RATE ARE MULTIFAMILY AND MIXED-USE HOUSEHOLD LIVING USES, OFFICE USES, AND EDUCATIONAL FACILITY USES OTHER THAN INSTRUCTIONAL SERVICES. PARKING SHARED BETWEEN LOW-TURNOVER AND

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NON-LOW-TURNOVER USES SHALL MEET STANDARD DIMENSIONS.]

[III. ANY USE THAT INVOLVES THE PRESERVATION OF A LANDMARK LISTED IN THE ANCHORAGE LOCAL LANDMARKS REGISTER MAY ALSO MEET THE SMALL PARKING SPACE AND AISLE DIMENSIONS IN TABLE 21.07-8.]

TABLE 21.07-9: PARKING ANGLE, STALL, AND AISLE DIMENSIONS

Parking Angle (Degrees)	Parking Space Size	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Interlock Reduction	Overhang Allowance
90	STANDARD	9' 0"	9' 0"	19' 0"	23' 0"	24'	0' 0'	2' 0"
	COMPACT	8' 0"	8' 0"	16' 0"	23' 6"	24'	0' 0"	
75	STANDARD	9' 0"	9' 4"	20' 8"	19' 0"	24'	1' 2"	1' 11"
	COMPACT	8' 0"	8' 3"	19' 5"	19' 6"	24'	0' 6"	
60	STANDARD	9' 0"	10' 5"	20' 11"	18' 0"	24'	2' 3"	1' 8"
	COMPACT	8' 0"	9' 3"	17' 10"	18' 6"	24'	1' 0"	
45	STANDARD	9' 0"	12' 9"	19' 6"	12' 0"	24'	3' 2"	1' 5"
	COMPACT	8' 0"	11' 4"	16' 12"	12' 6"	24'	1' 5"	
0 (parallel)	STANDARD	9' 0"	23' 0"	9' 0"	12' 0"	24'	0' 0"	0' 0"
	COMPACT	8' 0"	23' 0"	8' 0"	12' 6"	24'	0' 0"	

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[TABLE 21.07-8: PARKING ANGLE, STALL, AND AISLE DIMENSIONS]

[PARKING ANGLE (DEGREES)]	[PARKING SPACE SIZE]	[SPACE WIDTH]	[CURB LENGTH (WIDTH PROJECTION)]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[AISLE WIDTH 2-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[90]	[STANDARD]	[9' 0"]	[9' 0"]	[20' 0"] [1]	[23' 0"]	[24']	[64' 0"]	[0' 0"]	[2' 0"]
	[SMALL]	[8' 6"]	[8' 6"]	[18' 0"]	[23' 6"]	[24']	[60' 0"]	[0' 0"]	
	[COMPACT]	[8' 0"]	[8' 0"]	[16' 0"]	[23' 6"]	[24']	[56' 0"]	[0' 0"]	
[75]	[STANDARD]	[9' 0"]	[9' 4"]	[21' 8"] [1]	[19' 0"]	[24']	[67' 4"]	[1' 2"]	[1' 11"]
	[SMALL]	[8' 6"]	[8' 10"]	[19' 7"]	[19' 6"]	[24']	[63' 2"]	[1' 11"]	
	[COMPACT]	[8' 0"]	[8' 3"]	[19' 5"]	[19' 6"]	[24']	[62' 11"]	[0' 6"]	
[60]	[STANDARD]	[9' 0"]	[10' 5"]	[21' 10"] [1]	[18' 0"]	[24']	[67' 8"]	[2' 3"]	[1' 8"]

[TABLE 21.07-8: PARKING ANGLE, STALL, AND AISLE DIMENSIONS]									
[PARKING ANGLE (DEGREES)]	[PARKING SPACE SIZE]	[SPACE WIDTH]	[CURB LENGTH (WIDTH PROJECTION)]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH H 1-WAY]	[AISLE WIDTH H 2-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTER LOCK REDUCTION]	[OVERHANG ALLOWANCE]
	[SMALL]	[8' 6"]	[9' 10"]	[19' 10"]	[18' 6"]	[24']	[63' 8"]	[2' 2"]	
	[COMPACT]	[8' 0"]	[9' 3"]	[17' 10"]	[18' 6"]	[24']	[59' 9"]	[1' 0"]	
[45]	[STANDARD]	[9' 0"]	[12' 9"]	[20' 6"] [1]	[12' 0"]	[24']	[65' 0"]	[3' 2"]	[1' 5"]
	[SMALL]	[8' 6"]	[12' 0"]	[18' 9"]	[12' 6"]	[24']	[61' 6"]	[3' 0"]	
	[COMPACT]	[8' 0"]	[11' 4"]	[16' 12"]	[12' 6"]	[24']	[57' 11"]	[1' 5"]	
[0 (parallel)]	[STANDARD]	[9' 0"]	[23' 0"]	[9' 0"]	[12' 0"]	[24']	[42' 0"]	[0' 0"]	[0' 0"]
	[SMALL]	[8' 6"]	[23' 0"]	[8' 6"]	[12' 6"]	[24']	[41' 0"]	[0' 0"]	
	[COMPACT]	[8' 0"]	[23' 0"]	[8' 0"]	[12' 6"]	[24']	[40' 0"]	[0' 0"]	

[*DEVELOPMENTS IN THE TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN MAY USE THE FOLLOWING ALTERNATIVE STANDARD PARKING SPACE DEPTH (VEHICLE PROJECTION): 19' 0" FOR 90-DEGREE PARKING ANGLE; 20' 8" FOR 75-DEGREE PARKING ANGLE; 20' 11" FOR 60-DEGREE PARKING ANGLE, AND 19' 6" FOR 45-DEGREE PARKING ANGLE. PARKING BAY WIDTH MAY DECREASE AS A RESULT.]

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 b. *Parking Angle.*
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The angle parking spaces diagram above, including the elements of a parking space that it depicts relative to the required space dimensions in table 21.07-9[21.07-8], are equally applicable to either front-in or back-in angle parking spaces.

*** *** ***
 d. *Reduction in Parking Space Depth Due to Interlock.*
 *** *** ***

The amount of reduction in the parking space depth shall be as provided in the interlock reduction column of table 21.07-9[21.07-8].

*** *** ***
 e. *Overhang Allowance with a Parking Space.* The maximum overhang allowance shall be as shown in table 21.07-9[21.07-8] and the figures that follow it. The distance between the end of the parking space and the face of any raised curb or wheel stop used in the parking space shall be equal to (no greater or less than) the overhang allowance provided in table 21.07-9[21.07-8].
 *** *** ***

15. *Paving.*
*** **

b. *Paving Exceptions and Alternatives.*
*** **

iv. *Exceptions for Parks and Open Space.* Subject to review and approval by the traffic engineer, some [REQUIRED] parking spaces for parks facilities that are demonstrated to have a highly variable seasonal demand need not be paved.
*** **

vi. *Landscaping in Lieu of Paving.* The vehicle overhang allowance portion of the parking space depth as measured in table 21.07-9: Parking Angle, Stall, and Aisle Dimensions, [21.07-8] and illustrated in the figures following the table, may be landscaped with a low-growth, hardy plant material in lieu of paving, allowing a bumper overhang while maintaining the required parking dimensions.
*** **

J. *Accessible parking spaces.*

1. *Required Number of Accessible Parking Spaces.*
*** **

The number of accessible parking spaces shall be determined based on the total number of parking spaces provided, in accordance with table 21.07-10:[21.07-9,] Accessible Parking Spaces, except where otherwise stated in this section.

TABLE 21.07-10[21.07-7]: ACCESSIBLE PARKING SPACES		
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2. *Administrative Adjustments.* The traffic engineer may approve administrative adjustments to the required number of accessible parking spaces, provided the applicant provides the federal minimum required number of accessible parking spaces and demonstrates the adjustment is necessary to compensate for a practical difficulty of the site. The department shall keep record of the approved adjustment with written findings supporting the adjustment on file and available for public inspection.

(Note to code revisor: re-number subsequent subsections.)

*** **

9[8]. *Dimensions.*

*** *** ***

When two or more accessible parking spaces are required per table 21.07-10[21.07-9], spaces shall share a common access aisle between them.

*** *** ***

12. *Standards for parking as principal use.* Where a parking structure or lot is a permitted principal or conditional use and the parcel is not accessory to another use on the same lot [AND IS NOT PROVIDING REQUIRED PARKING FOR ANOTHER PRINCIPAL USE], accessible parking spaces in accordance with this section shall be provided.

K. *Bicycle parking spaces.*

1. *Applicability.* This subsection is effective beginning January 1, 2024, and applies to the uses in table 21.07-11: Bicycle Parking Spaces Required[21.07-10]. Uses listed in subsection 21.07.090K.3. are exempt.

2. *Bicycle Parking Required.* Table 21.07-11[21.07-8] establishes the minimum number of bicycle parking spaces required per principal use, and the percentage of these spaces required to be developed as long-term (employee, resident) bicycle parking, versus short-term (visitor) spaces.

*** *** ***

a. A minimum of two bicycle parking spaces shall be provided for each use in table 21.07-11[21.07-8].

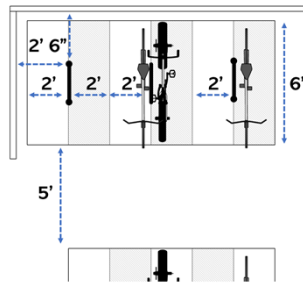
TABLE <u>21.07-11</u> [21.07-8]: BICYCLE PARKING SPACES REQUIRED		
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6. *Bicycle Parking Facility Development Standards.* These requirements shall apply to all required bicycle parking spaces, except as specifically provided otherwise. [ONLY LONG-TERM PARKING SPACES REQUIRED BY TABLE 21.07-8 (IN RIGHT-HAND COLUMN) SHALL FOLLOW THE REQUIREMENTS OF SUBSECTION G.]

*** *** ***

(Note to code revisor: Replace the first existing illustration in this subsection 21.07.090K.6. with the illustration below, which shows 2' rather than 1'6" wide parking spaces.)



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[G. A MINIMUM OF 30 PERCENT OF LONG-TERM SPACES SHALL BE LEVEL WITH THE FLOOR SUCH THAT BICYCLISTS DO NOT HAVE TO LIFT A BICYCLE OVERHEAD TO PARK IT.]

*** *** ***

7. *Development Standards for Long-Term Spaces.*

*** *** ***

d. A minimum of 30 percent of long-term spaces shall be level with the floor such that bicyclists do not have to lift a bicycle overhead to park it.

*** *** ***

L. *Vehicle Queuing Spaces.*

*** *** ***

2. *Minimum Number of Queuing Spaces Leading to Service Window.* [IN ADDITION TO THE MINIMUM NUMBER OF REQUIRED OFF-STREET PARKING SPACES, A]Any use listed in table 21.07-12:[21.07-9,] *Vehicle Queuing Spaces*, shall provide the number of on-site queuing spaces indicated in the table for each service window.

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TABLE 21.07-12[21.07-9]: VEHICLE QUEUING SPACES		
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M. *Structured Parking.*

*** *** ***

9. *Layout and Internal Configuration.* The configuration of parking and dimensions within a non-automated parking structure shall be subject to the requirements of table 21.07-9: *Parking Angle, Stall, and Aisle Dimensions*[21.07-7],

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-131, 1-12-16; AO 2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1-9-18; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; AO 2022-80(S), 11-22-22, AO 2023-50, 7-11-23; AO 2023-77, 7-25-23)

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1 **21.07.110 Residential Design Standards.**

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3 D. *Standards for Some Single-Family and Two-Family Residential*
4 *Structures, and Multifamily and Townhouse Developments with*
5 *Less than Five Units.*

6 *** *** ***

- 7 2. *Mix of Housing Models.* Any subdivision or development of
8 five or more principal structures shall have a mix of housing
9 models, as determined during the building permit process,
10 according to table 21.07-13: *Mix of Housing Models*[21.07-
11 10]. This applies to abutting or adjacent lots.

12 **TABLE 21.07-13[21.07-9]: MIX OF HOUSING MODELS**

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14 F. *Affordable Housing.*

15 *** *** ***

16 2. *Standards.*

17 *** *** ***

- 18 b. To determine if the housing units meet the definition for
19 affordable housing, the housing cost burden to
20 households shall be calculated based on the
21 household and unit size assumptions in table 21.07-14:
22 *Household and Unit Size Assumptions*[21.07-11
23 BELOW], unless the housing development is subject to
24 different assumptions imposed by other governmental
25 regulations.

26 **TABLE 21.07-14[21.07-11]: HOUSEHOLD AND UNIT SIZE ASSUMPTIONS**

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28 H. *Conditional Use for a Residential Planned Unit Development.*

29 *** *** ***

30 2. *Minimum Standards.*

31 *** *** ***

32 c. *Design.*

33 *** *** ***

- 34 [VI. EACH DWELLING UNIT SHALL BE
35 PROVIDED WITH EITHER HEATED
36 PARKING, OR AT LEAST ONE ELECTRICAL
37 OUTLET THAT IS CONVENIENT TO THE
38 REQUIRED PARKING SPACE(S).]

39 *** *** ***

40 3. *Development Options.*

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a. *Density.*
*** *** ***

TABLE 21.07-15[21.07-12]: MAXIMUM DWELLING UNITS PER ACRE IN A PUD		
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*** *** ***
(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-36, 5-14-15; AO 2015-100, 10-13-15; AO 2016-34(S), 4-12-16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59, 7-31-2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; 2022-80(S), 11-21-22; AO 2023-30, 3-22-23; AO 2023-50, 7-11-23; AO 2023-77, 7-25-23; AO 2023-103(S), 12-18-23)

21.07.115 Nonresidential Development.
*** *** ***

A. *Conditional Use for a Business-Industrial Park Planned Unit Development.*
*** *** ***

5. *Minimum Standards.*
*** *** ***

[K. THE USES IN THE ENTIRE BIP-PUD MAY AGGREGATE THEIR PARKING AS LONG AS THE FOLLOWING STANDARDS ARE MET:

- I. REQUIRED PARKING FOR EACH USE SHALL BE LOCATED NO FARTHER THAN 800 FEET FROM THE PRIMARY ENTRANCE OF THE USE;
- II. RELATIVELY DIRECT PEDESTRIAN PATHWAYS SHALL BE AVAILABLE FROM REQUIRED PARKING TO EACH USE;
- III. THE SUM OF THE REQUIRED PARKING FOR ALL USES IN THE BIP-PUD, WHICH MAY INCLUDE PARKING REDUCTIONS AND ALTERNATIVES NOTED IN SUBSECTION 21.07.090F., SHALL BE PROVIDED AT ALL TIMES.]

*** *** ***
(Note to code revisor: Re-number subsequent subsections l. – n. to k. – m.)

B. *Conditional Use for a Planned Unit Development in the DT Districts.*
*** *** ***

3. *Standards.*
*** *** ***

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[A. PARKING LOTS SHALL CONFORM TO SECTION 21.07.090 EXCEPT WHERE MODIFIED BY SECTION 21.11.070F.]

*** **

(Note to code revisor: Re-number subsequent subsections b. – e. to a. – d.)

TABLE 21.07-16[21.07-13]: MAXIMUM DWELLING UNITS PER ACRE IN DT DISTRICTS		
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(AO 2015-36, 5-14-15; AO 2020-38, 4-28-20)

Section 6. Anchorage Municipal Code Chapter 21.08, Subdivision Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

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21.08.050 Improvements.

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E. *Optional Residential Interior Streets.*

1. Residential interior streets shall provide for on-street parking unless the platting authority finds it is practical to substitute spillover parking for on-street parking in accordance with subsection E.2. below. If the platting authority so finds, residential interior streets may be improved in accordance with this section and table 21.08-3.
2. The platting authority may find that it is practical to substitute spillover parking for on-street parking only in residential subdivisions containing at least five acres or 25 dwelling units with a homeowners' association that is responsible for operating and maintaining spillover parking facilities.
3. Spillover parking substituted for on-street parking shall conform to the design standards in section 21.07.090, *Off-Street Parking and Loading*, shall be a designated common area owned and administered by the homeowners' association, and shall not be located within an individually owned lot or tract. The design of spillover parking lots shall be approved by the traffic engineer. The spillover parking lot shall be shown on the plat, and a plat note shall be provided limiting the use of that area to spillover parking. Spillover parking lots shall not be counted toward required open space requirements. Spillover parking spaces [IN ADDITION TO THE OFF-STREET PARKING SPACES REQUIRED

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UNDER SECTION 21.07.090] shall be provided for each lot fronting on a street without on-street parking under the following formula, using the maximum residential density permitted for the lot by its zoning district.

TABLE 21.08-6: ADDITIONAL SPILLOVER PARKING SPACES REQUIRED FOR EACH LOT FRONTING ON AN OPTIONAL RESIDENTIAL INTERIOR STREET WITHOUT ON-STREET PARKING	
Residential Use	Number of Spaces Per Unit
Dwelling, single-family detached	1.0
Dwelling, single-family attached or two-family	0.5
Dwelling, multifamily, or townhouse	<p>[NONE (INSTEAD SUBJECT TO GUEST SPACE REQUIREMENTS OF TABLE 21.07-4)]</p> <p><u>0.25 managed guest spaces per multifamily dwelling with single-family or two-family style construction</u></p> <p><u>0.15 managed guest spaces per townhouse dwelling or multifamily dwelling with townhouse-style construction</u></p> <p><u>0.10 managed guest spaces per other multifamily dwelling</u></p>

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2016-131, 11-15-16; AO 2017-176, 1-9-18; AO 2020-38, 4-28-20; AO 2021-71(S-2), 3-22-22; AO 2021-74(S), 5-10-22)

21.08.070 Alternative Residential Subdivisions.

*** *** ***

E. Unit Lot Subdivisions.

*** *** ***

6. Design Standards.

*** ***

[F. OFF-STREET PARKING REQUIREMENTS SHALL BE APPLIED IN ACCORDANCE WITH SUBSECTION 21.07.090. THE MINIMUM PARKING REQUIREMENT (AFTER ANY APPLICABLE REDUCTIONS ARE GRANTED) SHALL BE PROVIDED BUT PARKING MAY BE PROVIDED ON A DIFFERENT UNIT LOT FROM THE UNIT LOT IT IS ASSIGNED TO, OR IN A COMMON OWNERSHIP AREA, AS LONG AS THE RIGHT TO USE THAT

PARKING IS FORMALIZED BY AN
EASEMENT ON THE PLAT.]

(Note to code revisor: re-number subsections g. – j. as
subsections f. – i.)

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2017-75, 5-9-17;
AO 2020-38, 4-28-20; AO 2020-93, 10-2-2020; AO 2021-89(S), 2-15-
2022; AO 2023-42, 8-22-2023)

Section 7. Anchorage Municipal Code Chapter 21.09, Girdwood, is hereby
amended to read as follows (*the remainder of the chapter is not affected and
therefore not set out*):

21.09.040 Zoning Districts.

*** *** ***

C. Commercial Districts.

*** *** ***

2. Districts.

*** ***

c. gC-3 (Old Townsite Commercial/Residential) District.

*** *** ***

iii. District-Specific Standards.

*** *** ***

(B) *Parking.* [ON-STREET PARKING MAY
SATISFY PARKING REQUIREMENTS;
EXCESSIVE ON-SITE PARKING IS
DISCOURAGED. UP TO]A maximum of
50 percent of the width of the front
setback may be used for parking,
provided parking lots allow for sidewalks
so pedestrians may comfortably and
safely walk by parking stalls.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2016-30, 3-22-16)

21.09.050 Use Regulations.

*** *** ***

B. Use-Specific Definitions and Standards.

*** *** ***

2. Residential Uses.

*** ***

c. Dwelling, Single-Family Attached.

*** *** ***

**ii. Use-Specific Standards (also applies to
“Dwelling, Townhouse”).**

*** *** ***

(C) *Development Standards.*

*** **

(9) [PARKING REQUIREMENTS
MAY BE MET ON THE LOTS
AND/OR ON COMMON AREAS
WITHIN THE DEVELOPMENT
AREA.

(10)]

*** **

4. *Commercial Uses.*

f. *Tent Campground.*

*** **

iii. *Use-Specific Standards.*

*** **

[(C) EACH TENT SITE SHALL CONTAIN AT
LEAST ONE AUTOMOBILE PARKING
SPACE; THE DIMENSIONS SHALL BE
AT LEAST TEN FEET WIDE BY 20
FEET LONG.]

*(Note to code revisor: re-number subsections (D) - (G). as
subsections (C) - (F))*

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-133, 11-5-14;
AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-30, 3-22-16;
AO 2017-68, 4-24-17; AO 2020-53, 6-2-20; AO 2021-89(S), 2-15-22; AO
2021-112, 3-1-2022; AO 2022-67, 7-26-22; AO 2023-24, 3-21-23)

21.09.070 SITE DEVELOPMENT AND DESIGN STANDARDS.

*** **

L. *Off-Street Parking Standards.*

*** **

1. *General.* [REQUIRED P]Parking shall be provided in
accordance with section 21.07.090, except as specified in
this section.[THE DIRECTOR MAY WAIVE AN OFF-
STREET PARKING REQUIREMENT IF SUFFICIENT
PUBLIC PARKING IN THE DISTRICT SATIFIES OFF-
STREET PARKING REQUIREMENTS.]

2. [GC-5, GC-8, AND GC-9 DISTRICTS. REQUIRED
PARKING FOR ANY NON-RESIDENTIAL USE IN THE GC-
5, GC-8 OR GC-9 DISTRICTS MAY BE LOCATED OFF-
SITE WITHIN THE ADJOINING RIGHT-OF-WAY OR
WITHIN 600 FEET OF THE SITE IN COMMUNITY
PARKING FACILITIES UNDER A MUNICIPAL PARKING
AGREEMENT. PROPERTIES MAY ALSO USE THE
REDUCED PARKING REQUIREMENTS AND PARKING
REDUCTIONS PROVIDED IN SECTION 21.07.090.

(RESERVED: TAILORED PARKING REQUIREMENTS AND REDUCTIONS FOR THE NEW TOWNSITE AREA WILL BE FURTHER DEVELOPED IN COORDINATION WITH THE UPDATE TO THE *GIRDWOOD AREA PLAN* AND ADOPTED AS AN AMENDMENT TO THIS SECTION.)

- 3.] *gC-7 District.* In the gC-7 district, on-site motor vehicle parking for new commercial development is prohibited except for required accessible parking spaces (21.07.090J). Parking for new commercial development shall be located within the adjoining right-of-way, or in community parking lots under a municipal parking agreement. [REQUIRED PARKING FOR UPSTAIRS DWELLING UNITS IN THE GC-7 DISTRICT MAY ALSO BE LOCATED OFF-SITE.]Any on-site parking for residential units shall be located on the side or rear of the principal building and enclosed within a garage architecturally compatible with the principal building and no closer to the street than the building’s primary front façade. On-site parking in the rear setback is prohibited.

(Note to code revisor: re-number subsections 4 - 8. as subsections 3 – 7.)

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

Section 8. Anchorage Municipal Code Chapter 21.10, Chugiak-Eagle River, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.10.050 Use Regulations.

*** *** ***

E. Commercial Uses: Definitions and Use-Specific Standards.

*** *** ***

4. Large Domestic Animal Facility.

*** *** ***

g. Conditional Use Standards.

*** *** ***

- ii. [PARKING STANDARDS. IN THE EVENT ARENA SEATING IS PROVIDING, THE REQUIRED PARKING SHALL BE ONE SPACE PER EVERY FOUR SEATS, OR ONE PARKING SPACE PER STALL, WHICHEVER IS GREATER.

- III.] *Lot Coverage.* Lot coverage shall be that of the underlying zoning district unless the planning and zoning commission allows additional lot

1 coverage above the maximum allowed in the
2 district, not to exceed a ten percent increase.

3
4 iii.[IV.] Additional Conditions.

5 *** **

6 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2013-139, 01-28-
7 14; AO 2014-40(S), 5-20-14; AO 2014-58, 5-20-14; AO 2015-133(S), 2-
8 23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-54,
9 6-7-16; AO 2016-136, 11-15-16; AO 2017-10, 1-24-17; AO 2017-57, 4-11-
10 17; AO 2017-160, 12-19-17; AO 2019-11, 2-12-19; AO 2021-89(S), 2-15-
11 22; AO 2022-107, 2-7-23; AO 2023-77, 7-25-23)

12
13 **Section 9.** Anchorage Municipal Code Chapter 21.13, Nonconformities, is
14 hereby amended to read as follows (*the remainder of the chapter is not affected*
15 *and therefore not set out*):

16
17 **21.13.060 Characteristics of use.**

18 *** **

19 **B. Parking out of compliance.**

20
21 1. Accessible parking spaces. Nonconforming rights shall not be
22 established for required accessible (ADA) parking in
23 21.07.090J. Developments shall provide the total number of
24 accessible parking spaces required.

25
26 2. Bicycle parking spaces. Notwithstanding section C. below, if
27 changes to a use or development increase the number of
28 required bicycle parking spaces, the number of bicycle spaces
29 related to the increase shall be provided. For example, if a use
30 or development that is required to have 10[30] bicycle spaces
31 [ONLY] has only 5[20] spaces, and changes to the use or
32 development allowed through this title create a total minimum
33 requirement of 15[35] spaces, the use or development shall,
34 at a minimum, provide the additional 5 spaces. The addition
35 of more spaces may be negotiated through the process
36 outlined in section C. below.

37 *** **

38 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2015-82, § 6,
39 7-28-15 ; AO No. 2017-55 , § 13, 4-11-17; AO No. 2018-67(S-1) , § 8, 10-
40 9-18; AO No. 2019-11, § 6, 2-12-19; AO No. 2020-38 , §§ 11, 13, 5-28-20;
41 AO 2021-89(S), 2-15-22)

42
43 **Section 10.** Anchorage Municipal Code Chapter 21.20, Anchorage Municipal
44 Code of Regulations Title 21 – Planning and Zoning, is hereby amended to read
45 as follows (*the remainder of the chapter is not affected and therefore not set out*):

46
47 **Regulation 21.20 – Regulations Governing Land Use Fees**

48 *** **

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21.20.002 - Schedule of fees—Zoning.

The following fees shall be paid for the services described:

*** *** ***		
6.	Applications for variances:	
*** *** ***		
	[D. PARKING SPACE VARIANCE]	[\$1,370.00]
<i>(Note to code revisor: re-number subsequent rows from 6.e. and 6.f. to become 6.d. and 6.e.)</i>		
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(GAAB 21.05.090; AO No. 77-407; AR No. 78-12; AR No. 79-55; AO No. 82-49; AR No. 83-96; AR No. 83-289(S); AR No. 86-63; AR No. 86-99; AR No. 86-263; AR No. 90-151; AO No. 2001-116, § 1, 7-10-01; AO No. 2001-145(S-1), § 23, 12-11-01; AO No. 2003-152S, § 20, 1-1-04; AO No. 2004-23, § 1, 1-1-04; AO No. 2004-151, § 13, 1-1-05; AO No. 2005-18, § 1, 2-15-05; AO No. 2006-35, § 2, 3-14-06; AR. No. 2006-112, § 1, 5-16-06; AO No. 2007-119, § 1, 11-13-07; AO No. 2007-121(S-1), § 16, 10-23-07; AR No. 2008-134, § 1, 7-29-08; AO No. 2010-81(S-1), § 40, 12-7-10, eff. 1-1-11; AO No. 2013-100, § 11, 1-1-14; AO 2015-45, §1, 5-14-15; AO No. 2016-25, 3-8-16; AO; AO No.2016-161, 1-10-17; AO 2017-175(S), 2-13-18; AO 2018-100(S), 12-4-18; AO 2019-116(S), 10-22-19; AO 2023-25(S), 3-6-23 3; AO 2023-102, 11-7-23)

Authority—Anchorage Municipal Code 3.40, 21.20.050; AO 77-407.

21

Section 11. Anchorage Municipal Code Regulation 21.90, Multiple Dwelling Unit Residential Development on a Single Lot or Tract, is hereby amended to read as follows *(the remainder of the chapter is not affected and therefore not set out)*:

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21.90.005 Responsibilities of developer, contractor, and municipality.

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B. Design.

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1. Private street design criteria.

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- I. Use of the optional private street section requires a recorded parking agreement between the Municipality of Anchorage and the developer(s)/property owner(s). The agreement shall include the following:

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- i. The minimum number of managed guest parking spaces[STALLS] is as follows: [THE NUMBER OF GUEST PARKING STALLS REQUIRED BY TABLE 21.07-4]

<u>Multifamily dwelling with single-family or two-family style construction</u>	<u>0.25 managed guest spaces per dwelling</u>
<u>Multifamily dwelling with townhouse style construction</u>	<u>0.15 managed guest spaces per dwelling</u>
<u>Other multifamily dwellings</u>	<u>0.10 managed guest spaces per dwelling</u>

*** **

(AR 2004-108(S-2), § 1, 6-8-04; AO 2019-132, 12-3-19)

Section 12. This ordinance shall become effective immediately upon adoption.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2024.

Chair

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2023-0108 and 2024-0011)