

1 to avoid problems with blown trash, snow, and pests, all refuse collection  
2 receptacles shall adhere to the standards that follow. For purposes of this  
3 section, the term “refuse collection receptacles” includes dumpsters, garbage  
4 cans, debris piles, or grease containers, but does not include trash or  
5 recycling receptacles for pedestrians or for temporary construction sites

6 **a. Location**

7 Outdoor refuse collection receptacles shall not be located in a  
8 required setback, except along rear alleys, and shall be set back from  
9 the front plane of the principal structure. Refuse collection  
10 receptacles shall not be located within any area used to meet the  
11 minimum parking and loading area requirements of this chapter, or be  
12 located in a manner that obstructs or interferes with any designated  
13 vehicular or pedestrian circulation routes onsite. Dumpsters shall be  
14 located at least 20 feet from residentially zoned property.

15 **b. Screening Enclosure**

16 Each refuse collection receptacle shall be screened from view on all  
17 sides by a durable sight-obscuring enclosure consisting of a fence or  
18 wall of between six feet and eight feet in height. The enclosure shall  
19 include a roof. The access to this enclosure shall be screened with  
20 an opaque gate of at least five feet in height. The walls, roof, and  
21 gate shall be compatible in architectural design and materials with the  
22 principal building(s), except that the roof shall have a minimum 4:12  
23 slope. The enclosure shall be maintained in working order, and  
24 remain closed except during trash deposits and pick-ups.

25 **c. Amortization of Nonconforming Refuse Collection Receptacles<sup>45</sup>**

26 Any lawful permanent dumpster erected prior to the adoption of this  
27 chapter that does not comply with the location or screening  
28 requirements of this section shall be removed or altered to comply  
29 with the requirements of this section within [two] years from the  
30 effective date of this Title.

31 **4. Service and Off-Street Loading Areas**

32 Service and off-street loading areas create visual and noise impacts on  
33 surrounding uses and neighborhoods. These standards visually screen on-  
34 site service and off-street loading areas from public rights-of-way and  
35 adjacent uses.

36 **a.** To the maximum extent feasible, service and off-street loading areas  
37 shall not be visible from abutting streets and shall be oriented toward  
38 on-site service corridors.

39 **b.** No service and off-street loading areas shall be located within 20 feet  
40 of any public street, public sidewalks, or internal pedestrian walkway.

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<sup>45</sup> NOTE: The proliferation of unscreened dumpsters has been identified in the Diagnosis and in discussions with city leaders as a major concern. The general idea of an amortization provision for dumpsters has been discussed and endorsed in concept by the Assembly, though the specific time frame requires further discussion. Note that the provision does not amortize the dumpsters themselves necessarily, just their screening and location.

1 c. Service and off-street loading areas shall be incorporated into the  
2 overall design of the building and landscaping so that the visual and  
3 acoustic impacts of these functions are fully contained and out of view  
4 from adjacent properties and public streets. Non-enclosed service  
5 and off-street loading areas shall be permanently defined and  
6 screened with durable, sight-obscuring walls and/or fences of  
7 between six feet and eight feet in height. Screening materials shall  
8 be the same as, or of equal quality to, the materials used for the  
9 primary building and landscaping.

10 d. Except for customer parking, loading docks and off-street parking  
11 areas associated with new uses established on the properties  
12 abutting Level 3 perimeter buffer landscaping areas shall be located  
13 to the rear of those properties. If site development does not allow for  
14 these facilities in the rear, they shall then be effectively screened from  
15 the highways.<sup>46</sup>

16 **5. Rooftop Mechanical Equipment**  
17 Rooftop mechanical equipment, including HVAC equipment and utility  
18 equipment that serves the structure, shall be screened. Screening shall be  
19 accomplished through the use of parapet walls or a sight-obscuring enclosure  
20 around the equipment constructed of one of the primary materials used on the  
21 primary facades of the structure, and that is an integral part of the building's  
22 architectural design. The parapet or screen shall completely surround the  
23 rooftop mechanical equipment to an elevation equal to or greater than the  
24 highest portion of the rooftop mechanical equipment being screened. Any  
25 parapet wall shall have an elevation of no more than four feet. In the event  
26 such parapet wall does not fully screen all rooftop equipment then the rooftop  
27 equipment shall be enclosed by a screen constructed of one of the primary  
28 materials used on the primary façade of the building so as to achieve  
29 complete screening from the property line.

30 **6. Wall-Mounted Mechanical Equipment and Meters**  
31 Wall-mounted mechanical equipment, including air conditioning or HVAC  
32 equipment and groups of multiple utility meters, that extends six inches or  
33 more from the outer building wall shall be screened from view from streets;  
34 from residential, public, and institutional properties; and from public areas of  
35 the site or adjacent sites; through the use of (a) sight-obscuring enclosures  
36 constructed of one of the primary materials used on the primary façade of the  
37 structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least  
38 80 percent of the equipment from view. Wall-mounted mechanical equipment  
39 that extends six inches or less from the outer building wall shall be designed  
40 to blend in with the color and architectural design of the subject building.

41 **7. Ground-Mounted Mechanical Equipment and Utility Fixtures**  
42 [RESERVED]<sup>47</sup>

<sup>46</sup> NOTE: Staff has requested this last provision; however, we are still unsure of its intent.

<sup>47</sup> NOTE: Staff notes that above-ground utility boxes and ground-mounted mechanical equipment are a serious problem in Anchorage. They propose standards locating such facilities away from sidewalks, walkways, and trails to the maximum extent feasible, and prohibiting them on sidewalks, walkways, or trails. Also proposed is a requirement that all above-ground utility boxes be screened from view by a decorative screening fence or wall that is compatible with the architecture and landscaping of a development site or streetscape. This is a potentially major new issue not yet discussed; further discussion is needed as to what

- 1                   **8. Outdoor Merchandise Display Areas<sup>48</sup>**  
2                   Screening shall be required of outdoor merchandise display areas as set forth  
3                   in Section 21.05.---. [x-ref to use-specific standards for outdoor merchandise  
4                   display areas].
- 5                   **9. Outdoor Storage Areas<sup>49</sup>**  
6                   Screening shall be required of outdoor storage areas as set forth in section  
7                   21.05.---. [x-ref to use-specific standards for outdoor storage areas].
- 8                   **F. Fences<sup>50</sup>**
- 9                   **1. Applicability**  
10                   The provisions of this subsection 21.07.080.F shall apply to all construction,  
11                   substantial reconstruction, or replacement of fences, retaining walls not  
12                   required for support of a principal or accessory structure, or any other linear  
13                   barrier intended to delineate different portions of a lot or to separate lots from  
14                   each other.
- 15                   **2. Location**  
16                   A fence may be constructed within property boundaries, or at the lot line,  
17                   subject to the limitations in this section. No fence shall be installed so as to  
18                   block or divert a natural drainage flow onto or off of any other property.
- 19                   **3. Maximum Height**  
20                   Fences shall not exceed the maximum heights set forth below. Such  
21                   maximum heights shall be measured from the top of any retaining wall, or if  
22                   no retaining wall has been constructed, then from natural grade. No fence  
23                   shall exceed eight feet in height.
- 24                   **a.**           In the R-1, R-2, R-3, R-4, and RMX districts, front yard fences shall  
25                   not exceed four feet in height.
- 26                   **b.**           In the R-5, R-6, R-9, and R-10 zone districts, front yard fences shall  
27                   not exceed six feet in height if the fencing material is sight-obscuring.  
28                   Examples of non-sight obscuring fencing include chain-link and split  
29                   rail fencing.
- 30                   **c.**           In the C-2A, C-2B, C-2C, GC, NMU, CCMU, RCMU, and MC districts,  
31                   front yard fences and walls shall not exceed three feet in height and  
32                   shall not exceed eighty feet in side or rear yards.
- 33                   **d.**           Enclosures provided as a part of a permitted tennis court, ball field, or  
34                   other recreational facility shall be exempt from the height restrictions  
35                   of this section.

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specific standards might be appropriate. We believe the proposed new standards are both too broad and also go beyond the screening purpose of this section.

<sup>48</sup> NOTE: Staff intends to define this use as both an accessory and primary use type in the new Title 21, and so proposes to address its screening requirements in Ch. 21.05.

<sup>49</sup> NOTE: Staff intends to define this use as both an accessory and primary use type in the new Title 21, and so proposes to address its screening requirements in Ch. 21.05.

<sup>50</sup> NOTE: Much of this material is new, but it incorporates the standards in Section 21.45.110 (Fences) of the current code.

1                   4.     **Through Lots**

2                   In the case of a through lot, as defined in Chapter 21.13, which abuts a street  
3                   of collector or greater classification, a fence may be constructed within the  
4                   secondary front setback up to a maximum of eight feet in height, provided that  
5                   vehicular access to the street is prohibited. A fence higher than four feet, or  
6                   six feet in zoning districts R-5, R-6, R-9, and R-10, shall not be constructed  
7                   within a front setback if access to the street is required due to a plat note, by a  
8                   conditional use permit, or under other provisions of law.

9                   5.     **Finished Appearance Outward**

10                  Whenever any fence will be visible from adjacent streets, and whenever a  
11                  fence is installed as part of required buffering landscaping and is visible from  
12                  adjacent properties, it shall be installed so that the more finished side (i.e., the  
13                  side with fewer or no visible structural framing or bracing elements) faces  
14                  outward from the lot on which it is installed.

15                  6.     **Prohibited Materials**

16                  Fences or walls made of debris, junk, or waste materials are prohibited in all  
17                  zoning districts, unless such materials have been recycled and reprocessed  
18                  into building materials marketed to the general public and resembling new  
19                  building materials.

20                  **G.     General Landscaping Requirements and Standards<sup>51</sup>**

21                  All required areas for landscaping or screening shall comply with the following  
22                  standards:

23                  1.     **Plant Materials**

24                   a.     **General**

25                   Given the short growing season, difficulty in establishing vegetation,  
26                   and the size and character of individual trees, the retention of existing  
27                   vegetation typically produces a far more beneficial effect in  
28                   Anchorage than installed landscaping. All plant materials for required  
29                   landscaping and screening shall emphasize the use of existing  
30                   natural vegetation and installed native species that reflect  
31                   Anchorage's natural setting. Plant species selected shall be suitable  
32                   for the local climate and the site. Trees, shrubs, and groundcover  
33                   plants near streets, driveways, and parking lots shall be salt-resistant,  
34                   tolerant to urban conditions such as pollution, and should be drought-  
35                   tolerant to ensure a low-maintenance landscape and increase  
36                   survival rates.

37                   b.     **Plant Types and Plant Quality<sup>52</sup>**

38                   All plant materials for required landscaping and screening shall be  
39                   selected from the Anchorage Master Tree and Shrub List, and shall  
40                   be A-Grade or Number-One Grade; free of defects; and of normal  
41                   health, height, leaf density, and spread as defined by the American  
42                   Standard for Nursery Stock, ANSI Z60.1, latest available edition,  
43                   American Association of Nurserymen. Plants shall be nursery-grown

<sup>51</sup> NOTE: Most of the material in this section is new.

<sup>52</sup> NOTE: Staff should update the master plant list concurrent with the code rewrite. An update was begun several years ago. It will need to identify which plants are drought tolerant, and should identify which provide winter color.

1 and adapted to the local area. No artificial plants or vegetation shall  
2 be used to meet any of the standards of this section.

3 **c. Retained Existing Vegetation**

4 At least 50 percent of existing, healthy, natural vegetation that is  
5 located in areas where landscaping or screening is required, and that  
6 meets the standards for required landscaping or screening in such  
7 areas, shall be retained and integrated into any required landscaped  
8 area. To the maximum extent feasible, trees shall be preserved as  
9 stands and not as isolated specimens.

10 **d. Winter Color and Interest**

11 The use of plants with year-round color and texture to offset the  
12 reduced daylight and whites, browns, and grays of the seven months  
13 outside of the growing season is encouraged. Where landscape  
14 areas are provided, plant material shall consist of a mixture of  
15 evergreen and deciduous trees and shrubs. The use of permanent  
16 hardscape features such as landscape lighting, landscape boulders,  
17 or landscape structures that provide color and interest year-round  
18 may be counted toward up to 10 percent of the total landscaping units  
19 required for landscaping, as determined by the UDC through a non-  
20 public hearing review.

21 **e. Minimum Species Diversity<sup>53</sup>**

22 To prevent uniform insect or disease susceptibility of extensive plant  
23 monocultures on a development site or in the adjacent area, minimum  
24 species diversity is required for installed plant material, as follows:

TABLE 21.07-7: MINIMUM SPECIES DIVERSITY	
Number of Trees on Site	Maximum Percentage of Any One Species
5-30	60%
31-60	40%
61 or more	30%

25  
26 **f. Minimum Plant Sizes**

27 All plant materials for required landscaping and screening shall meet  
28 the minimum sizes as depicted in Table 21.07-7, with the addition that  
29 evergreen trees shall have a minimum 5:3 height-to-spread ratio.

30 **2. Planting Location<sup>54</sup>**

31 Tree planting shall take into consideration the growth habits of each species  
32 and shall allow adequate space for healthy growing conditions.

33 **a. Adequate Distance from Curb**

34 All plant materials shall be planted a minimum of 3 feet from any  
35 back-of-curb, walkway, parking area, or structure. Plant materials

<sup>53</sup> NOTE: From 1998 draft ordinance. For public discussion.

<sup>54</sup> NOTE: From 1998 draft ordinance. For public discussion.

1 shall be planted a minimum of 4 feet back of wheel stops, where  
2 provided.

3 **b. Clustering**  
4 Clustering of trees is encouraged for visual effect and improved  
5 survivability. Tree plantings may be clustered in focus areas within  
6 buffer landscaping areas or along street frontages to draw attention to  
7 natural amenities or entryways, except for within buffer level 3  
8 planting areas.

9 **c. Wind Protection and Sunlight Access**  
10 Location of trees and landscaping areas to increase the hospitability  
11 of outdoor climates and extend the warm outdoor season is  
12 encouraged. Planting clusters or shelterbelts can shelter proposed  
13 building entrances, parking areas, or outdoor pedestrian spaces  
14 against prevailing winter winds and precipitation, and airborne dust  
15 during early spring after breakup. The alignment of the planting  
16 islands should respond to prevailing winter winds for maximum wind  
17 reduction benefits. Coniferous trees should be located in careful  
18 consideration of maintaining sun exposure for windows, sidewalks,  
19 and outdoor spaces during fall and spring.

20 **d. Planting Locations to Avoid**  
21 **i. Utility Easements<sup>55</sup>**  
22 Landscaping areas shall be exclusive of utility easements.  
23 **ii. Visibility Clearance Areas.**  
24 All landscaping, buffering and screening materials shall  
25 comply with the visibility clearance requirements of Chapter  
26 21.06.

27 **3. Planting Beds and Areas**  
28 **a. Raised Planting Beds**  
29 Raised planting beds are encouraged to increase the durability and  
30 effectiveness of landscaping and to protect the applicant's  
31 landscaping investment. Raised planting beds surrounded by a  
32 minimum 18-inch high wall may be reduced in width by two feet from  
33 the minimum required planting area width.

34 **b. Berms**  
35 Berms may be incorporated into any required landscaping or  
36 screening area. No installed berm shall have a slope of greater than  
37 3:1.

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<sup>55</sup> NOTE: Anchorage has a serious problem with overlapping landscaping and utility easements in Anchorage, in part because utility easements tend to be on site and not in public ROW. Staff proposes a strong standard to garner public discussion. As another alternative for consideration, Clarion proposes the following language: "Whenever the provisions of this Section 21.07.030 would require the installation of trees or shrubs over or on utility easements, where branches or roots might interfere with utility lines or pipes, the required location for such trees and shrubs shall be modified to require installation at the closest location that would avoid potential conflicts with utilities and would enable the trees and shrubs to serve the same landscaping purpose. The utility is not responsible for replacement of disturbed landscaping within the utility easements. The utility must provide written notice to the affected property owner at least one week prior to disturbance of the landscaping, except in emergencies involving life or safety."

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- c. **Groundcover Areas**  
Organic mulches, ground covers, or grass shall be planted so as to cover at least 80 percent of all required landscaping areas not occupied by required trees or shrubs within three years.
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- d. **Retention Ponds**  
Retention ponds shall be physically, functionally, and visually integrated into adjacent landscape uses through the use of topography, building and parking lot placement, plantings, permanent water features, recreational or open space amenities, or other methods.
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4. **Installation of Landscaping**<sup>56</sup>  
All required landscaping and screening shall be installed by the developer. All landscaping shall be installed before a final certificate of occupancy or certificate of completion is issued. If a certificate of occupancy or completion is requested between September and May, then the certificate shall be conditioned upon the landscaping being installed before the following June 30. A letter of credit, escrow, performance bond, or other surety approved by the MOA attorney for proper installation of the landscaping and equal in value to 125 percent of the value of the landscaping, as determined by the project landscape architecture firm, shall remain in place with the Director for 24 months after installation to ensure survival and proper maintenance of the landscaping in accordance with this section. Any landscape element that dies or is otherwise removed or is seriously damaged shall be removed within 30 days of the beginning of the growing season and replaced based on the requirements of this section. The bond shall be subject to forfeit if inspection has not been requested within 18 months. If the owner or other responsible party fails to fulfill this obligation during the first 18 months after installation of the landscaping, the Municipality shall either perform the work and seek reimbursement from the responsible party's or owner's surety, or demand performance by the surety. An initial inspection fee shall be charged as part of the permitting process.<sup>57</sup>
- 32  
33  
34  
35
5. **Inspection**  
The Municipality may periodically inspect the condition of required landscaping and screening, and if required plant materials are diseased, damaged, or missing, they shall be replaced by the property owner.
- 36  
37  
38
6. **Use of Landscaped Areas**  
No structure, parking or loading area, driveway, or paved area may be located in areas required for landscaping pursuant to this Title.
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40  
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43
7. **Maintenance and Replacement**  
a. **Maintenance**  
Trees, shrubs, and other vegetation, irrigation systems, fences, walls, and other landscaping, screening, and fencing elements shall be considered as elements of a development in the same manner as

<sup>56</sup> NOTE: This provision has been revised to replace the 18-month installation period with a requirement that landscaping be installed early in the next growing season. An alternative approach would be to provide that no final certificate of occupancy may be issued until required landscaping has been installed.

<sup>57</sup> NOTE: This broad maintenance requirement may be moved to the general landscaping or enforcement sections with a cross-reference here.

1 other requirements of this Title. The property owner shall be  
2 responsible for regularly maintaining all landscaping elements in good  
3 condition. All landscaping shall be maintained free from disease,  
4 weeds, and litter to the extent reasonably feasible. All landscaping,  
5 screening, and fencing materials and structures shall be repaired and  
6 replaced periodically to maintain them in a structurally sound and  
7 aesthetically pleasing condition. Any deteriorated, damaged, or  
8 decayed fence materials shall be promptly repaired, and any fence or  
9 wall post or section that leans more than 20 degrees from vertical  
10 shall be promptly repaired to correct that condition.

11 **b. Irrigation**

12 Hose bibs, quick coupler irrigation, or other approved watering  
13 sources are required within 100 feet of from all plantings.

14 **H. Landscaping Plan<sup>58</sup>**

15 All landscaping and screening required under this Section 21.07.080 shall be reflected  
16 on a landscaping plan reviewed and approved by the Director. Such plan may be  
17 combined with any land clearance, vegetation protection, erosion control, or snow  
18 removal plan required for compliance with other sections of this Title. Where a  
19 landscaping plan is required under this Title, the plan shall include the information  
20 specified in the Title 21 User's Guide.

21 **21.07.090 OFF-STREET PARKING AND LOADING<sup>59</sup>**

22 **A. Applicability**

23 **1. Generally**

24 **a.** The off-street parking and loading standards of this Section 21.07.090  
25 shall apply to all parking lots and parking structures accessory to any  
26 new building constructed and to any new use established in every  
27 district.

28 **b.** Except for the off-street loading requirements of subsection  
29 21.07.090.E., all other requirements of this section shall apply to  
30 Girdwood unless specifically preempted in Chapter 21.09.

31 **c.** The off-street parking requirements set forth in subsection  
32 21.07.090.C shall not apply in the C-2 Central Business Districts.  
33 However, all other standards of this Section 21.07.090 shall apply to  
34 the C-2 Central Business Districts.

35 **d.** The requirements of this Section 21.07.090 shall apply to all  
36 temporary parking lots and parking lots that are the principal use on a  
37 site.

<sup>58</sup> NOTE: List of submittal requirements from the current code removed, for placement in the user's guide.

<sup>59</sup> NOTE: This section contains a comprehensive rewrite of the Anchorage parking standards. This draft section was prepared as part of a separate project overseen by the Anchorage Traffic Department. Key new features include a complete new table of off-street parking ratios, a new emphasis on alternative parking arrangements, and a new set of parking lot design standards.



**2. Expansions and Enlargements<sup>60</sup>**

The off-street parking and loading standards of this section shall apply when an existing structure or use is expanded or enlarged. Additional off-street parking and loading spaces shall be required to serve the enlarged or expanded area, provided that in all cases the number of off-street parking and loading spaces provided for the entire use (pre-existing plus expansion) must equal 100 percent of the minimum ratio established in this section.

**3. Regulation of Parking Space Use<sup>61</sup>**

The providers of required off-street parking spaces and the Municipality of Anchorage may reasonably control the users thereof by means that may include, but are not limited to, restricting all parking to the users of the facility; parking lot attendants control gates; tow-away areas; areas for exclusive use by employees, tenants or staff; areas restricted for use by customers or visitors; and imposing reasonable time limitations on users other than tenants, employees, or staff. Direct charges may be made to users who exceed maximum time limits. The Traffic Engineer may review all methods of control and may disapprove of any restriction that adversely affects the purpose of this section. The Municipality may enforce any approved restrictions through any of the code enforcement provisions set forth in Chapter 21.12, *Enforcement*.

**4. Local Improvement Assessments and Parking**

Any property against which local improvement assessments have been levied for the construction of public off-street parking shall be exempted from providing and maintaining one space for each 100 square feet of property so assessed.

**B. Parking Lot Layout and Design Plan (10 or More Spaces)****1. Applicability**

For all proposed parking lots with 10 or more spaces, the applicant shall submit a parking lot layout and design plan for review and approval by the Traffic Engineer.<sup>62</sup> The plan shall contain sufficient detail to enable the Traffic Engineer to verify compliance with this Section 21.07.090. Subject to approval of the Traffic Engineer, the parking layout and design plan may be combined with other plans required under this Title, such as the landscaping plan required in 21.07.080, *Landscaping, Screening, and Fences*.

**2. Minimum Plan Requirements**

**a.** The parking lot layout and design plan shall be prepared by a design professional such as a certified land use planner, landscape architect, or architect registered in the State of Alaska. Such plans shall not be prepared by land surveyors unless they are an otherwise qualified design professional.

<sup>60</sup> NOTE: The existing section 21.45.080.A.5 regarding the procedure to reduce parking requirements for additions, enlargements, and changes in occupancy has been moved to the last part of this parking section -- *Modifications*. See discussion there regarding current procedures and suggested alternatives.

<sup>61</sup> NOTE: This is existing section 21.45.080.W.5 with revisions highlighted. As discussed in the diagnosis, this section has been moved out of the design portion so that it will clarify that control of use is generally applicable to both new and existing parking areas. Other issues that might be addressed in this section are derelict/inoperable vehicle storage and use of surplus parking for other uses.

<sup>62</sup> NOTE: The size trigger for parking lot plans is subject to further discussion. Some jurisdictions require for all; others require only for larger lots.

- 1                   b.     The Building Official and Traffic Engineer shall establish the minimum  
 2                   submittal requirements for such plans that will enable staff to  
 3                   adequately review and ensure compliance with the standards and  
 4                   requirements of this Section 21.07.090. Such submittal requirements  
 5                   shall include but not be limited to elements such as placement and  
 6                   dimensions of spaces, landscaping, pedestrian and vehicle  
 7                   circulation, snow storage, lighting, loading and trash collection areas,  
 8                   and drainage.
- 9                   c.     All parking layout and design plans and site plans are subject to  
 10                  review and approval by the Traffic Engineer to ensure that provisions  
 11                  have been made for minimum interference with street traffic flow and  
 12                  safe interior vehicular and pedestrian circulation, transit, and parking.

13           C.     **Off-Street Parking Requirements<sup>63</sup>**

14           1.     **Schedule A<sup>64</sup>**

15           Unless otherwise expressly stated in this Title, off-street parking spaces shall  
 16           be provided in accordance with Table 21.07-8, *Off-Street Parking Schedule A*.

TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A (“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)				
Use Category	Use Type	Minimum Spaces Required	See Loading Subsection 21.07.020.D	See Stacking Subsection 21.07.020.G
<b>RESIDENTIAL USES</b>				
Household Living	Dwelling, mixed use	See Schedule C.		
	Dwelling, multiple-family	<ul style="list-style-type: none"> <li>• 1.25 per efficiency unit;</li> <li>• 1.5 per one-bedroom unit</li> <li>• 1.5 per two-bedroom unit 800 sf or less</li> <li>• 1.75 per two-bedroom unit over 800 sf</li> <li>• 1.75 per three-bedroom unit 900 sf or less</li> <li>• 2.5 per three-bedroom unit over 900 sf</li> </ul> <p><b>(Kept original requirements.)</b></p> <p>All multiple-family dwellings shall provide 0.25 guest spaces per unit. <b>(new)</b></p>	<b>X</b>	

<sup>63</sup> NOTE: This section contains existing information regarding parking requirements put into table format. Existing requirements have been reviewed, compared to other standards around the nation, and modified as necessary. Additional requirements have been added for uses that were not previously addressed in the existing code. The Institute for Traffic Engineers will release a new edition of their Parking Manual in early 2004, and we recommend reviewing their new standards at that time.

<sup>64</sup> NOTE: Staff feedback indicates that drive-through uses will be considered “accessory uses.” Table 21.07-1 Schedule A currently only lists principal uses, based on the revised principal use table contained in revised Chapter 21.05 *Use Regulations*. If a principal use may have a drive-through as an accessory use, that has been noted along with a reference to vehicle stacking requirements.

**TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A**  
 (“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

Use Category	Use Type	Minimum Spaces Required	See Loading Subsection 21.07.020.D	See Stacking Subsection 21.07.020.G
	Dwelling, single-family detached	<ul style="list-style-type: none"> <li>• 2 per du up to 1,800 square feet;</li> <li>• 3 per du over 1,800 square feet, including any unfinished area which may be converted to living area (Kept original requirements.)</li> </ul>		
	All other Household Living uses	2 per du		
Group Living	Correctional community residential center	1 per 2,000 sf gfa	X	
	Dormitory	1 per 1,000 sf gfa	X	
	Quasi-institutional house	1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of adults, per 800 sf gfa plus requirement for principal use (Used same requirement as for adult care)	X	
	Residential care (7+ client capacity)	1 per four beds plus 1 per 300 sf of office area plus requirement for dwelling, if located in a dwelling (Original was based on numbers of clients and employees)	X	
	Roominghouse	1.5 per two guestrooms (Increase from original 1 per two guestrooms)		
	All other Group Living uses	1 per two beds plus 1 per 100 sf of assembly area		
	<b>PUBLIC/INSTITUTIONAL USES</b>			
Adult Care	Adult care, 1-6 adults	1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of adults, per 800 sf gfa (plus requirement for principal use, if approved as accessory use)		
	Adult care, 7+ adults	1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of adults, per 800 sf gfa	X	
Child Care	Child care, 1-6 children	1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of children, per 800 sf gfa (plus requirement for principal use if approved as accessory use)		
	Child care, 7+ children	1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of children, per 800 sf gfa	X	

**TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A**  
 (“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

Use Category	Use Type	Minimum Spaces Required	See Loading	See
			Subsection 21.07.020.D	Stacking Subsection 21.07.020.G
Community Service	Community assembly	1 per 80 sf of principal assembly area plus 1 per 300 sf of office area	X	
	Community center <sup>65</sup>	1 per 80 sf of principal assembly area plus 1 per 300 sf of office area	X	
	Family self-sufficiency service	1 per 300 sf gfa		
	Homeless and transient shelter	1 per 300 sf gfa		
	Neighborhood recreation center <sup>66</sup>	1 per 300 sf gfa		
Cultural Facility <sup>67</sup>	Aquarium	1 per 500 sf gfa	X	
	Botanical gardens	1 per 5,000 sf of gross land area	X	
	Library	1 per 400 sf gfa	X	
	Museum or cultural center	1 per 400 sf gfa	X	
	Planetarium	1 per 400 sf gfa	X	
	Zoo	1 per 2,000 sf gross land area	X	
	All other uses	1 per 300 sf gfa	X	
Educational Facility	Boarding school	See Schedule C.	X	
	College and university	1 per 300 sf of enclosed floor space	X	
	Computer-aided learning center	1 per 300 sf of enclosed floor space	X	
	Elementary school	1 per 50 sf of floor area in the multipurpose room	X	
	High school or middle school	1 per six seats in the main auditorium or assembly room, based on maximum capacity	X	
	All other Educational Facility uses	1 per 300 sf of enclosed floor space	X	
Government Facility	Correctional institution	See Schedule C.	X	
	Governmental office	1 per 300 sf gfa	X	
	Governmental service	1 per 600 sf gfa	X	
	Police/fire station	See Schedule C.		

<sup>65</sup> NOTE: Requirements noted in the literature vary widely for this use; staff should review based on use in Anchorage.

<sup>66</sup> NOTE: Requirements noted in the literature vary widely for this use; staff should review based on use in Anchorage.

<sup>67</sup> NOTE: Requirements noted in the literature vary widely for most of these cultural facility uses, especially for library, museum, and planetarium uses. For example, library parking requirements were found to vary from 1 per 250 to 1 per 1000 sf gfa. Staff should review based on use in Anchorage.

**TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A**  
 (“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

Use Category	Use Type	Minimum Spaces Required	See Loading Subsection 21.07.020.D	See Stacking Subsection 21.07.020.G
Health Care Facility	Health care facility or nursing home, all uses other than hospitals	1 per four beds, based upon maximum capacity. If the facility is used exclusively for the housing of the elderly, disabled, or handicapped, the Zoning Board of Examiners and Appeals may allow a portion of the area reserved for off-street parking to be landscaped if the board finds that the landscaping is suitable and is in the best interests of the residents of the neighborhood.	X	
	Health service establishment	1 per 250 sf gfa	X	
	Hospital	1 per two beds, based on maximum capacity, plus 1 per 300 sf of office and administrative area, plus required parking for supplemental uses (This is an increase from the original, which did not include parking for office area)	X	
Park and Open Area	Cemetery	See Schedule C.		
	Community garden	1 per 5,000 sf of lot area		
	Nursery, public	See Schedule C.		
	Park, public	See Schedule C. Playfields (soccer, baseball, etc.) shall have minimum of 20 spaces per field.		
Transportation Facility	Airport	See Schedule B.	X	
	Airstrip, private	See Schedule B.	X	
	Bus transit center	See Schedule C.	X	
	Heliport	See Schedule B.	X	
	Railroad freight terminal	See Schedule C.	X	
	Railroad passenger terminal	See Schedule C.		
	Taxicab dispatching office	See Schedule C.		
Utility Facility	All uses	1 per 1,000 sf gfa		
Communication Structures	All uses	None		

TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A ("du" = dwelling unit; "sf" = square feet; "gfa" = gross floor area)				
Use Category	Use Type	Minimum Spaces Required	See Loading Subsection 21.07.020.D	See Stacking Subsection 21.07.020.G
<b>COMMERCIAL USES</b>				
Agricultural Uses	Farming, animal husbandry	See Schedule C.		
	Farming, horticultural	See Schedule C.		
Animal Sales, Service & Care	Animal control shelter	1 per 400 sf gfa		
	Animal grooming service	1 per 400 sf gfa		
	Kennel	1 per 600 sf gfa		
	Paddock or stable	1 per 5 stalls		
	Pet shop	1 per 300 sf gfa		
	Veterinary clinic	1 per 600 sf gfa		
Assembly	Civic/convention center	1 per four seats of principal room. If no fixed seating, then based on maximum capacity under provisions of International Building Code.	X	
	Club/lodge/meeting hall	1 per 300 sf gfa	X	
	Entertainment event, major	See Schedule C.	X	
Entertainment, Indoor	Amusement establishment	Indoor entertainment facility: 1 per 300 sf gfa		
	• Bowling Alley	• 4 per bowling lane (Kept original requirement.)		
	Fitness and recreational sports center	1 per 4 persons based on the maximum allowable occupancy		
	Movie theater	1 per four seats of principal room. If no fixed seating, then based on maximum capacity under provisions of International Building Code.		
	Nightclub, licensed or unlicensed	1 per three seats. If no fixed seating, then based on maximum capacity under provisions of International Building Code.	X	
	Theater company or dinner theater	1 per four seats of principal room. If no fixed seating, then based on maximum capacity under provisions of International Building Code.		

**TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A**  
 (“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

Use Category	Use Type	Minimum Spaces Required	See Loading	See
			Subsection 21.07.020.D	Stacking Subsection 21.07.020.G
Entertainment / Recreation, Outdoor	General outdoor recreation, commercial	1 per 5,000 sf of land area, or 1 per 3 persons capacity (maximum), whichever is greater; playfields (soccer, baseball, etc.) shall have minimum of 20 spaces per field	X	
	Golf course	4 per green		
	Golf driving range	1 per tee		
	Motorized sports facility	1 per 2 spectator seats in a structure such as a grandstand, stadium; or 1 per 2,000 sf of site area; whichever is greater	X	
	Shooting range, outdoor	2 per target area, or 1 per 5 seats, whichever is greater		
	Skiing facility	See Schedule C.	X	
Financial Institutions	Financial institution	1 per 300 sf gfa (plus vehicle stacking spaces if drive-through is provided)		X
Food and Beverage Service	Bar or tavern	1 per 200 sf gfa (Original was based on number of seats.)	X	
	Brew pub	1 per 200 sf gfa (Original was based on number of seats.)	X	
	Food and beverage kiosk	1 per establishment, plus vehicle stacking spaces		X
	Restaurant	1 per 100 sf gfa (plus vehicle stacking spaces if drive-through is provided) (Original was based on number of seats.)	X	X
Office	Office, business or professional	1 per 300 sf gfa	X	
	Broadcasting and recording facility	1 per 300 sf gfa		
Retail (Personal Service)	All other uses	1 per 300 sf gfa	X	
	Dry-cleaning, drop-off site	2 per service window, plus vehicle stacking spaces if drive-through is provided		
	Funeral services	1 per 150 sf gfa in main assembly areas	X	
Retail (Repair and Rental)	All uses	1 per 300 sf gfa	X	
Retail (Sales)	Auction house	1 per 300 sf gfa	X	
	Business service establishment	1 per 300 sf gfa	X	

**TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A**  
 (“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

Use Category	Use Type	Minimum Spaces Required	See Loading Subsection 21.07.020.D	See Stacking Subsection 21.07.020.G
	Convenience store	1 per 300 sf gfa	X	
	Farmers market	1 per 250 sf, with a minimum of 6		
	Fuel sales with convenience store	1 per 200 sf gfa, plus vehicle stacking spaces for fuel sales (plus vehicle stacking spaces if drive-through carwash is provided)	X	X
	Meat and seafood processing, storage, and sales <sup>68</sup>	1 per 400 sf gfa	X	
	General retail, large	1 per 300 sf gfa	X	
	General retail, medium	1 per 200 sf gfa (Increased from original 1 per 300 sf gfa for general retail)	X	
	General retail, small	1 per 200 sf gfa (Increased from original 1 per 300 sf gfa for general retail)	X	
	Liquor store	1 per 300 sf gfa	X	
	Lumber yard/building materials store	1 per 300 sf gfa	X	
	Nursery, commercial	See Schedule B.	X	
	Pawnshop	1 per 300 sf gfa	X	
	Plumbing and heating equipment dealer	1 per 300 sf gfa	X	
	Shopping centers	See Schedule B.	X	
Vehicles and Equipment	Aircraft and marine vessel sales	See Schedule B.	X	
	Gasoline service station	4 per bay (provided that all vehicles in custody of operator of business for purpose of service, repair, or storage shall be stored on premises or on a separate off-street parking lot or building) (plus additional vehicle stacking spaces if drive-through carwash is provided)		X
	Heavy equipment, sales and rental	See Schedule B.	X	
	Impound yard	1 per 500 sf gfa, plus 1 per 5,000 sf of outdoor storage area		
	Vehicle parts and supplies	1 per 400 sf gfa	X	
	Vehicle – large and small, sales and rental	See Schedule B.	X	

<sup>68</sup> NOTE: Requirements noted in the literature vary widely for this use; staff should review based on use in Anchorage.



**TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A**  
 (“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

Use Category	Use Type	Minimum Spaces Required	See Loading Subsection 21.07.020.D	See Stacking Subsection 21.07.020.G
	Vehicle service and repair, major and minor	4 per bay (provided that all vehicles in custody of operator of business for purpose of service, repair or storage shall be stored on premises or on a separate off-street parking lot or building)		
	Vehicle storage yard	1 per 50 vehicles stored, based on maximum capacity <sup>69</sup> , plus 1 per 300 sf gfa of office area, plus vehicle stacking spaces for security gate		X
Visitor Accommodations	Camper park	1.1 spaces for each recreational vehicle space		
	Extended-stay lodgings	1.5 per guestroom or 1 bedroom unit; 1.75 per 2 bedroom unit; 2 per 3 bedroom or more unit	X	
	Hostel	1 per 600 sf gfa		
	Hotel	1 per guestroom, plus 1 per 90 sf gfa of meeting or lounge area, plus any supplemental uses	X	
	Inn	1 per guestroom, plus 1 per 90 sf gfa of meeting or lounge area		
	Motel	1 per guestroom, plus 1 per 90 sf gfa of meeting or lounge area, plus any supplemental uses	X	
	Recreational and vacation camp	1 per 2 beds, or 1 per cabin, sleeping unit, or tent site, whichever is greater		
<b>INDUSTRIAL USES</b>				
Industrial Service	All uses	See Schedule B.	X	
Manufacturing and Production	All uses	See Schedule B.	X	
Marine Facility	All uses	See Schedule B.	X	
Warehouse and Freight Movement	All other uses	See Schedule B.	X	
	Self-storage facility	1 per 50 units, plus 1 per 300 sf of office area, plus vehicle stacking spaces for security gate. Aisles suitable for temporary loading and unloading may be counted as required parking stalls in accordance with Table 21.07-4 as determined by the traffic engineer.	X	X
Waste and Salvage	All uses	See Schedule C.	X	

<sup>69</sup> NOTE: Highlighted text has been added to text from the recent ordinance for clarification.

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**2. Schedule B<sup>70</sup>**

Uses subject to Off-Street Parking Schedule “B” shall provide the following minimum number of off-street parking spaces, in Table 21.07-9, *Off-Street Parking Schedule B*.

Unless otherwise approved, lots containing more than one activity shall provide parking and loading in an amount equal to the total of the requirements for all activities.

TABLE 21.07-9: OFF-STREET PARKING SCHEDULE B	
Activity	Number of Spaces Required
Offices or administrative area	1 per 300 square feet
Indoor sales area	1 per 250 square feet
Outdoor sales or display area (3,000 square feet or less)	1 per 750 square feet
Outdoor sales or display area (over 3,000 square feet)	1 per 2,000 square feet
Indoor storage/warehousing/vehicle service/manufacturing area	
1–3,000 square feet	1 per 300 square feet
3,001–5,000 square feet	1 per 650 square feet
5,001–10,000 square feet	1 per 750 square feet
10,001–50,000 square feet	1 per 1,250 square feet
50,001 square feet+	1 per 1,500 square feet

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**3. Schedule C<sup>71</sup>**

Uses that reference “Schedule C” have widely varying parking and loading demand characteristics, making it impossible to specify a single off-street parking or loading standard. Upon receiving a development application for a use subject to Schedule C standards, the Building Official and the Traffic Engineer shall apply the off-street parking and loading standard specified for the listed use that is deemed most similar to the proposed use or establish minimum off-street parking requirements on the basis of a parking and loading study prepared by the applicant. Such a study shall include estimates of parking demand based on recommendations of the Institute of Transportation Engineers (ITE), or other acceptable estimates as approved by the Traffic Engineer, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. The study shall document the source of data used to develop the recommendations.

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<sup>70</sup> Note: This is a new section to address multiple activities on one site.

<sup>71</sup> NOTE: This is a new section to provide for uses whose parking requirements may vary widely.

4. **Maximum Number of Spaces Permitted**

a. **General Maximum Requirement**

For any use categorized as a Commercial or Industrial use in Table 21.05-1, *Table of Allowed Uses*, off-street vehicle parking spaces shall not be provided in an amount that is more than 125 percent of the minimum requirements established in Table 21.07-8, *Off-Street Parking Schedule A*. The maximum number of allowable parking spaces may be adjusted by the Traffic Engineer and the Administrative Official if the applicant provides written information documenting that the proposed commercial or industrial use would not be economically viable without such adjustment.

b. **Exceptions**

i. If application of the maximum parking standard would result in less than six parking spaces, the development shall be allowed six parking spaces.

ii. For the purpose of calculating parking requirements, the following types of parking spaces shall not count against the maximum parking requirement, but shall count toward the minimum requirement:

(A) Accessible parking

(B) Vanpool and carpool parking

(C) Structured parking, underground parking, and parking within, above, or beneath the building(s) it serves.

iii. For the purpose of calculating parking requirements, the following types of parking spaces shall not count against either the minimum or maximum requirements:

(A) Fleet vehicle parking

iv. Exceptions to the maximum parking requirement may be allowed in situations that meet the following criteria:

(A) The proposed development has unique or unusual characteristics such as high sales volume per floor area or low parking turnover, which create a parking demand that exceeds the maximum ratio and which typically does not apply to comparable uses; and,

(B) The parking demand cannot be accommodated by on-street parking, shared parking with nearby uses, or by increasing the supply of spaces that are exempt from the maximum ratio; and,

(C) The request is the minimum necessary variation from the standards; and,

1 (D) If located in a mixed-use district, the uses in the  
2 proposed development and the site design are highly  
3 supportive of the mixed-use concept and support  
4 high levels of existing or planned transit and  
5 pedestrian activity.

6 **D. Parking Alternatives<sup>72</sup>**

7 The Traffic Engineer and Administrative Official may approve alternatives to providing  
8 the number of off-street parking spaces required by subsection 21.07.090.C., in  
9 accordance with the following standards.

10 **1. Shared Parking<sup>73</sup>**

11 The Traffic Engineer and Administrative Official may approve shared parking  
12 facilities for developments or uses with different operating hours or different  
13 peak business periods if the shared parking complies with all of the following  
14 standards:

15 **a. Location**

16 Shared parking spaces shall be located within 600 feet of an  
17 entrance, unless approved by the Traffic Engineer.

18 **b. Zoning Classification<sup>74</sup>**

19 Shared parking areas shall be located on a site with the same or a  
20 more intensive zoning classification than required for the primary uses  
21 served.

22 **c. Shared Parking Study**

23 Those proposing to use shared parking as a means of satisfying off-  
24 street parking requirements shall submit a shared parking analysis to  
25 staff that clearly demonstrates the feasibility of shared parking. The  
26 study shall be provided in a form established by the Traffic Engineer  
27 and shall be made available to the public. It shall address, at a  
28 minimum, the size and type of the proposed development, location of  
29 required parking, the composition of tenants, the anticipated rate of  
30 parking turnover, and the anticipated peak parking and traffic loads  
31 for all uses that will be sharing off-street parking spaces. The  
32 applicant shall also demonstrate that any parking reduction requested  
33 as part of the shared parking study will not result in the spillover of  
34 parking onto other properties.

35 **d. Agreement for Shared Parking**

36 The parties involved in the joint use of off-street parking facilities shall  
37 submit a written agreement in a form to be recorded for such joint  
38 use, approved by the Traffic Engineer and Administrative Official as to  
39 form and content. An agreement for shared parking facilities shall be  
40 for the life of the occupancy of the building, and shall provide for the  
41 maintenance of jointly used parking facilities. The Traffic Engineer  
42 and Administrative Official may impose such conditions of approval as

<sup>72</sup> NOTE: This section contains revised shared/joint parking regulations and new sections on off-site parking and other alternative parking topics.

<sup>73</sup> NOTE: This is existing Section 21.45.080.W.3 "Joint Use" with revisions highlighted.

<sup>74</sup> NOTE: The intent of this requirement is to ensure that shared parking is not sited on more sensitive sites (e.g., residential areas).

1 may be necessary to ensure the adequacy of parking in areas  
2 affected by such an agreement. Recordation of the agreement shall  
3 take place before issuance of a building permit for any use to be  
4 served by the shared parking area. A shared parking agreement may  
5 be revoked only if all required off-street parking spaces will be  
6 provided in accordance with the requirements of subsection  
7 21.07.090.C.

8 **2. Off-Site Parking<sup>75</sup>**

9 The Traffic Engineer and Administrative Official may approve the location of  
10 required off-site parking spaces on a separate lot from the lot on which the  
11 principal use is located if the off-site parking complies with all of the following  
12 standards:

13 **a. Ineligible Activities**

14 Required parking spaces for residential uses must be located on the  
15 site of the use or within a tract owned in common by all the owners of  
16 the properties that will use the tract. Required parking spaces for  
17 persons with disabilities may not be located off-site.

18 **b. Location**

19 No off-site parking space may be located more than 600 feet from an  
20 entrance (measured along the shortest legal pedestrian route) unless  
21 approved by the Traffic Engineer. Off-site parking spaces shall be  
22 connected to the use by acceptable pedestrian facilities. Off-site  
23 parking spaces may not be separated from the use served by a street  
24 right-of-way with a width of more than 80 feet, unless a grade-  
25 separated pedestrian walkway, a traffic signal, a shuttle bus, or other  
26 traffic control is provided or other traffic control or remote parking  
27 shuttle bus service is provided.

28 **c. Zoning Classification**

29 Off-site parking areas shall have the same or a more intensive zoning  
30 classification applicable to the primary use served.

31 **d. Agreement for Off-Site Parking**

32 In the event that an off-site parking area is not under the same  
33 ownership as the principal use served, a written agreement between  
34 the record owners shall be required. The agreement shall guarantee  
35 the use of the off-site parking area in perpetuity. An attested copy of  
36 the agreement between the owners of record shall be submitted to  
37 the Municipality for recordation in a form established by the Municipal  
38 Attorney. Recordation of the agreement shall take place before  
39 issuance of a building permit or certificate of occupancy for any use to  
40 be served by the off-site parking area. An off-site parking agreement  
41 may be revoked only if all required off-street parking spaces will be  
42 provided in accordance with the requirements of this chapter. No use  
43 shall be continued if the parking is removed unless substitute parking  
44 facilities are provided, and the Traffic Engineer and Administrative  
45 Official shall be notified at least 60 days prior to the termination of a  
46 lease for off-site parking.

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<sup>75</sup> NOTE: This section is new.

- 1                   **3.     On-street Parking**  
2                   On-street parking spaces in the right-of-way along the property line, between  
3                   the two side lot lines of the site, may be counted to satisfy the minimum off-  
4                   street parking requirements, if approved by the Traffic Engineer. In mixed-  
5                   use districts, on-street parking meeting the above criteria shall be counted  
6                   towards off-street parking requirements.
- 7                   **4.     District Parking**  
8                   Minimum required off-street parking spaces may be waived for properties  
9                   within the boundaries of a public parking or local improvement district that  
10                  provides district-wide parking facilities.
- 11                  **5.     Stacked, Tandem, and Valet Parking**  
12                  Stacked, tandem, or valet parking for nonresidential uses is allowed if an  
13                  attendant is present to move vehicles. In addition, a guarantee acceptable to  
14                  the Municipality shall be filed with the Municipality ensuring that a valet  
15                  parking attendant shall always be on duty when the parking lot is in operation.
- 16                  **6.     Structured Parking**  
17                  **a.     Maximum Parking Waiver**  
18                  Where 75 percent or more of the parking accessory to a use is in  
19                  structured parking, there shall be no maximum cap on the number of  
20                  parking spaces.
- 21                  **b.     Credit for Nearby Public Structured Parking**  
22                  In the MU and C-2 districts, spaces available in public parking  
23                  structures located within 1,000 feet of the subject use may be  
24                  counted toward the total amount of required off-street parking.
- 25                  **c.     Floor Area Bonus for Automated and Underground Parking in**  
26                  **the C-2 and Mixed-use Districts**  
27                  A floor area bonus shall be granted for underground parking  
28                  structures and automated parking structures in the C-2 (A, B, and C)  
29                  and mixed-use districts. The bonus shall be granted at a ratio of  
30                  three square feet of additional bonus area for each square foot of  
31                  structured parking that is underground or within an automated parking  
32                  structure.
- 33                  **7.     Sites in Mixed-use Districts**  
34                  In the mixed-use districts, the total requirement for off-street parking facilities  
35                  shall be the sum of the requirements for the various uses computed  
36                  separately, subject to the modifications set forth below.
- 37                  **a.     All uses within MU districts shall be eligible for a five percent parking**  
38                  reduction to reflect the reduced automobile use associated with  
39                  mixed-use developments.
- 40                  **b.     A 10 percent parking reduction for multifamily residential dwellings**  
41                  may be allowed if the proposed use is located within 300 feet of a  
42                  transit stop with midday service headways of 30 minutes or less in  
43                  each direction.

1 c. For non-residential uses, the minimum parking requirement may be  
2 reduced 10 percent if the use incorporates a transit stop that meets  
3 minimum design standards established by the Municipality to ensure  
4 ready access to users and is compatible with the design and  
5 materials of the non-residential use of which it is associated.

6 d. The total number of parking spaces required of a use or uses in a MU  
7 District may be further reduced by the Traffic Engineer and  
8 Administrative Official if the applicant prepares a parking evaluation  
9 that demonstrates a reduction is appropriate based on the expected  
10 parking needs of the development, availability of mass transit, and  
11 similar factors. The parking evaluation shall be prepared in a form  
12 and manner prescribed by the Traffic Engineer.

13 **8. Other Eligible Alternatives**  
14 The Traffic Engineer may approve any other alternative to providing off-street  
15 parking spaces on the site of the subject development if the applicant  
16 demonstrates to the satisfaction of the Traffic Engineer that the proposed plan  
17 will protect surrounding neighborhoods, maintain traffic circulation patterns,  
18 and promote quality urban design to at least the same extent as would strict  
19 compliance with otherwise applicable off-street parking standards.

20 **E. Off-Street Loading Requirements<sup>76</sup>**

21 No building or structure used for any commercial, business, industrial, or  
22 public/institutional use shall be erected, nor shall any such existing building or  
23 structure be altered so as to increase its gross floor area by 25 percent, without prior  
24 provision for off-street loading space in conformance with the following minimum  
25 requirements:

26 **1. Types of Loading Berths**  
27 Required off-street loading space shall be provided in berths that conform to  
28 the following minimum specifications:

29 a. Type A berths shall be at least 60 feet long by ten feet wide by 14 feet  
30 six inches high, inside dimensions.

31 b. Type B berths shall be at least 30 feet long by ten feet wide by 14 feet  
32 six inches high, inside dimensions.

33 c. Type C berths shall be located in the rear of a lot and utilize part of an  
34 adjacent alley. The building setback shall be a minimum of five feet  
35 from the property line along the alley for the entire width of the lot.

36 **2. Number of Spaces**  
37 The following numbers and types of berths shall be provided for the specified  
38 uses in Table 21.07-10, *Off-Street Loading Berths*; provided, however, that, in  
39 any MU district, one type C berth may be substituted for one type B berth.  
40 The uses specified in this subsection shall include all structures designed,  
41 intended, or arranged for such use.

<sup>76</sup> NOTE: This is the existing section 21.45.090. It has been moved into this combined section on parking and loading.

<b>TABLE 21.07-10: OFF-STREET LOADING BERTHS</b>			
<b>Use</b>	<b>Aggregate Gross Floor Area (square feet)</b>	<b>Berths Required</b>	<b>Type</b>
<b>Residential Uses</b>			
Multiple-family dwellings	25,000--150,000	1	B
	150,000--400,000	2	B
	Each additional 250,000 or fraction thereof	1 additional	B
<b>Public/Institutional Uses</b>			
Cultural facilities <sup>77</sup>	7,000--24,000	1	B
	24,000--50,000	2	B
	50,000--100,000	3	B
	Over 100,000, each additional 50,000 or major fraction thereof	1 additional	B
Educational facilities	Over 14,000	1	B
Health care facilities	10,000--100,000	1	B
	Over 100,000	2	B
Railroad freight terminals and other transportation facilities	12,000--36,000	1	A
	36,000--60,000	2	A
	60,000--100,000	3	A
	Each additional 50,000 or fraction thereof	1 additional	A
<b>Commercial Uses</b>			
Assembly uses	25,000--150,000	1	B
	150,000--400,000	2	B
	Each additional 250,000 or fraction thereof	1 additional	B
All commercial establishments not otherwise specified	7,000--24,000	1	B
	24,000--50,000	2	B
	50,000--100,000	3	B

<sup>77</sup> NOTE: This category has been added to this table and the requirements for general commercial uses have been used as a starting point.



**TABLE 21.07-10: OFF-STREET LOADING BERTHS**

Use	Aggregate Gross Floor Area (square feet)	Berths Required	Type
	Over 100,000, each additional 50,000 or major fraction thereof	1 additional	B
Visitor accommodations and office uses	25,000--40,000	1	B
	40,000--100,000	2	B
	Each additional 100,000 or major fraction thereof	1 additional	B
<b>Industrial Uses</b>			
All industrial uses	12,000--36,000	1	A
	36,000--60,000	2	A
	60,000--100,000	3	A
	Each additional 50,000 or fraction thereof	1 additional	A

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3. **Uses Not Specifically Mentioned**  
 In the case of a use not specifically mentioned in this section, the requirements for off-street loading facilities shall be the same as the use mentioned in this section which, in the opinion of the Traffic Engineer, is most similar to the use not specifically mentioned.
4. **Concurrent Different Uses**  
 When any proposed structure will be used concurrently for different purposes, final determination of loading requirements shall be made by the Traffic Engineer, but in no event shall the loading requirements be less than the total requirements for each use based upon its aggregate gross floor area.
5. **Location of Off-Street Loading Facilities**  
 Off-street loading facilities required under this Title shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. The required off-street loading space shall not be part of the area used to satisfy the off-street parking requirements unless approved by the Traffic Engineer. The placement of proposed off-street loading facilities adjacent to residential areas or in an area with a residential zoning classification shall be considered for noise and glare impacts. Mitigation techniques, including appropriate siting and site design measures, may be required by the Traffic Engineer.
6. **Manner of Using Loading Areas**  
 No space for loading or unloading of vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading

1 space shall be provided with access to an alley, or, if no alley adjoins the lot,  
2 with access to a street. Any required front, side, or rear yard may be used for  
3 loading unless otherwise prohibited by this Title. Design and location of  
4 entrances and exits for required off-street loading areas shall be subject to the  
5 approval of the Traffic Engineer. Service and off-street loading areas shall  
6 comply with the screening requirements for such areas set forth in subsection  
7 21.07.080.E.4.

8 **7. Location**

9 To the maximum extent feasible, loading areas shall be located to the rear of  
10 a site and/or away from adjacent residential areas.

11 **8. Signs**

12 The owners of the property shall provide, locate, and maintain loading signs  
13 as specified by the Traffic Engineer. Such signs shall not be counted against  
14 allowed advertising sign area.

15 **F. Computation of Parking and Loading Requirements**

16 **1. Fractions**

17 When measurements of the number of required spaces result in a fractional  
18 number, any fraction shall be rounded up to the next higher whole number.

19 **2. Multiple Uses<sup>78</sup>**

20 Lots containing more than one use shall provide parking and loading in an  
21 amount equal to the total of the requirements for all uses.

22 **3. Area Measurements**

23 Unless otherwise specified, all square footage-based parking and loading  
24 standards shall be computed on the basis of gross floor area of the use in  
25 question. Structured parking within a building shall not be counted in such  
26 measurement.

27 **4. Computation of Off-Street Parking**

28 Required off-street loading space shall not be included as off-street parking  
29 space in computation of required off-street parking space.

30 **5. Snow Storage**

31 Any parking space or area that is used or intended for snow storage shall not  
32 be counted towards meeting any parking requirement.

33 **6. Parking for Unlisted Uses**

34 Parking requirements for uses not specifically listed in subsection  
35 21.07.090.C. shall be determined by the Traffic Engineer based on the  
36 requirements for the closest comparable use, as well as on the particular  
37 parking demand and trip generation characteristics of the proposed use. The  
38 Traffic Engineer may alternately require the submittal of a parking demand  
39 study that justifies estimates of parking demand based on the  
40 recommendations of the Institute of Transportation Engineers, and includes  
41 relevant data collected from uses or combinations of uses that are the same

<sup>78</sup> NOTE: If any accessory uses have their own, additional parking requirements, those requirements are set forth in the accessory use regulations in Chapter 21.05.

1 or comparable to the proposed use in terms of density, scale, bulk, area, type  
 2 of activity, and location.

3 **7. Dimensions of Parking Spaces<sup>79</sup>**

4 The parking configuration stated in the following table shall apply to all  
 5 required off-street parking.

TABLE 21.07-11: PARKING ANGLE DIMENSIONS						
A	B	C	D	E	F	G
Parking Angle	Stall Width	Stall to Curb	Aisle Width 1-way	Aisle Width 2-way	Curb Length	Overhang
0°	9.0	9.0	12.0	24	23.0	0
	9.5	9.5	12.0	24	23.0	
	10.0	10.0	12.0	24	23.0	
20°	9.0	15.0	12.0	24	26.3	0.7
	9.5	15.5	12.0	24	27.8	
	10.0	15.9	12.0	24	29.2	
30°	9.0	17.3	12.0	24	18.0	1.0
	9.5	17.8	12.0	24	19.0	
	10.0	18.2	12.0	24	20.0	
40°	9.0	19.1	12.0	24	14.0	1.3
	9.5	19.5	12.0	24	14.8	
	10.0	19.9	12.0	24	15.6	
45°	9.0	19.8	12.0	24	12.7	1.4
	9.5	20.1	12.0	24	13.4	
	10.0	20.5	12.0	24	14.1	
50°	9.0	20.4	12.0	24	11.7	1.5
	9.5	20.7	12.0	24	12.4	
	10.0	21.0	12.0	24	13.1	
60°	9.0	21.0	18.0	24	10.4	1.7
	9.5	21.2	18.0	24	11.0	
	10.0	21.5	18.0	24	11.5	
70°	9.0	21.0	19.0	24	9.6	1.9
	9.5	21.2	18.5	24	10.1	
	10.0	21.2	18.0	24	10.6	

<sup>79</sup> NOTE: There were comments that Anchorage has a significant percentage of trucks and larger vehicles and that this should be considered. National research about SUV parking indicates that parking spaces 8 feet, 6 inches wide and 18 feet long will accommodate the average SUV but door maneuvers are “less comfortable,” there is a smaller margin of error for the driver, and sight distance (which is already inadequate for smaller vehicles) is more restricted. The City of Detroit recently chose to require minimum stall dimensions of 9 feet wide and 20 feet long to accommodate larger American vehicles throughout the city. Anchorage’s primary stall dimensions start at a width of 9 feet and therefore may be adequate for larger vehicles. Per staff direction, we have eliminated the existing provisions for compact spaces. However, we heard conflicting advice on this issue from different staff departments, and we note that always requiring larger spaces will increase the overall size of parking lots, which may be contrary to other 2020 Plan goals.

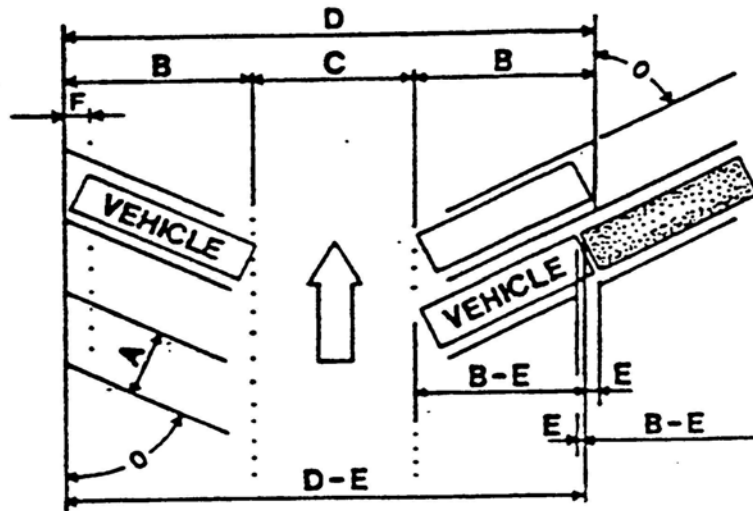
TABLE 21.07-11: PARKING ANGLE DIMENSIONS						
A	B	C	D	E	F	G
Parking Angle	Stall Width	Stall to Curb	Aisle Width 1-way	Aisle Width 2-way	Curb Length	Overhang
80°	9.0	20.3	22.0	24	9.1	2.0
	9.5	20.4	21.0	24	9.6	
	10.0	20.5	22.0	24	10.2	
90°	9.0	20.0	23.0	24	9.0	2.0
	9.5	20.0	22.0	24	9.5	
	10.0	20.0	22.0	24	10.0	

NOTE: All dimensions are to the nearest tenth of a foot.

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**8. Calculation of Parking Space Dimensions**

The spatial relationships described in Table 21.07-11 shall be calculated in the manner depicted in the following diagram<sup>80</sup>:



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**9. Recreational Vehicle Spaces**

Parking spaces for recreational vehicles, if provided, shall be a maximum of 10 feet by 40 feet.

**G. Parking Lot Design Standards**

Parking lots and spaces provided in accordance with the requirements of this section shall meet the following standards:

<sup>80</sup> NOTE: The illustration from the current regulations (Section 21.45.080.W.9.) is inserted here for now. This illustration will be updated for the final product.

1                   1.     **Location of Parking Lots**

2                   Parking lots shall be located on the proposed development site in accordance  
3                   with the following standards for each use type specified, except when  
4                   alternate configuration is approved by the Traffic Engineer and the Building  
5                   Official.

6                   a.     **Commercial Greenfield and Large Retail Developments<sup>81</sup>**

7                   i.     *Relationship to Buildings*

8                   In order to reduce the scale of the paved surfaces, to create a  
9                   unified streetscape, and to shorten the walking distance  
10                  between the parked vehicle and the building, off-street  
11                  parking for all commercial and large retail developments shall  
12                  be located according to one of the following options.

13                  (A)    No more than 70 percent of the off-street surface  
14                  parking spaces provided for all uses contained in the  
15                  development's primary building(s) shall be located  
16                  between the front façade of the primary building(s)  
17                  and the primary abutting street (i.e., the remaining  
18                  spaces must be located to the rear or side of the  
19                  primary building), or

20                  (B)    More than 70 percent of the off-street parking spaces  
21                  provided for all uses contained in the development's  
22                  primary building(s) may be located between the front  
23                  façade of the primary building(s) and the primary  
24                  abutting street, provided the size of the perimeter  
25                  buffer and buffer landscaping required by Section  
26                  \_\_\_\_\_ is increased by 50 percent. (For example, if  
27                  the required perimeter landscape buffer is 30 feet  
28                  and 75% of the parking is between the front façade  
29                  and the street, then the buffer would be increased to  
30                  45 feet and additional landscaping required.) For  
31                  purposes of this section, the "primary building" shall  
32                  be defined as the building with the most business  
33                  activity or [ADD ILLUSTRATION]

34                  ii.    *Parking in Setbacks and Buffers*

35                  No parking shall be permitted in any required perimeter  
36                  landscape buffer or setback area, except as provided in  
37                  subsection 21.06.020.B.2.h.iv, *Temporary Features*.

38                  iii.   *Relationship to Residential Areas*

39                  To the maximum extent feasible, parking lots should be  
40                  located away from any adjoining residential uses while still  
41                  remaining in compliance with the standards and requirements  
42                  of this section.

43                  b.     **Infill Commercial Development**

44                  i.     *Relationship to Street Frontage*

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<sup>81</sup> NOTE: Need to define terms used in this section such as "commercial greenfield", "large retail", and "infill."

- 1 No more than 70 percent of a site's frontage on the primary  
2 adjacent public street shall be occupied by a parking lot,  
3 perimeter parking lot buffer, or driveways. At least 30 percent  
4 must be occupied by a wall of the primary building. [ADD  
5 ILLUSTRATION]
- 6 c. **Multi-Family Greenfield Development**
- 7 i. *Relationship to Street Frontage*  
8 No more than 50 percent of a site's frontage on the primary  
9 adjacent public street shall be occupied by a parking lot,  
10 perimeter parking lot buffer, parking structure, garages, or  
11 carports. [ADD ILLUSTRATION]
- 12 ii. *Commercial Greenfield Standards Apply*  
13 Multi-family greenfield developments shall comply with all  
14 standards applicable to commercial greenfield developments  
15 as set forth above.
- 16 d. **Multi-Family Infill Development**
- 17 i. *Relationship to Street Frontage*  
18 No more than 70 percent of a site's frontage on the primary  
19 adjacent public street shall be occupied by a parking lot,  
20 perimeter parking lot buffer, or driveways. At least 30 percent  
21 must be occupied by a wall of the primary building(s).
- 22 ii. *Parking Underneath Buildings*  
23 Parking may be allowed on the ground level underneath a  
24 building provided the parking area is fully screened by a wall  
25 or façade or other architectural treatment consistent with the  
26 rest of the building in terms of style, detail, and materials.
- 27 e. **Central Business, Mixed-Use Districts, R-3, and R-4 Districts**
- 28 i. *Relationship to Street Frontage*  
29 In the Central Business District and mixed-use districts, no  
30 more than 50 percent of the street frontage may be occupied  
31 by accessory parking or driveways. This limit shall not apply  
32 to off-street parking as a principal use.
- 33 ii. *Structured Parking*<sup>82</sup>  
34 No ground floor structured parking shall be allowed adjacent  
35 to any public street. All ground floor structured parking must  
36 be screened by usable ground-floor commercial, institutional,  
37 or residential space of a minimum depth of 25 feet from the  
38 property line.
- 39 2. **Location of Parking Spaces**<sup>83</sup>
- 40 a. **General**  
41 Except as provided in this section, all required parking spaces shall  
42 be on the same lot as the main building served, or on an abutting lot

<sup>82</sup> NOTE: This duplicates a standard in the current draft of 21.05, Use Regulations. We recommend the standard should be carried forward as part of the parking regulations rather than the use regulations.

<sup>83</sup> NOTE: Subsection 2.a. "General" is carried over from existing section 21.45.080.W.1. The other subsections are new.

1 provided that the zoning district in which the lot is located allows for  
2 off-street parking as a permitted principal use or as a conditional use.  
3 Such abutting lot shall be under the same ownership as that of the  
4 building to be served, and there shall be a parking agreement,  
5 approved by the Municipality and recorded, which provides for  
6 parking requirements in perpetuity.

7 **b. *Mixed Use***

8 Any off-street or structured parking in the mixed-use districts may be  
9 on the same lot as the building served, abutting or contiguous lots, or  
10 any lot within 300 feet.

11 **c. *Recreational Vehicle Spaces***

12 All lots with 100 or more spaces associated with a retail commercial  
13 use shall provide one designated parking space for large recreational  
14 vehicles per 100 regular spaces. The recreational vehicle spaces  
15 shall be depicted on the parking lot layout plan.

16 **d. *Carpool and Vanpool Spaces***

17 All non-residential lots with 100 or more spaces or that serve uses  
18 with 50 or more employees on a single shift shall designate at least  
19 two percent of the long-term employee or student parking spaces for  
20 carpool/vanpool parking. These designated spaces shall be located  
21 closer to the building entrances than other employee or student  
22 parking, with the exception of disabled-accessible and short-term  
23 visitor parking. These spaces shall be clearly marked "Reserved –  
24 Carpool/Vanpool Only" and include hours of use, per the Manual of  
25 Uniform Traffic Control Devices.

26 **3. *Pedestrian Access and Circulation***

27 **a. *Purpose***

28 These standards are intended to provide safe, efficient, and  
29 convenient pedestrian access and circulation patterns within parking  
30 lots. By creating a safe, continuous network of pedestrian walkways  
31 within and between parking lots and developments and adjoining  
32 streets and developments, pedestrians will feel more inclined to walk  
33 (rather than drive) between stores and other destinations. A  
34 pedestrian network that offers clear circulation paths from the parking  
35 areas to building entries also creates a safer, more inviting pedestrian  
36 environment.

37 **b. *Pedestrian Circulation Plan Required***

38 Applicants shall submit a pedestrian circulation plan for all parking  
39 areas that demonstrates compliance with the following standards.

40 **c. *Pedestrian Connections***

41 In addition to any pedestrian connections required under this chapter,  
42 clearly defined on-site pedestrian walkways shall:

- 43 **i.** Connect each primary entrance of any multi-family or non-  
44 residential building with all parking areas or parking structures  
45 that serve such primary building(s).

- 1 ii. Within all parking lots containing 40 or more spaces, be  
2 provided between a public right-of-way and building  
3 entrances when buildings are not located directly adjacent to  
4 the sidewalk.
- 5 **d. Demarcation of Pedestrian Connections**  
6 At each point that the on-site pedestrian walkway system crosses or  
7 abuts a parking lot or internal street or driveway, the walkway or  
8 crosswalk shall be clearly marked and physically separated through  
9 the use of a (1) an upright curb of six inches or more in height,  
10 bollards, or other physical buffer; and (2) a change in paving  
11 materials distinguished by their color, texture, barrier, or striping. The  
12 vehicle overhang buffer shall not encroach into a curbed walkway.  
13 Additionally, pedestrian use areas shall be delineated with visual  
14 elements such as light poles, bollards, planters, and architectural  
15 elements to highlight their location, particularly after a snowfall.
- 16 **e. Pedestrian Drop-Off Areas**  
17 For all parking lots with 40 or more spaces, a defined pedestrian  
18 drop-off area shall be provided near the primary building entry. The  
19 drop-off areas shall meet the standards set forth in the following  
20 section.
- 21 **f. Snow Storage**  
22 No area necessary for pedestrian circulation such as walkways or  
23 drop-off areas shall be used for snow storage.
- 24 **4. Vehicular Access and Circulation<sup>84</sup>**  
25 Parking areas should be designed for a safe and orderly flow of traffic  
26 throughout the site. Plans shall be reviewed and approved by the Traffic  
27 Engineer. Applicants shall submit a vehicular circulation plan for all parking  
28 areas that demonstrates compliance with the following standards:
- 29 **a. Key Elements**  
30 The vehicular circulation plan shall address the following elements as  
31 they relate to parking lots, including but not limited to: fire lanes,  
32 emergency access, drive-thrus, drop-offs, and loading areas.
- 33 **b. Circulation Patterns**  
34 Circulation patterns within parking areas shall be well defined with  
35 curbs, landscaping, landscaped islands, and other similar features. In  
36 order to define circulation and provide better site distance, islands at  
37 the end of each aisle are encouraged. Parking spaces along major  
38 circulation drives are prohibited.
- 39 **c. Dead-End Parking Aisles**  
40 To the maximum extent practicable, dead-end parking aisles shall be  
41 avoided.

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<sup>84</sup> NOTE: This is a mix of new and existing requirements.



- 1                    **d.      *Relationship to Adjacent Properties and Parking Lots***  
2                    The plan shall show existing parking and circulation patterns on  
3                    adjacent properties and potential connections.
- 4                    **e.      *Parking Area Entries/Driveways***  
5                    Entries and driveways providing access to parking areas shall  
6                    conform to the Municipality of Anchorage Driveway Design Standards  
7                    currently adopted by the Traffic Department. A copy of those  
8                    standards can be obtained from the Traffic Department.
- 9                    **f.      *Passenger Drop-Off Areas***  
10                  All institutional, recreational, and commercial uses such as  
11                  schools/daycare, stadiums, and theaters that have high-volume peak  
12                  traffic volumes shall be provided an on-site area for drop-offs and  
13                  pick-ups that meets the following requirements:
- 14                  **i.      *Plan***  
15                  The vehicle access and circulation plan shall show the  
16                  location and design of the proposed passenger drop-off area.  
17                  The plan shall also include information regarding projected  
18                  usage, hours of operation, peak loading/unloading time, plans  
19                  for directing traffic, safety measures, and other information  
20                  deemed necessary by the Traffic Engineer to designing a  
21                  safe and well-functioning drop-off area.
- 22                  **ii.     *Schools***  
23                  Drop-off and pick-up areas shall be required for schools  
24                  (public or private). Drop-off and pick-up areas may be  
25                  adjacent to a primary driveway access or aisle, but shall be  
26                  located far enough off the roadway so that they do not cause  
27                  traffic to stop. Additionally, access to drop-off areas shall not  
28                  be impeded by location of parking lot access drives. Length  
29                  and design of the drop-off and pick-up areas shall be  
30                  approved by the Traffic Engineer.
- 31                  **g.      *Parking and Maneuvering***  
32                  All parking spaces and vehicle maneuvering areas required by this  
33                  section, except those that serve single-family and duplex residences,  
34                  shall be located entirely on private property unless specifically  
35                  provided otherwise by this section.
- 36                  **h.      *Alleys***  
37                  The usable portion of an alley may be credited as aisle space subject  
38                  to safety approval by the Traffic Engineer.
- 39                  **i.      *Parking Lot Connections***  
40                  Required parking areas serving a site, whether located on that same  
41                  lot or on an adjacent lot, may be connected by means of a common  
42                  access driveway within or between the interior of such lots.

- 1                                   j.     **Ingress and Egress Points**  
2                                   i.     Ingress and egress to parking facilities shall be designed to  
3                                                maintain adequate sight distance and safety and as  
4                                                prescribed in municipal driveway standards.
- 5                                   ii.    Adequate ingress to and egress from each parking space  
6                                                shall be provided without backing more than 25 feet.
- 7                                   k.     **Parking Space Obstructions**  
8                                                No wall, post, guardrail, or other obstruction that would restrict vehicle  
9                                                door opening shall be permitted within five feet of the centerline of a  
10                                               parking space.
- 11                               5.     **Snow Storage and Handling**  
12                                   Snow storage areas shall be indicated clearly on all parking lot plans. In  
13                                   addition, all parking areas shall meet the following standards.
- 14                               a.     **Snow Storage Area**  
15                               i.     *All Sites Outside Central Business Districts*  
16                                                In addition to the area set aside to meet the off-street parking  
17                                                requirements of this chapter, a portion of the site equal to a  
18                                                minimum of 20 percent of the area devoted to uncovered  
19                                                surface parking and driveways shall be set aside for snow  
20                                                storage. No parking credit shall be given for snow storage  
21                                                areas. Landscaped areas that are designed for snow storage  
22                                                and meet the standards of this section may be credited  
23                                                towards this minimum area requirement.
- 24                                                Example: If the amount of parking required on a site plus  
25                                                driveways amounts to 4,000 square feet, then the  
26                                                development would be required to set aside 800 square feet  
27                                                additional for snow storage.
- 28                               ii.    *Exemptions and Alternatives*  
29                                   (A)    Minimum snow storage area requirements may be  
30                                                waived for properties within the boundaries of a  
31                                                public parking, local improvement, or snow  
32                                                management district that provides district-wide snow  
33                                                removal services.
- 34                                   (B)    Vehicle driveway and parking areas that are heated  
35                                                surfaces for melting snow shall be exempt from snow  
36                                                storage area requirements.
- 37                               b.     **Location and Design of Snow Storage Areas<sup>85</sup>**  
38                               i.     Snow storage may be allowed in landscaped areas, but only  
39                                                if such portions of the landscaped area used for storage are  
40                                                planted with grasses or flowers, not trees or shrubs.  
41                                                Additionally, snow storage is permitted only in landscaped  
42                                                perimeter buffer areas if such buffer is wider than 20 feet.  
43                                                Snow storage areas must be in the first ten feet of such

<sup>85</sup> NOTE: Should the height of snow piles be regulated? Further discussion needed.

1 perimeter buffers adjacent to the parking lot and shall avoid  
2 any areas planted with trees or shrubs. **Add illustration.**  
3 Landscaped areas used for snow storage shall be covered in  
4 winter with permeable fabric to facilitate removal of sand and  
5 other materials after snowmelt. Landscaped areas that meet  
6 the above requirements may qualify for credit toward the  
7 minimum snow storage area required by this section. In any  
8 area containing a drainage outlet or inlet, snow storage  
9 locations shall comply with the municipal Design Criteria  
10 Manual sections regarding snow disposal sites and drainage.

11 ii. Snow storage is prohibited in the following locations:

12 (A) On any landscaped island unless the island is a  
13 minimum of 15 feet wide.

14 (B) In any area designated for pedestrian use or  
15 circulation such as a sidewalk or parking lot walkway.

16 (C) In any location where sight distance triangles would  
17 be adversely impacted.

18 iii. Snow storage is discouraged between the primary building  
19 entry and the primary street that it faces. However, in any  
20 case no more than 50 percent of the primary street frontage  
21 on any site may be designated or used for snow storage.

22 **6. Refuse and Trash Collection Areas**

23 a. All refuse and trash collection areas shall be delineated on the site  
24 parking plan.

25 b. All refuse and trash collection areas shall be screened in accordance  
26 with 21.07.080.E.3., *Refuse Collection*.

27 c. Refuse and trash collection areas shall not be located within any area  
28 used to meet the minimum parking specifications of this section or on  
29 or near any pedestrian use areas such as sidewalks or walkways.

30 d. Refuse and trash collection receptacles shall not be located in a  
31 manner that obstructs or interferes with any designated vehicular or  
32 pedestrian circulation routes within a parking lot.

33 **7. Maximum Grade**

34 The maximum grade for any parking space or interior drive lanes shall be five  
35 percent.

36 **8. Paving**

37 All parking lots shall be paved with impermeable materials such as a concrete  
38 or asphalt compound to standards prescribed by the Traffic Engineer except  
39 in circumstances in which the Traffic Engineer approves a permeable surface  
40 (such as gravel) may be preferred because of the need to avoid sheet runoff  
41 into sensitive environmental areas such as wetlands on a site.

9. Landscaping<sup>86</sup>

a. **Perimeter Landscaping**

All parking lots containing more than five parking spaces shall be screened as specified below:

i. **Adjacent to Public Streets, Non-Retail Uses, and Mixed-Use**  
Perimeter parking lot landscaping shall be required for all lots having more than five spaces where the lot is adjacent to a public street. Perimeter landscaping shall also be installed where the parking lot is adjacent to a non-retail use such as a residential area, institutional use (e.g., hospital), or office. This perimeter landscaping requirement may be waived as part of a joint circulation plan in a mixed-use development area such as a town center or \_\_\_\_\_<sup>87</sup>.

ii. **Greenfield Commercial, Public/Institutional, and Multi-Family Sites**

The perimeter landscaping requirement for these uses in greenfield areas may be satisfied by complying with one of the following options:

(A) A perimeter landscaped area greater than 30 feet wide as measured from the property line to the edge of the parking lot with no ornamental metal fencing, masonry wall, or wheel stops in the parking lot required; or

(B) A perimeter landscaped area 15 feet wide with ornamental fencing or masonry wall and a maximum two-foot vehicle overhang area or no parking spaces adjacent to the landscaping. This option shall be available only if less than 70 percent of the parking spaces are located between the primary buildings on the site and the primary streets; or

(C) A perimeter landscaped area less than ten feet wide but at least five feet wide with ornamental fencing or masonry walls and wheel stops or curbing in the parking lot that prevent any vehicle overhang into the landscaped areas. This option shall be available only if less than 70 percent of the parking spaces are located between the primary buildings on the site and the primary streets.

iii. **Infill Sites**

(A) A perimeter landscaped area ten to 20 feet wide with ornamental fencing or masonry wall and a maximum

<sup>86</sup> NOTE: Most of this section is new. The existing sections 21.45.080.W.6. (Landscaping) and W.10. (Landscaping for parking lots with 15 or more spaces) are replaced by this expanded section. Subsection 9.d. below (Parking Structure Landscaping) is carried over from existing Section 21.45.080.W.11 (Landscaping for Parking Structures).

<sup>87</sup> NOTE: Need to coordinate this requirement with general site landscaping and buffering regulations.

- 1 two-foot vehicle overhang area or no parking spaces  
2 adjacent to the landscaping; or
- 3 (B) A perimeter landscaped area less than ten feet wide  
4 but at least five feet wide with ornamental fencing or  
5 masonry walls and wheel stops or curbing in the  
6 parking lot that prevent any vehicle overhang into the  
7 landscaped areas. This option shall be available only  
8 if less than 50 percent of the parking spaces are  
9 located between the primary buildings on the site and  
10 the primary streets.
- 11 iv. *Central Business Zone Districts*
- 12 (A) A perimeter landscaped area less than ten feet wide  
13 but at least three feet wide with ornamental fencing or  
14 masonry walls and wheel stops or curbing in the  
15 parking lot that prevent any vehicle overhang into the  
16 landscaped areas; or
- 17 (B) An ornamental fence or masonry wall without  
18 landscaping, provided that a planting strip exists  
19 between the sidewalk and the adjacent public streets  
20 and the planting strip is planted with trees to the  
21 minimum specifications of this section. This option  
22 shall not be available to parking lots that are a  
23 principal or temporary use on the site.
- 24 v. *Site-Perimeter Landscaping*  
25 Perimeter parking lot landscaping may be satisfied by site-  
26 perimeter landscaping as required in subsection  
27 21.07.080.D.3., *Perimeter Buffer Landscaping*, where the  
28 location requirements for site-perimeter landscaping overlap  
29 with these perimeter parking lot requirements.
- 30 vi. *Perimeter Landscaped Areas Wider than 20 Feet*  
31 For any landscaped areas wider than 20 feet, the required  
32 trees and shrubs shall be located within ten feet of the  
33 property line and adjacent public right-of-way or sidewalk.
- 34 vii. *Greenfield Sites*  
35 For all greenfield sites, sidewalks and street trees must be  
36 installed around the perimeter of all parking lots adjacent to a  
37 public street.
- 38 viii. *Berms*  
39 Berms may be used as part of perimeter landscaping areas,  
40 but shall not exceed three feet in height.
- 41 ix. *Stocking/Material Requirements*  
42 All perimeter landscaped areas shall be stocked with  
43 vegetation as follows at a minimum:
- 44 (A) *Trees*

- 1 All perimeter landscaped areas shall be planted  
2 according to one of the following options:
- 3 (1) Two inch caliper tree on center every 15  
4 linear feet of perimeter buffer; or
- 5 (2) Three inch caliper tree on center every 20  
6 linear feet of perimeter buffer; or
- 7 (3) Three and one-half inch caliper tree on  
8 center every 30 linear feet of perimeter  
9 buffer.
- 10 No low-branching tree species shall be planted within  
11 ten feet of a pedestrian walkway.
- 12 (B) Six shrubs, five gallon container size, for every tree.  
13 Shrubs shall be planted in masses.
- 14 (C) Remainder of buffer area must be planted with a  
15 vegetative cover outside the drip line of any trees.
- 16 **b. Interior Lot Landscaping<sup>88</sup>**
- 17 **i. Intent**
- 18 It is the intent of these standards to require that a minimum  
19 percentage of the interior of all parking areas, except for very  
20 small lots, be devoted to landscaping. Landscaping should  
21 be massed rather than spread throughout the interior of a lot  
22 to create a more significant visual impact, to increase the rate  
23 of survival of the landscaping, and to facilitate snow removal.
- 24 **ii. General**
- 25 Parking lots shall meet the following interior landscaping  
26 requirements based on the number of spaces in the lot,  
27 unless otherwise provided in this section:
- 28 (A) *More than 40 spaces*  
29 An area equal to at least ten percent of the surface of  
30 the parking area including appurtenant driveways  
31 shall be devoted to landscaping.
- 32 (B) *20 to 40 spaces*  
33 An area equal to at least five percent of the surface of  
34 the parking area including appurtenant driveways  
35 shall be devoted to landscaping,
- 36 (C) *Less than 20 spaces*  
37 No interior landscaping required.
- 38 **iii. Greenfield and Infill Development Sites**

<sup>88</sup> NOTE: Need to discuss issue of bringing non-conforming lots into conformity with these new standards.

1 In addition the minimum percent landscaping requirements,  
2 these sites shall comply with or address the following  
3 standards and guidelines<sup>89</sup>: *[Add illustrations of these*  
4 *standards—show preferred layout.]*

5 (A) *Minimum Planting Area Size*

6 The minimum size of any interior planting area shall  
7 be ten feet wide and 225 square feet. However, if the  
8 landscaped area is to be used for snow storage, it  
9 shall be a minimum of 15 feet in width.

10 (B) *Delineation*

11 All interior landscaped areas shall be clearly  
12 delineated and marked to be visible during snow  
13 removal operations and edged by a curb at least six  
14 inches in height. Rolled curbs are not allowed as  
15 landscape area edging.

16 (C) *Minimum Stocking Requirements*

17 Landscaped areas shall be planted with a minimum  
18 of one tree and six shrubs per 100 square feet. The  
19 minimum tree caliper shall be two inches and the  
20 minimum shrub container size shall be five gallons.

21 (D) *Landscape Massing*

22 Trees and shrubs should be massed within planting  
23 areas to protect them from damage and to facilitate  
24 snow removal/storage.

25 (E) *Preferred Locations*

26 The preferred locations for planting areas within  
27 parking lots are along major drives and entryways,  
28 dividing more than two double-loaded parking bays,  
29 and outlining pedestrian walkways within the parking  
30 areas.<sup>90</sup>

31 iv. *Central Business Zone Districts*

32 (A) No interior landscaping shall be required for parking  
33 lots within the Central Business Zone Districts.  
34 However, if such interior landscaping is provided, it  
35 shall comply with the standards set forth above.

36 v. *Berms*

37 Berms may be used as part of interior landscaping areas, but  
38 shall not exceed three feet in height.

39 c. *Parking Structure Landscaping*

<sup>89</sup> NOTE: Need to discuss the issue of bringing existing non-conforming uses up to these standards over time.

<sup>90</sup> NOTE: Rather than require that lots be broken up into parking blocks with a specified maximum number of spaces, we have indicated preferred locations. The parking block concept works well in climates with less snow, but we feel may significantly inhibit snow removal.

- 1 i. Visual enhancement landscaping shall be planted around the  
2 perimeter of the parking structure, except:
- 3 (A) At vehicular and pedestrian ingress and egress  
4 points; and
- 5 (B) Where the structure abuts an alley right-of-way.
- 6 ii. All areas not devoted to buildings, structures, drives, walks,  
7 off-street parking facilities or other authorized installations  
8 shall be planted with visual enhancement landscaping.
- 9 d. **Compliance with General Landscaping Requirements**  
10 All parking area landscaping shall comply with the general  
11 requirements for landscaping set forth in subsection 21.07.080.G.
- 12 10. **Parking Area Screening**<sup>91</sup>  
13 In order to reduce the visual impacts of parking areas on residential  
14 properties, including obtrusive glare from vehicle headlights, any portion of an  
15 off-street parking area where a vehicle parking space faces an adjacent  
16 residentially zoned property shall be screened from the adjacent residential  
17 property by a solid decorative wall or fence with a height of four to six feet.  
18 Required perimeter buffer landscaping shall be located outside of the fence or  
19 wall. The wall shall be durable or protected from vehicles and shall be kept in  
20 good repair as effective opaque screening.
- 21 11. **Shopping Cart Caches**  
22 All parking lots for uses that provide shopping carts for utilization by  
23 customers shall provide shopping cart return areas. At least one area shall  
24 be provided for every 20 parking spaces, and such returns shall be well  
25 distributed throughout the site. The shopping cart return areas shall be  
26 designed and constructed to prevent shopping carts from being blown and  
27 scattered during high winds. Shopping cart return areas shall not be located  
28 adjacent to handicapped parking areas or in such a manner to obstruct or  
29 interfere with pedestrian use areas.
- 30 12. **Bicycle Racks**  
31 All parking lots with more than 40 spaces shall provide at least one bicycle  
32 rack with a minimum of four parking slots. Such racks shall be conveniently  
33 located near the primary entry of the primary building on the site, but shall not  
34 obstruct pedestrian use areas.<sup>92</sup>
- 35 13. **Lighting of Off-Street Parking and Loading Areas**<sup>93</sup>  
36 All lighting for parking and loading areas shall comply with the requirements of  
37 this section.
- 38 a. **Shielding**

<sup>91</sup> NOTE: This standard has been suggested by staff members, who note that the requirement is useful in Alaska's winters, when it is dark (ie, headlight glare) and when deciduous buffer landscaping is less effective. It has been a typical case comment. This section was moved into the parking section from the landscaping section.

<sup>92</sup> NOTE: Should move to general standards. Discuss issue of motorcycle parking.

<sup>93</sup> NOTE: This section is new.



1 Any light or lamp that emits more than 900 lumens (13 watt compact  
2 fluorescent or 60 watt incandescent) shall be shielded with a full cut-  
3 off style fixture mounted in a horizontal position.

4 **b. Light Source**

5 All fixtures shall utilize one of the following bulb types: Metal halide,  
6 induction lamp, compact fluorescent, incandescent (including  
7 tungsten-halogen), or high-pressure sodium with a color rendering  
8 index above 70.

9 **c. Pole Height**

10 To preserve the pedestrian scale and residential environment, the  
11 maximum height of any parking lot lighting in residential, RMX,  
12 CCMU, or NMU districts shall be 20 feet. The maximum height  
13 serving any other type of use in any district shall be 25 feet, except  
14 that in lots larger than five acres, the maximum height shall be 35 feet  
15 if the pole is located at least 100 feet from any residential use.

16 **d. Maximum Number of Fixtures**

17 There shall be no more than two light fixtures on any pole.

18 **e. Maximum Lighting Level Uniformity (Maximum:Minimum)**

19 i. Residential: 15:1

20 ii. Nonresidential: 10:1

21 **f. Maximum Initial Horizontal Illumination**

22 i. Residential: Five foot-candles for parking lots.

23 ii. Nonresidential: Ten foot-candles for parking lots.

24 **g. Maximum Initial Lamp Lumens**

25 i. Residential: 3,500 lumens (50 watt) for five or less parking  
26 spaces. 8,500 lumens (70 watts) for six or more spaces.

27 ii. Nonresidential: 21,500 lumens (250 watt. 24,000 lumens  
28 (400 watt) for 5 acre or larger parking lots

29 **h. Spillover**

30 No parking lot lighting shall result in spillover lighting on adjacent  
31 property that exceeds one-tenth foot-candle line of sight, measured at  
32 the property line.

33 **i. Hours of Operation**

34 All parking lot lighting fixtures, except for the minimum necessary for  
35 security, shall be extinguished by 10:00 p.m. or within one hour after  
36 the close of the facility, and remain off until dusk or one hour prior to  
37 the commencement of business, whichever is later. No more than a  
38 maximum of one foot-candle may be maintained for parking security  
39 purposes.

**H. Vehicle Stacking Spaces<sup>94</sup>**

The vehicle stacking standards of this section shall apply unless otherwise expressly approved by the Traffic Engineer:

**1. General**

Uses of land and structures requiring a drive-through shall provide sufficient queuing space within the site to avoid vehicles waiting within the public right-of-way. Such uses shall demonstrate to the Traffic Engineer that sufficient in-line waiting spaces are provided as part of the parking plan to avoid encroachment into the public rights-of-way.

**2. Minimum Number of Spaces**

Off-street stacking spaces shall be provided as follows:

TABLE 21.07-12: VEHICLE STACKING AREAS		
Activity Type	Minimum Stacking Spaces	Measured From
Bank teller lane	4	Teller or window
Automated teller machine drive-through	3	Teller machine
Restaurant drive-through	6	Order box
Restaurant drive-through	4	Order box to pick-up window
Car wash stall, automatic	6	Entrance
Car wash stall, self-service	3	Entrance
Coffee/Esspresso carts	4	Pick-up Window
Gasoline pump island	2	Pump island
Security gate entrance for self storage or vehicle storage facility	[1]	Security gate
Other	Determined by Traffic Engineer.	
Note [1]: The required on-site queue lane shall measure no less than 50 feet in length and 24 feet in width. The width of the self-storage facility gate is excluded from this requirement.		

**3. Design and Layout**

Required stacking spaces are subject to the following design and layout standards.

**a. Size**

Stacking spaces shall be a minimum of eight feet by 20 feet in size, except as noted above in Table 21.07-12, *Vehicle Stacking Areas*, for self-storage and vehicle storage facilities.

**b. Location**

Stacking spaces may not impede on- or off-site traffic movements or movements into or out of off-street parking spaces.

<sup>94</sup> NOTE: Item 1 is carried over from existing Section 21.45.080.W.4.j. Items 2 and 3 are new.

c. **Design**

Stacking spaces shall be separated from other internal driveways by raised medians if deemed necessary by the traffic engineer for traffic movement and safety.

I. **Accessible Parking Requirements<sup>95</sup>**

A portion of the total number of required off-street parking spaces in each off-street parking area shall be specifically designated, located, and reserved for the use by persons with physical disabilities.

1. **Residential Uses<sup>96</sup>**

For residential uses, accessible parking shall be provided at the rate of one space per each dwelling unit that is designed for occupancy by the physically disabled.

2. **Non-Residential Uses**

Accessible parking requirements for commercial, industrial, public, and institutional uses are as follows:

TABLE 21.07-13: ACCESSIBLE PARKING REQUIREMENTS			
Total Vehicle Spaces in Parking Lot	Minimum Car Accessible Spaces	Minimum Van Accessible Spaces	Total Accessible Parking Spaces, Required Minimum
1--25	0	1	1
26--50	1	1	2
51--75	2	1	3
76--100	3	1	4
101--150	4	1	5
151--200	5	1	6
200--300	6	1	7
301--400	7	1	8
401--500	8	1	9
501--549	9	1	10
550--599	10	1	11
600--649	11	1	12
650--699	12	1	13
700--749	13	1	14
750--799	14	1	15
800--849	14	2	16
850--899	15	2	17
900--949	16	2	18
950--999	17	2	19
1,000--1,099	18	2	20
1,100--1,199	19	2	21
1,200--1,299	20	2	22
1,300--1,399	21	2	23

<sup>95</sup> NOTE: Most of the material in this section is pulled forward from the existing section 21.45.080.W.8; a general statement and residential requirements have been added. Titles have been added to clarify topics in this section.

<sup>96</sup> NOTE: Residential uses are not mentioned in the current code; this new section addresses this.

TABLE 21.07-13: ACCESSIBLE PARKING REQUIREMENTS			
Total Vehicle Spaces in Parking Lot	Minimum Car Accessible Spaces	Minimum Van Accessible Spaces	Total Accessible Parking Spaces, Required Minimum
1,400--1,499	21	3	24
1,500--1,599	22	3	25
1,600--1,699	23	3	26
1,700--1,799	24	3	27
1,800--1,899	25	3	28
1,900--1,999	26	3	29
2,000--2,099	27	3	30
2,100--2,199	28	3	31
2,200--2,299	28	4	32
2,300--2,399	29	4	33
2,400--2,499	30	4	34
2,500--2,599	31	4	35
2,600+	Total accessible spaces minus total van spaces	1 per each 8 accessible spaces	20 plus 1 for each 100 over 1,000 total vehicle spaces

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**3. Dimensions**

Accessible vehicle spaces shall be at least eight feet wide with an access aisle at least five feet wide abutting the space. One in every eight accessible vehicle spaces shall have an abutting aisle eight feet in width for vans. Accessible vehicle space access aisles shall be part of an accessible route to the building or facility entrance as specified in subsection 4. below, *Accessible Routes*. Two accessible vehicle spaces may share a common access aisle. Parked vehicle overhangs shall not reduce the clear width of an accessible route. Accessible vehicle spaces and access aisles shall be level with surface slopes not exceeding two percent in all directions.

**4. Accessible Routes<sup>97</sup>**

**a. Location**

At least one accessible route to the building or facility entrance shall be provided from accessible parking and accessible passenger loading zones.

**b. Width**

The minimum clear width of an accessible route shall be 36 inches.

**c. Surface Textures**

Ground surfaces along accessible routes shall be stable, firm, and slip-resistant.

**d. Changes in Levels**

<sup>97</sup> NOTE: The existing code contains a reference to the ADA text regarding accessible routes. This section contains relevant information from that section of the ADA text for ease of reference for the user.

- 1 Changes in level up to 1/4 inch may be vertical and without edge  
2 treatment. Changes in level between 1/4 inch and 1/2 inch shall be  
3 beveled with a slope no greater than one to two. Changes in level  
4 greater than 1/2 inch shall be accomplished by means of a ramp.
- 5 **e. Gratings**  
6 If gratings are located in walking surfaces on an accessible route,  
7 then they shall have spaces no greater than 1/2 inch wide in one  
8 direction. If gratings have elongated openings, then they shall be  
9 placed so that the long dimension is perpendicular to the dominant  
10 direction of travel.
- 11 **f. Ramps**  
12 ADA ramps cannot protrude into the ADA access aisle. Ramp details  
13 shall be included on the plans.
- 14 **5. Location**  
15 Accessible vehicle spaces serving a particular building shall be located on the  
16 shortest accessible route of travel from adjacent parking to an accessible  
17 entrance. The accessible route of travel shall not pass behind parking  
18 spaces. In parking facilities that do not serve a particular building, accessible  
19 vehicle spaces shall be located on the shortest accessible route of travel to an  
20 accessible pedestrian entrance of the parking facility. In buildings with  
21 multiple accessible entrances with adjacent parking, accessible vehicle  
22 spaces shall be dispersed and located closest to the accessible entrances.
- 23 **6. Signs**  
24 Accessible vehicle spaces shall be designated as reserved by a sign showing  
25 the symbol of accessibility. Van-accessible spaces shall have an additional  
26 sign reading "Van-Accessible" mounted below the symbol of accessibility.
- 27 **a.** Eight-foot van accessible aisles require a no-parking sign.
- 28 **b.** Signs shall be located so that they do not obstruct the ramps or other  
29 pedestrian access.
- 30 **c.** A handicapped sign detail shall be included in the plan submittal per  
31 Municipality sign specifications.
- 32 **7. Implementation of ADA**  
33 Regulations may be promulgated under Section 21.03.040, *Amendments to*  
34 *Text of Title 21*, to implement the requirements of Americans with Disabilities  
35 Act of 1991 as it may be amended or interpreted by federal regulation.
- 36 **8. Standards for Parking as Principal Use<sup>98</sup>**  
37 Where a parking structure or lot is a permitted principal or conditional use and  
38 is not providing required parking for another principal use, accessible parking  
39 spaces in accordance with this section shall be provided.

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<sup>98</sup> NOTE: This subsection is carried over from existing Section 21.45.080.Y.

**J. Modification of Parking Requirements<sup>99</sup>**

The number of required parking spaces shall be that specified in this title unless modified pursuant to Section 21.03.190, *Minor Modifications*, or Section 21.03.200, *Variances*.

**21.07.100 NORTHERN CLIMATE DESIGN<sup>100</sup>****A. Purpose**

New development should be designed with architectural and design elements that specifically address and/or enhance life in Anchorage's northern climate, with its distinct geography, extreme light angles, length of days, cold temperatures, wind, snow, and ice. This section is intended to reinforce the importance of northern climate issues in this Title, and provides cross-references to guidelines and standards located throughout this Title that encourage or require northern climate design.

**B. Cross-References<sup>101</sup>**

Guidelines and standards to encourage or require northern climate design are located throughout this Title and include the following:

**1. Development and Design Standards, Chapter 21.07****a. Off-Street Parking and Loading:**

i. Snow storage (subsection 21.07.090.G.5).

**b. Public/Institutional and Commercial Building Standards:**

i. Building Orientation (subsection 21.07.120.C.)

ii. Building Massing and Façade (subsection 21.07.120.D)

iii. Northern Climate Wind Mitigation (subsection 21.07.120.E.)

iv. Weather Protection for Pedestrians (subsection 21.07.120.F.)

**c. Exterior Lighting (Section 21.07.140).**

<sup>99</sup> NOTE: This is a new proposed section that replaces existing sections related to modifications to parking requirements. As recommended in the interim report, this is a streamlined option that simply references the minor modifications procedure in Chapter 21.03. As part of edits to Module 1, we will ensure that the Traffic Engineer is given the authority to make such modifications. *Also need to address in this section:* Need to discuss requiring conformity with landscaping and lighting provisions within 5-10 years for nonconforming lots.

<sup>100</sup> NOTE: Northern climate design issues are woven throughout many parts of Title 21. Examples include the subdivision design standards to ensure solar access, the building design standards regarding roof form and building orientation, and the snow storage provisions in the parking standards. Rather than consolidate such unrelated provisions into one section, we have decided to separate those sections out into the code in the places where they make the most sense. We have inserted this brief section here, however, to emphasize the importance of northern climate design in the Anchorage development process.

<sup>101</sup> NOTE: This is simply a sample of how this section could be organized. We have included only a few cross-references for illustrative purposes; if this approach is followed in the final code, the list of course would be longer.

2. **Subdivision Standards, Chapter 21.08**<sup>102</sup>

- a. Standards to require east-west street orientation (Section ---).
- b. Provisions authorizing zero north-lot-line development (Section ---).

**21.07.110 RESIDENTIAL BUILDING STANDARDS**<sup>103</sup>

**A. Purpose**

The standards of this Section 21.07.110 are intended to promote high-quality residential development and construction; protect property values; encourage visual variety and architectural compatibility; and promote an integrated character for Anchorage's neighborhoods. Specifically, the standards:

- 1. Promote new residential developments that are distinctive, have character, and relate and connect to established neighborhoods;
- 2. Provide variety and visual interest in the exterior design of residential buildings;
- 3. Provide for a variety of lot sizes and housing types for a range of households and age groups;
- 4. Enhance the residential streetscape and diminish the prominence of garages and parking areas;
- 5. Enhance public safety by preventing garages from obscuring main entrances or blocking views of the street from inside residences;
- 6. Locate active living spaces, entrances, and windows to improve the physical and visual connection from residences to the street, and foster opportunities for casual surveillance of the street and outwardly expressed proprietorship of the neighborhood; and
- 7. Improve the compatibility of attached and multifamily residential development with the residential character of surrounding neighborhoods.

**B. Applicability**

This section applies to all residential development in the R-1, R-2, R-3, R-4, and RMX districts. This section does not apply in Girdwood.

**C. Alternative Compliance**

The alternative compliance procedure set forth in subsection 21.07.010.B. may be used to propose alternative means of complying with the intent of this section.

<sup>102</sup> NOTE: Some standards to promote northern climate design, such as east-west street orientation, are proposed in the solar access memo but are not yet folded into the draft of Chapter 21.08. Further discussion is necessary on this topic. Incentives may be possible to encourage such design, rather than regulations.

<sup>103</sup> NOTE: This section incorporates a number of proposed new residential building standards, many of which have been suggested by staff.

1           **D.       Standards for Single-Family and Two-Family Residential**

2                   **1.       Purpose**

3                   This subsection 21.07.110.D. is intended to promote building design that  
4                   contributes to a sense of neighborhood and to the overall streetscape by  
5                   carefully relating buildings, yards, and garages in relation to public streets and  
6                   adjacent properties. The standards support visual variety, avoid monotony in  
7                   home designs and layouts, and protect property values of both the subject  
8                   property and surrounding development.

9                   **2.       Design Standards**

10                   **a.       *Mix of Housing Models***

11                   Any development of 50 or more units shall have at least five different  
12                   types of housing models. Any development of between five and 50  
13                   units shall have at least three different types of housing models.  
14                   Each housing model shall have at least two of the following  
15                   differentiations:

- 16                           i.       Different floor plans;
- 17                           ii.      Different placement of the building footprint on the lot;
- 18                           iii.     Different garage placement; or
- 19                           iv.     Different roof lines.

20                   **b.       *Orientation of Dwellings to the Street***

21                   Each residence shall have at least one primary pedestrian doorway  
22                   for access to the dwelling located on the elevation of the dwelling  
23                   facing the front lot line of the property, on or within 8 feet of the most  
24                   forward plane of the house, and clearly visible from the street or  
25                   public area adjacent to the front lot line. On corner lots, such  
26                   pedestrian doorway may be located facing any adjacent street.  
27                   Unless prohibited by terrain or other site constraints, the orientation of  
28                   new lots shall repeat the predominant relationship of buildings to  
29                   buildings and buildings to street along the same block face or the  
30                   facing block face.

31                   **c.       *Garages***

- 32                           i.       Garage doors facing the street shall comprise no more than  
33                                       50 percent of the total length of a dwelling's façade.
- 34                           ii.      Garage doors that face the street and comprise more than 40  
35                                       percent of the façade shall be recessed a minimum of four  
36                                       feet behind either:
  - 37                                           (A)     The front wall plane of the house; or
  - 38                                           (B)     The front wall plane of a porch that extends  
39                                                       horizontally across at least 25 percent of the house.
- 40                           iii.     The minimum front building setback may be reduced by five  
41                                       feet when there is a detached garage located behind the



1 principal dwelling structure in the rear of the lot, or a rear  
2 garage attached to the principal dwelling if the front wall of  
3 the garage is located at least 20 feet behind the façade of the  
4 house.

5 **d. Paved Driveways**

6 For new homes constructed on lots of less than one acre, or in  
7 subdivisions where the majority of lots are less than one acre, all  
8 residential driveways that are less than 150 feet in length shall be  
9 paved with concrete, asphalt, or an asphaltic all-weather surface (not  
10 including gravel) to standards prescribed by the Traffic Engineer for  
11 their entire length. For such residential driveways exceeding 150 feet  
12 in length, at least the 100 feet of driveway closest to the public street  
13 shall be paved with such materials.

14 **E. Standards for Townhouse Residential**

15 **1. Purpose**

16 The purpose of these standards is to provide a distinctive architectural  
17 character in new townhouse residential development that avoids featureless  
18 design and repetition of facades.

19 **2. Building Articulation and Architectural Variety**

20 **a.** No more than six townhouse units may be attached in a single row or  
21 building cluster.

22 **b.** Within each townhouse row or cluster, individual units shall be  
23 differentiated through two or more of the following methods:

24 **i.** Use of distinct color variation between individual units;

25 **ii.** Use of distinct variations in materials between individual  
26 units;

27 **iii.** Use of distinct variations in architectural style or features,  
28 such as a porch or similar feature, between individual units;

29 **iv.** Use of distinct variations in roof form;

30 **v.** Variation in garage orientations; or

31 **vi.** A variation in the plane of the façade to provide a minimum  
32 three-foot variation between individual units.

33 **3. Garages**

34 **a.** Garages that protrude towards the street in front of the façade of the  
35 primary structure shall not be permitted. Garage doors on all front-  
36 loading (street-oriented) garages shall be either:

37 **i.** Recessed a minimum of four feet behind the façade of the  
38 dwelling portion of the structure (including side-loading  
39 garages), or a front porch that is at minimum of five feet wide  
40 by eight feet long; or

- 1                               ii.       Recessed a minimum of two feet beneath a second floor bay.
- 2                               b.       Side-loaded garages shall provide windows or other architectural  
3 details that mimic the features of the living portion of the dwelling on  
4 the side of the garage facing the front street.
- 5                               c.       The use of alley or side-loaded garages, or the use of a combination  
6 of garage orientations, is encouraged where feasible.
- 7                               d.       Front-loading (street-oriented) garage doors shall not comprise more  
8 than 45 percent of the front façade of the principal dwelling structure.

## 9       F.       Standards for Multi-Family Residential<sup>104</sup>

### 10       1.       Purpose

11       The purpose of these standards is to prevent the overcrowding of land, to  
12 avoid the undue concentration of population within certain districts, and to  
13 ensure the adequate protection of the surrounding area. More specifically,  
14 these standards are intended to:

- 15                              a.       Provide a distinctive architectural character in new multi-family  
16 residential developments that avoids featureless design, large  
17 building masses, and repetition of facades;
- 18                              b.       Promotes sensitive design and planning of multi-family housing units  
19 that preserves or improves the characteristics of surrounding  
20 development; and
- 21                              c.       Promotes building design and orientation that contributes to a sense  
22 of neighborhood and community.

### 23       2.       Applicability

24       All development or redevelopment of multi-family residential structures shall  
25 comply with the following requirements. In the case of mixed-use buildings,  
26 these standards and the standards of Section --- shall both apply [*x-ref to*  
27 *Mixed-Use Development Standards*]. In case of conflict, the more stringent  
28 standard shall control.

### 29       3.       Building Location and Orientation

- 30                              a.       To the maximum extent feasible, multi-family residential buildings  
31 shall be designed and located on the site in a manner that maximizes  
32 southern exposure for residents of the buildings, minimizes the  
33 shading of the buildings by other structures or trees, and minimizes  
34 new shading on adjacent properties.
- 35                              b.       When more than one multi-family structure is constructed, the  
36 buildings shall collectively and individually adhere to the setback  
37 requirements of the district in which they are located, plus five feet per  
38 story over two stories.

<sup>104</sup> NOTE: All these standards will need to be cross-referenced in the use-specific standards for multi-family development.