

Planning and Zoning Commission

March 3, 2025

Case #: **2025-0018**

Case Title: **Title 21 Site Access Update**

Agenda Item #: **G.1.** Supplementary Packet #: **2**

Comments submitted after the packet was finalized

Additional information:

Other: Staff Memo Update – explains two changes.

- Includes a revised proposed draft of AO with the two changes highlighted.
 - Previous highlighting from original AO remains the same if not affected by update.
 - Spacing and paragraph indenting/numbering are corrected throughout the AO.



Sent by email: **X** yes no



Municipality of Anchorage
Planning Department
Memorandum



G.1.

Date: March 3, 2025
To: Planning and Zoning Commission
Thru:  Mélisa Babb, Planning Director
From:  Daniel Mckenna-Foster, Senior Planner, Long-Range Planning
Subject: Additional Proposed Changes to PZC Case 2025-0018, Site Access Update

SUMMARY

In the week preceding the March 3, 2025, Planning and Zoning Commission meeting, the Planning Department heard additional comments from the Traffic Engineering and the Project Management & Engineering departments for additional changes or clarifications.

A comparison of these changes with the original AO portion in Appendix B of the staff report follows on pages 2 and 3 of this memo.

- Change #1: Breaks out the requirements for a 22-foot garage setback into bulleted items and clarifies when the Traffic Engineering Department shall review.
- Change #2: Removes "In ROW", clarifying that the maximum 28-foot driveway width will apply to private streets, as has been customary. This does not change the new requirement of the overall proposal to require vertical separation or landscaping between drivable surfaces and public ROW outside of driveways.

The revised proposed draft ordinance is attached, which includes these changes highlighted.

Line and indenting formats were corrected throughout the document as well.

Attachment: Revised Appendix B, Proposed Draft Ordinance

Change #1 : Change **21.07.090H.9.e.** to clarify garage door setbacks and establish a single 22-foot requirement.

Previous Version (Appendix B)	New Version
<p>e. Garage Door Setbacks</p> <p>Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9, Parking Angle, Stall, and Aisle Dimensions) shall be reviewed and approved by the traffic engineer, unless there is a sign posted for "no parking". Garages shall be set back from [PUBLIC RIGHTS-OF-WAY INCLUDING ALLEYS] <u>alley</u></p> <p style="text-align: right;">Appendix B 3-3-2025</p> <hr/> <p>AO regarding Title 21 Text Amendments for Site Access Standards Page 42 of 46</p> <p><u>rights-of-way by at least four feet unless the traffic engineer approves otherwise, to ensure adequate [SIGHT] distance for turning and maneuvering. Where garages front on streets, whether public or private, garages shall be set back from the edge of vehicle and/or pedestrian traveled ways by a minimum of 22-feet to ensure adequate sight distance, unless the traffic engineer approves otherwise. Where building setbacks exceed the minimum garage setback, the building setback shall dictate. Where garages front on a shared parking courtyard, no setback is required from the adjacent traveled ways.</u></p> <p>***</p>	<p style="text-align: center;">*** *** ***</p> <p>e. Garage Door Setbacks Street-facing garage bay doors shall meet the minimum setback requirements for the frontage types listed below unless the traffic engineer approves otherwise [THAT ARE PROPOSED TO BE SET BACK FROM THE PUBLIC RIGHT-OF-WAY BY LESS THAN THE LENGTH OF A STANDARD PARKING SPACE (AS DEFINED IN TABLE 21.07-9, PARKING ANGLE, STALL, AND AISLE DIMENSIONS) SHALL BE REVIEWED AND APPROVED BY THE TRAFFIC ENGINEER, UNLESS THERE IS A SIGN POSTED FOR "NO PARKING"].</p> <p>i. <u>Where garages front on an alley, they shall be set back from [GARAGES SHALL BE SET BACK FROM PUBLIC RIGHTS-OF-WAY INCLUDING ALLEYS] alley rights-of-way by at least four feet unless the traffic engineer approves otherwise, to ensure adequate [SIGHT] distance for turning and maneuvering.</u></p> <p>ii. <u>Where garages front on streets, whether public or private, garages shall be set back from the edge of vehicle and/or pedestrian traveled ways by a minimum of 22 feet to ensure adequate sight distance, unless the traffic engineer approves otherwise.</u></p> <p style="text-align: right;">Appendix B 3-3-2025 Revised</p> <p>AO regarding Title 21 Text Amendments for Site Access Standards Page 41 of 44</p> <p>iii. <u>Where building setbacks exceed the minimum garage setback, the building setback shall dictate.</u></p> <p>iv. <u>Where garages front on a shared parking courtyard, no setback is required from the adjacent traveled ways.</u></p> <p style="text-align: center;">*** *** ***</p>

Change #2: Change **21.07.090H.11.c.** to clarify that there are maximum driveway widths on private streets. The new L1 landscaping requirement does not apply to these.

Previous Version	New Version
<p data-bbox="176 488 968 545">c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width</p> <p data-bbox="254 578 968 724">The total width of driveway approach from a street shall not exceed 40 percent of the frontage of the lot, <u>not to exceed 28 feet within residential zoning districts</u>, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, provided the following:</p> <p data-bbox="856 776 968 821">Appendix B 3-3-2025</p>	<p data-bbox="1129 501 1948 558">c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width</p> <p data-bbox="1207 591 1948 737">The total width of driveway approach from a street shall not exceed 40 percent of the frontage of the lot, <u>not to exceed 28 feet within residential zoning districts</u>, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, provided the following:</p>

(page 42, original; page 41, revised)

APPENDIX B

Revised Draft - Proposed New Site Access Ordinance, March 3, 2025

Revised Draft

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: _____

**ANCHORAGE, ALASKA
AO No. 2025-___**

**AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTERS
21.03, 21.04, AND 21.07 TO CHANGE STANDARDS RELATED TO SITE
ACCESS, BUILDING FRONTAGE, DRIVEWAY, AND HOW PRIVATE
PROPERTIES CONNECT TO THE PUBLIC STREET.**

(Planning and Zoning Commission Case No. 2025-0018)

WHEREAS, AO 2023-50, As Amended, consolidated several sections of code relating to pedestrian frontage standards and amenities (referred to as "site access") and established a new set of neighborhood context areas in certain parts of the Anchorage Bowl which had a distinct set of design standards; and

WHEREAS, the Anchorage development community provided significant feedback on the negative impact of these standards in relation to housing production; and

WHEREAS, AO 2024-23, As Amended, rolled back some of those standards due to unforeseen challenges for housing developments; and

WHEREAS, AO 2024-24, As Amended, established a moratorium on the most strict of these standards until November 1, 2025; and

WHEREAS, the Mayor's 10,000 Homes in Ten Years Strategy calls for reforming design standards, including site access, especially when they discriminate against multi-family homes; and

WHEREAS, the Assembly convened a working group of developers, Assembly members, community council representatives, residents, and staff, which met four times in 2024 and one additional time planned for 2025, plus two site visits in November and December 2024; and

WHEREAS, the working group has provided consistent feedback, which has shaped this proposal in light of current conditions and development needs; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

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

CHAPTER 21.03: REVIEW AND APPROVAL PROCEDURES

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21.03.240 VARIANCES

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J. Administrative Variances

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[7. FOR FRONT DRIVEWAYS ON MULTIFAMILY AND TOWNHOUSE LOTS WITH ALLEYS.WHERE A MULTIFAMILY OR TOWNHOUSE DEVELOPMENT SITE IS SERVED BY AN ALLEY AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.), THE DIRECTOR AND TRAFFIC ENGINEER MAY GRANT AN ADMINISTRATIVE VARIANCE FROM SUBSECTION 21.07.090H.9.B., ALLEY ACCESS REQUIREMENT, PROVIDED:

- A. THERE EXIST PHYSICAL CIRCUMSTANCES OF THE SUBJECT PROPERTY SUCH AS TOPOGRAPHY, ABSENCE OF ALLEY IMPROVEMENTS, EXCEPTIONAL LOT CONFIGURATION NOT SHARED BY LANDOWNERS IN GENERAL, OR ADJOINING STREET TRAFFIC PATTERNS, AND THE TRAFFIC ENGINEER DETERMINES THAT ALLEY IMPROVEMENT AND/OR VEHICLE ACCESS ARE NOT FEASIBLE OR WOULD CREATE A TRAFFIC IMPACT OR SAFETY HAZARD;
- B. BECAUSE OF THESE PHYSICAL CIRCUMSTANCES, THE STRICT APPLICATION OF THE ALLEY ACCESS REQUIREMENT IN 21.07.090H.9.B. WOULD CREATE AN EXCEPTIONAL OR UNDUE HARDSHIP UPON THE PROPERTY OWNER, AND WOULD DEPRIVE THE OWNER OF RIGHTS COMMONLY ENJOYED BY OTHER PROPERTIES IN THE SAME ZONING DISTRICT;
- C. THE HARDSHIP IS NOT SELF-IMPOSED, THE CONDITIONS AND CIRCUMSTANCES DO NOT RESULT FROM THE ACTIONS OF THE APPLICANT, AND SUCH CONDITIONS AND CIRCUMSTANCES DO NOT MERELY CONSTITUTE INCONVENIENCE; AND
- D. THE ADMINISTRATIVE VARIANCE GRANTED FOR ADDITIONAL DRIVEWAY ACCESS SHALL BE THE MINIMUM THE TRAFFIC ENGINEER DETERMINES IS

NECESSARY TO PROVIDE ACCESS FOR THE DEVELOPMENT.]

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-36, 5-14-15; AO 2015-133(S), 2-23-16; AO 2017-55, 4-11-17; 2018-67(S-1), 10-9-18; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-2022; AO 2022-38, 4-12-22; 2022-36, 4-26-22; AO 2023-50, 7-11-23; AO 2023-120, 12-5-23; AO 2024-24, 4-23-24)

Section 2. Anchorage Municipal Code 21.04.020, Zoning Districts, Residential Districts, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.04: ZONING DISTRICTS

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21.04.020 RESIDENTIAL DISTRICTS

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H. R-3A: Residential Mixed-Use District

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2. District-Specific Standards

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e. Reserved [ENHANCED STREET SIDEWALK AN ENHANCED STREET SIDEWALK MAY BE PROVIDED IN LIEU OF REQUIRED SIDEWALKS AND SITE PERIMETER LANDSCAPING, AS DEFINED IN SUBSECTION 21.07.060G.20.]

f. Building Height Increases

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vii. Reserved [HIGHER-QUALITY STREET-LEVEL MIXED-USE PEDESTRIAN ENVIRONMENT. ONE STORY OF ADDITIONAL HEIGHT IS ALLOWED WHERE THE DEVELOPMENT PROVIDES A PEDESTRIAN-INTERACTIVE USE MEETING THE STANDARDS OF SUBSECTION 21.07.060F.15. AND ENHANCED SIDEWALK MEETING THE STANDARDS OF SUBSECTIONS 21.07.060F.4. OR F.17., ALONG THE MAJORITY OF THE STREET-FACING BUILDING ELEVATIONS. SITES WITH MORE THAN TWO FRONTAGES ARE NOT REQUIRED TO MEET THIS STANDARD ON MORE THAN TWO STREETS.]

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I. R-4: Multifamily Residential District

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2. District-Specific Standards

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c. Floor Area Ratio (FAR)

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iv. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING. TWO SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER SQUARE FOOT OF AREA PROVIDED AS PART OF A PRIMARY PEDESTRIAN WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR 21.07.060F.17.]

*** **

vii. Reserved [BONUS FOR PEDESTRIAN-INTERACTIVE USE. THREE SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER EACH SQUARE FOOT OF GROUND-FLOOR SPACE WHICH IS TO BE OCCUPIED BY A PEDESTRIAN-INTERACTIVE USE THAT MEETS THE STANDARDS OF 21.07.060F.16.]

*** **

(AO 2012-124(S), 2-26-13; AO 2014-132, 11-5-14; AO 2015-100, 10-13-15; AO 2017-176, 1-9-18; AO 2019-58, 5-7-19; AO 2022-36, 4-26-22; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-50, 7- 11-23; AO 2023-103(S), 12-18-23)

Section 3. Anchorage Municipal Code 21.04.030, Zoning Districts, Commercial Districts, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

21.04.030 COMMERCIAL DISTRICTS

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G. Standards for Mixed-Use Development in the B-1A and B-1B Districts

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3. Floor Area Ratio (FAR) Incentives

e. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING TWO SQUARE FEET OF ADDITIONAL FLOOR

1 AREA IS ALLOWED PER SQUARE FOOT OF AREA
 2 PROVIDED AS PART OF A PRIMARY PEDESTRIAN
 3 WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE
 4 REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR
 5 21.07.060F.16.]

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 7 f. Reserved [BONUS FOR PEDESTRIAN-INTERACTIVE USE
 8 THREE SQUARE FEET OF ADDITIONAL FLOOR AREA IS
 9 ALLOWED PER EACH SQUARE FOOT OF GROUND-FLOOR
 10 SPACE WHICH IS TO BE OCCUPIED BY A PEDESTRIAN-
 11 INTERACTIVE USE THAT MEETS THE STANDARDS OF
 12 SUBSECTION 21.07.060F.15.]

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 14 **Section 4.** Anchorage Municipal Code 21.07.010, Development and Design
 15 Standards, General Provisions, is hereby amended to read as follows (*the*
 16 *remainder of the section is not affected and therefore not set out*):

17
 18 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

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21 **21.07.010 GENERAL PROVISIONS**

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24 **D. Alternative Equivalent Compliance**

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27 **2. Applicability**

28 The alternative equivalent compliance procedure shall be available
 29 only for the following sections of this title:

- 30
 31 a. Subsection 21.06.030D.7.c., Height/Bulk Transitions;
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 33 b. Subsection 21.06.030D.8., Height Transitions for
 34 Neighborhood Compatibility;
 35
 36 c. Subsection 21.07.060F., Building[PEDESTRIAN] Frontage
 37 Standard;
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 39 d. Reserved[SUBSECTION 21.07.060G., PEDESTRIAN
 40 AMENITIES];
 41
 42 e. Subsection 21.07.080, Landscaping, Screening, and Fences;
 43
 44 f. Subsection 21.07.090M.3., Structured Parking; Façade
 45 Treatment;
 46

- g. Section 21.07.110, Residential Design Standards;
- h. Section 21.07.120, Large Commercial Establishments;
- i. Subsection 21.09.080, Building Design Standards (Girdwood);
and
- j. Chapter 21.11, Downtown.

*** *** ***

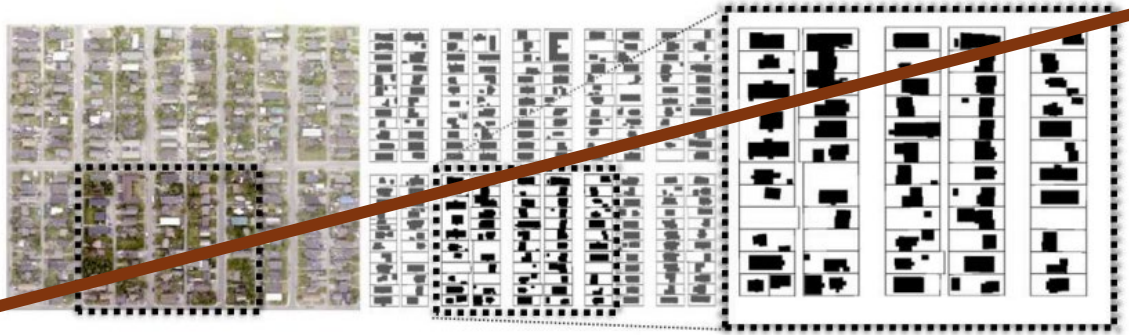
E. [URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS

1. PURPOSE

THIS SECTION ESTABLISHES AN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS AREA THAT REFLECTS THE EXISTING AND DESIRED CHARACTERISTICS OF ANCHORAGE’S OLDER, URBAN NEIGHBORHOODS IDENTIFIED BY THE COMPREHENSIVE PLAN, LAND USE PLAN MAP AS TRADITIONAL NEIGHBORHOOD DESIGN AREAS. THIS SECTION PROVIDES A BASIS FOR DEVELOPMENT REGULATIONS TAILORED TO THE CHARACTERISTICS OF THESE NEIGHBORHOODS AND FULFILLS THEIR ROLE AS RECOMMENDED IN THE COMPREHENSIVE PLAN.

A. THIS AREA IS INTENDED TO INCLUDE ANCHORAGE’S ORIGINAL URBAN NEIGHBORHOODS OF GOVERNMENT HILL, SOUTH ADDITION, AND FAIRVIEW, AND POST-WARE ERA (1950S-1960S) NEIGHBORHOODS SUCH AS SPENARD, AIRPORT HEIGHTS, AND RUSSIAN JACK PARK. IT ALSO INCLUDES TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS AND DESIGNATED MIXED-USE CENTERS.

B. THIS AREA RECOGNIZES URBAN NEIGHBORHOOD CHARACTERISTICS INCLUDING A MORE HIGHLY INTERCONNECTED STREET SYSTEM, SMALLER LOT AND BLOCK SIZES, AND ACCESS TO PEDESTRIAN FACILITIES AND PUBLIC TRANSIT. SOME NEIGHBORHOODS HAVE CONSISTENT OR FREQUENT SIDEWALKS AND ALLEYS. BUILDINGS AND RESIDENCES OFTEN HAVE MODERATE FRONT SETBACKS AND ORIENT TO THE STREET, WITH LANDSCAPING OR WALKWAYS (INSTEAD OF PARKING) COMPRISING MOST OF THEIR STREET FRONTAGE. TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS AND MIXED-USE CENTERS CONTRIBUTE TO A COMPACT, ACCESSIBLE LAND USE PATTERN.



REGULAR STREET GRID OF CITY BLOCKS AND ALLEYS IN MOUNTAIN VIEW.



MORE RELAXED STREET GRID ALONG A TRANSIT CORRIDOR IN SPENARD.

2. APPLICABILITY

THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS SHALL APPLY AS A BASIS FOR AREA-SPECIFIC DEVELOPMENT STANDARDS IN THIS CHAPTER 21.07. IT SHALL NOT BE USED AS A BASIS TO CHANGE ALLOWED USES OR REVIEW AND APPROVAL PROCEDURES OF THE UNDERLYING ZONING DISTRICT, DISTRICT-SPECIFIC DIMENSIONAL STANDARDS, OR ANY OTHER STANDARDS ELSEWHERE IN THIS TITLE. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS SHALL BE EFFECTIVE NOVEMBER 1, 2025.

3. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS ESTABLISHED.

THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT AREA IS DELINEATED IN MAP 21.07-1, WITH THE FOLLOWING CLARIFICATIONS:

- A. BIRCHWOOD PARK, DEBARR VISTA, AND GREEN ACRES SUBDIVISIONS (AND ADDITIONS) ARE INCLUDED (MARKED "A" ON MAP).

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- B. THE DOWNTOWN (DT) ZONING DISTRICTS ARE NOT INCLUDED. THE UNIVERSITY AND MEDICAL CAMPUSES OF THE UMED DISTRICT ARE ALSO NOT INCLUDED.
- C. THE PROPERTIES OF MERRILL FIELD AIRPORT, ALASKA RAILROAD TERMINAL RESERVE, AND PORT OF ALASKA ARE NOT INCLUDED.
- D. BROADMORE ESTATES, BENTZEN ADDITION, CREEKSIDE PARK, TOWN SQUARE, TUDOR PARK, UNIVERSITY PARK, AND WINDEMERE SUBDIVISIONS (AND THEIR ADDITIONS) ARE NOT INCLUDED (MARKED "B" ON MAP).]



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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2022-36, 4-26-22; AO 2023-43, 4-25-23; AO 2023-50, 7-11-23; AO 2024-23, 2-27-24; AO2024-24, 4-23-24)

Section 5. Anchorage Municipal Code 21.07.030, Development and Design Standards, Private Open Space, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

1 *** **

2 **21.07.030 PRIVATE OPEN SPACE**

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4 *** **

5 **D. Standards**

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7 1. Areas Not Credited Lands within the following areas shall not be
8 counted towards required private open space areas:

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10 *** **

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12 e. Parking facilities, driveways, other motor vehicle circulation
13 areas, loading areas, and refuse collection areas, except as
14 provided in subsection 21.07.090N[21.07.060G.23]., Shared
15 Parking Courtyards; and f. Land covered by structures not
16 intended solely for recreational uses.

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18 *** **

19 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-100, 10-13-15;
20 AO 2017-176, 1-9-18; AO 2020-38, 4-28-20; AO 2023-43, 4-25-23; AO 2023-
21 77, 7-25-23; AO 2023-103(S), 12-18-23; AO 2024-16, 2-27-24)

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23 **Section 6.** Anchorage Municipal Code 21.07.060, Development and Design
24 Standards, Transportation and Connectivity, is hereby amended to read as follows
25 (*the remainder of the section is not affected and therefore not set out*):

26
27 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

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29 *** **

30 **21.07.060 TRANSPORTATION AND CONNECTIVITY**

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33 **E. Standards for Pedestrian Facilities**

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35 **2. Sidewalks**

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37 a. All sidewalks shall be designed to comply with the standards of
38 the Design Criteria Manual (DCM) and Municipality of
39 Anchorage Standard Specifications (MASS) and shall be
40 improved in accordance with subsection 21.08.050H.
41 Functional classification (local, collector, arterial, etc.) shall be
42 determined using the most current version of the OSHP.
43
44 b. The Municipal Engineer, with the concurrence of the Traffic
45 Engineer and Director, may waive these standards if deemed
46 infeasible or inappropriate for the context and after considering

1 the conditions noted in 21.07.060E.2.g. The Project
2 Management & Engineering Department shall keep record of
3 the approved relief with written findings supporting such relief
4 on file.

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6 c. Street improvement projects and new streets in subdivisions in
7 all class A zoning districts except for industrial districts shall
8 install sidewalks in accordance with subsection d[BOTH SIDES
9 OF ALL STREETS (LOCAL, COLLECTOR, ARTERIAL,
10 PUBLIC OR PRIVATE, INCLUDING LOOP STREETS)].
11 Where indicated in the comprehensive plan, a pathway may
12 replace a sidewalk on one [SIDE] or both sides provided
13 adequate right-of-way remains for snow storage. Street
14 improvement projects in industrial zoning districts shall install a
15 sidewalk on one side of all local streets, and on both sides of
16 local streets if the new sidewalks would connect to existing
17 sidewalks on both ends and the needed sidewalk length is no
18 greater than one quarter mile. Street improvement projects in
19 industrial zoning districts shall install a sidewalk on both sides
20 of all collector or arterial streets.

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22 d[C]. [IN CUL-DE-SACS] For public and private streets within class
23 A zoning districts, the following shall apply:

24
25 i. For streets or cul-de-sacs with fewer than 300[150]
26 average daily trips [AND WITH SPEEDS LIMITED TO
27 25 MILES PER HOUR BY DESIGN,] no sidewalks are
28 required [ON THE CUL-DE-SAC STEM OR BULB].

29
30 ii. For streets or cul-de-sacs with 150 to 300 average daily
31 trips that are located within a designated school walking
32 boundary, a transit-supportive development corridor
33 identified in the online version of the Anchorage 2040
34 Land Use Plan, or are used to access a park
35 (notwithstanding subsection d.i. above), a sidewalk on
36 one side is required.

37
38 iii[II]. For streets or cul-de-sacs with 300[150] to 1,000
39 average daily trip, [AND FOR THOSE WITH FEWER
40 THAN 150 AVERAGE DAILY TRIPS BUT A DESIGN
41 SPEED OF GREATER THAN 25 MILES PER HOUR,]
42 a sidewalk on one side [OF THE CUL-DE-SAC STEM]
43 is required.

44
45 iv[III]. For streets or cul-de-sacs with more than [500] 1,000
46 average daily trips, or for streets or cul-de-sacs with 500

1 to 1,000 average daily trips that are [USED TO ACCESS
 2 A SCHOOL] located within a designated school walking
 3 boundary, a transit-supportive development corridor
 4 identified in the online version of the Anchorage 2040
 5 Land Use Plan, or are used to access a park [OR A
 6 PARK] (notwithstanding subsections [C II.AND] d[C].iii.
 7 above), sidewalks on both sides [OF THE STEM] are
 8 required.
 9

10 v[IV]. Average daily trips shall be computed by the traffic
 11 engineer.
 12

13 e[D]. In class B zoning districts, sidewalks, walkways, pathways, and
 14 trails shall be provided in accordance with the comprehensive
 15 plan. In all cases, pedestrian facilities shall be provided on at
 16 least one side of collector and arterial streets.
 17

18 [E. [THE REQUIREMENTS OF 2.B. AND 2.C. SHALL NOT
 19 APPLY IN STEEP-SLOPE AREAS WHERE SIDEWALKS ON
 20 ONE SIDE OF THE STREET MAY BE APPROVED BY THE
 21 DIRECTOR TO REDUCE EXCESSIVE SLOPE
 22 DISTURBANCE, ADVERSE IMPACTS ON NATURAL
 23 RESOURCES, AND POTENTIAL SOIL EROSION AND
 24 DRAINAGE PROBLEMS.]
 25

26 f. Development on lots along existing streets in class A zoning
 27 districts shall install sidewalks on all lot frontages abutting
 28 streets in the following situations:
 29

30 i. In the R-4, R-4A, and commercial zoning districts.
 31

32 ii. In the DT zoning districts as set forth in the provisions of
 33 chapter 21.11, Downtown.
 34

35 iii. Along streets identified in Appendix A of the Anchorage
 36 Pedestrian Plan as “missing sidewalk” or “inadequate
 37 sidewalk”, with a total point rating of five or higher.
 38

39 iv. The Municipal Engineer, with the concurrence of the
 40 Traffic Engineer and Director, may waive these
 41 standards if deemed infeasible or inappropriate for the
 42 context and after considering the conditions noted in
 43 21.07.060E.2.g. The Project Management &
 44 Engineering Department shall keep record of the
 45 approved relief with written findings supporting such
 46 relief on file.

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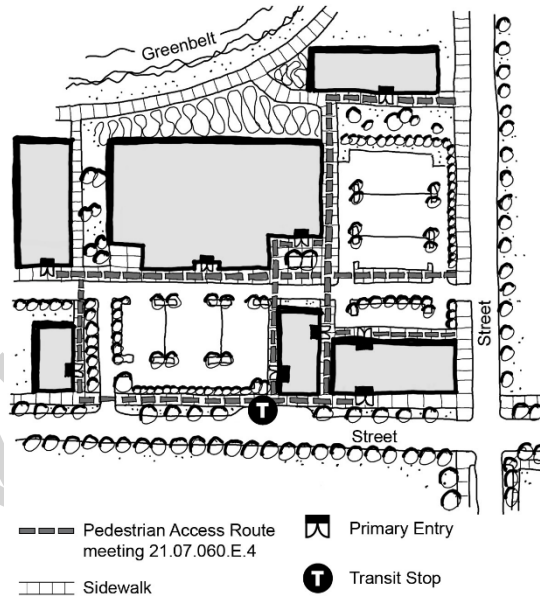
*** *** ***

4. On-Site Pedestrian Walkways

a. Intent for Continuous Pedestrian Access. Pedestrian walkways are intended to form a convenient on-site circulation system that minimizes conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. This section applies to all development, including on private streets except those exempted in b below.

b. Exempted from this section:

- i. Industrial Uses
- ii. Marijuana manufacturing or cultivation facilities
- iii. Utility facilities



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c. On-Site Pedestrian Connections Requirement. The following walkways shall be provided. Where one walkway fulfills more than one requirement, only one walkway need be provided. If they can provide a relatively direct route, public pedestrian facilities such as public sidewalks shall satisfy any or all of the requirements below.

- i. A walkway shall connect the primary entrance to the abutting primary street frontage, except where a proposed walkway connection to an alternative street

1 frontage is determined by the director to provide equal
2 or better pedestrian access. No walkway need be
3 provided to the primary street frontage if that frontage is
4 a restricted access street or a frontage road, unless
5 there is a pathway or other pedestrian facility to which
6 access can be provided along the restricted access
7 street or frontage road, in which case a walkway shall
8 connect to that pedestrian facility. The walkway route
9 shall be clear and direct, to the extent reasonably
10 feasible. For residential developments with 4 dwelling
11 units or fewer, the driveway can be used to fulfill all or a
12 portion of this requirement.

13
14 ii. All primary building entrances on a site shall be
15 connected to the street by a convenient system of
16 walkways. This includes multiple primary entrances into
17 one building, and primary entrances in separate
18 buildings on a site.

19
20 iii. A walkway shall connect the primary entrances to any
21 transit stop abutting the site, where on an active transit
22 route with scheduled service. The walkway shall be clear
23 and direct to the extent reasonably feasible.

24
25 iv. The primary front entrance of a residential dwelling shall
26 be connected to the street by a walkway as provided in
27 i. through ii. above, or by the dwelling's individual
28 driveway, or by a shared parking courtyard meeting
29 21.07.090N.

30
31 d. Walkway Clear Width and Improvements

32
33 i. The minimum width of a required pedestrian walkway
34 shall be five feet of unobstructed clear width, except
35 where otherwise stated in this title.

36
37 ii. Walkways shall be improved in accordance with
38 subsection 21.08.050H.

39
40 e. Walkways and Parking

41
42 i. Where an on-site pedestrian walkway system or
43 required pedestrian area abuts a parking lot or internal
44 street or driveway, the pedestrian facility shall be clearly
45 marked and physically separated from the parking lot or
46 drive, through the use of an upright curb of six inches in

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height, bollards spaced a maximum of six feet apart, or other physical buffer approved by the traffic engineer; and a change of paving materials distinguished by color, texture, textured edge, or other edge, or striping.

ii. The vehicle overhang established in table 21.07-9, Parking Angle, Stall and Aisle Dimensions, shall not encroach into the minimum required walkway width or area.

iii. Where an on-site pedestrian walkway crosses an internal street or driveway, the crosswalk shall be clearly marked and delineated through a change in paving materials distinguished by color, texture, textured edge, other edge, or striping, and shall meet the requirements of the Americans with Disabilities Act.

iv. Developments of 5 or more units may provide a parking courtyard in lieu of required walkways, where specifically allowed in section 21.07.110 and in conformance with subsection 21.07.090N.

e. Walkways, Landscaping, and Open Space Walkways shall be credited toward a required private open space where they are contiguous. A walkway that crosses a required landscaping bed (at or near perpendicular) shall be credited against the required landscaping area and amount of planting material.

[CONTINUOUS PEDESTRIAN ACCESS

PEDESTRIAN WALKWAYS ARE INTENDED TO FORM A CONVENIENT ON-SITE CIRCULATION SYSTEM THAT MINIMIZES CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC AT ALL POINTS OF PEDESTRIAN ACCESS TO ON-SITE PARKING AND BUILDING ENTRANCES. THIS SUBSECTION E.4. DOES NOT APPLY TO SINGLE- AND TWO-FAMILY DEVELOPMENT, OR TO MARIJUANA CULTIVATION FACILITY, MARIJUANA MANUFACTURING FACILITY, INDUSTRIAL, AND UTILITY FACILITY USES IN THE I-1, I-2, MC, AND MI ZONING DISTRICTS.

[A. ON-SITE PEDESTRIAN CONNECTIONS

THE FOLLOWING WALKWAYS SHALL BE PROVIDED. WHERE ONE WALKWAY FULFILLS MORE THAN ONE REQUIREMENT, ONLY ONE WALKWAY NEED BE PROVIDED. IF THEY CAN PROVIDE A RELATIVELY

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DIRECT ROUTE, PUBLIC PEDESTRIAN FACILITIES SUCH AS PUBLIC SIDEWALKS SHALL SATISFY ANY OR ALL OF THE REQUIREMENTS BELOW.

I. A WALKWAY SHALL CONNECT THE PRIMARY ENTRANCE TO THE ABUTTING PRIMARY STREET FRONTAGE, EXCEPT WHERE A PROPOSED WALKWAY CONNECTION TO AN ALTERNATIVE STREET FRONTAGE IS DETERMINED BY THE DIRECTOR TO PROVIDE EQUAL OR BETTER PEDESTRIAN ACCESS. NO WALKWAY NEED BE PROVIDED TO THE PRIMARY STREET FRONTAGE IF THAT FRONTAGE IS A RESTRICTED ACCESS STREET OR A FRONTAGE ROAD, UNLESS THERE IS A PATHWAY OR OTHER PEDESTRIAN FACILITY TO WHICH ACCESS CAN BE PROVIDED ALONG THE RESTRICTED ACCESS STREET OR FRONTAGE ROAD, IN WHICH CASE A WALKWAY SHALL CONNECT TO THAT PEDESTRIAN FACILITY. THE WALKWAY ROUTE SHALL BE CLEAR AND DIRECT, TO THE EXTENT REASONABLY FEASIBLE.

II ALL PRIMARY BUILDING ENTRANCES ON A SITE SHALL BE CONNECTED TO THE STREET BY A CONVENIENT SYSTEM OF WALKWAYS. THIS INCLUDES MULTIPLE PRIMARY ENTRANCES INTO ONE BUILDING, AND PRIMARY ENTRANCES IN SEPARATE BUILDINGS ON A SITE.

III. A WALKWAY SHALL CONNECT THE PRIMARY ENTRANCES TO ANY TRANSIT STOP ABUTTING THE SITE, WHERE ON AN ACTIVE TRANSIT ROUTE WITH SCHEDULED SERVICE. THE WALKWAY SHALL BE CLEAR AND DIRECT TO THE EXTENT REASONABLY FEASIBLE.

IV. THE PRIMARY FRONT ENTRANCE OF A RESIDENTIAL DWELLING SHALL BE CONNECTED TO THE STREET BY A WALKWAY AS PROVIDED IN I. THROUGH II. ABOVE, OR BY THE DWELLING'S INDIVIDUAL DRIVEWAY, OR BY A SHARED PARKING COURTYARD MEETING 21.07.060G.23.

C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS

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- I. THE MINIMUM WIDTH OF A REQUIRED PEDESTRIAN WALKWAY SHALL BE FIVE FEET OF UNOBSTRUCTED CLEAR WIDTH, EXCEPT WHERE OTHERWISE STATED IN THIS TITLE. A WALKWAY THAT PROVIDES ACCESS TO NO MORE THAN FOUR RESIDENTIAL DWELLING UNITS MAY PROVIDE AN UNOBSTRUCTED CLEAR WIDTH OF THREE FEET.
- II. WALKWAYS SHALL BE IMPROVED IN ACCORDANCE WITH SUBSECTION 21.08.050H.

D. WALKWAYS AND PARKING

- I. WHERE AN ON-SITE PEDESTRIAN WALKWAY SYSTEM OR REQUIRED PEDESTRIAN AREA ABUTS A PARKING LOT OR INTERNAL STREET OR DRIVEWAY, THE PEDESTRIAN FACILITY SHALL BE CLEARLY MARKED AND PHYSICALLY SEPARATED FROM THE PARKING LOT OR DRIVE, THROUGH THE USE OF AN UPRIGHT CURB OF SIX INCHES IN HEIGHT, BOLLARDS SPACED A MAXIMUM OF SIX FEET APART, OR OTHER PHYSICAL BUFFER APPROVED BY THE TRAFFIC ENGINEER; AND A CHANGE OF PAVING MATERIALS DISTINGUISHED BY COLOR, TEXTURE, TEXTURED EDGE, OR OTHER EDGE, OR STRIPING.
- II. THE VEHICLE OVERHANG ESTABLISHED IN TABLE 21.07-9, *PARKING ANGLE, STALL AND AISLE DIMENSIONS*, SHALL NOT ENCROACH INTO THE MINIMUM REQUIRED WALKWAY WIDTH OR AREA.
- III. WHERE AN ON-SITE PEDESTRIAN WALKWAY CROSSES AN INTERNAL STREET OR DRIVEWAY, THE CROSSWALK SHALL BE CLEARLY MARKED AND DELINEATED THROUGH A CHANGE IN PAVING MATERIALS DISTINGUISHED BY COLOR, TEXTURE, TEXTURED EDGE, OTHER EDGE, OR STRIPING, AND SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.
- IV. MULTIFAMILY OR TOWNHOUSE DEVELOPMENTS MAY PROVIDE A PARKING COURTYARD IN LIEU OF REQUIRED WALKWAYS, WHERE SPECIFICALLY

ALLOWED IN SECTION 21.07.110 AND IN CONFORMANCE WITH SUBSECTION 21.07.060F.23.

E. WALKWAYS, LANDSCAPING, AND OPEN SPACE
 WALKWAYS SHALL BE CREDITED TOWARD A REQUIRED PRIVATE OPEN SPACE WHERE THEY ARE CONTIGUOUS. A WALKWAY THAT CROSSES A REQUIRED LANDSCAPING BED (AT OR NEAR PERPENDICULAR) SHALL BE CREDITED AGAINST THE REQUIRED LANDSCAPING AREA AND AMOUNT OF PLANTING MATERIAL.]

*** *** ***

F. Building[PEDESTRIAN] Frontage Standards

1. Purpose

These standards require a minimum amount of windows for certain types of development and facilitate pedestrian access to main entries. [PEDESTRIAN FRONTAGE STANDARD REQUIRES SITE PLANNING AND BUILDING ORIENTATION TOWARD NEIGHBORHOOD STREETS AND SIDEWALKS TO FACILITATE PEDESTRIAN ACCESS AND REDUCE AUTOMOBILE PARKING CONGESTION. OBJECTIVES INCLUDE TO:

- A. ORGANIZE AND ORIENT BUILDINGS AROUND PUBLIC STREETS AND ASSOCIATED FRONTAGES IN A WAY THAT FRAMES STREETS AS POSITIVE PUBLIC SPACE, PROMOTES PEDESTRIAN ACTIVITY, AND CONNECTS TO MULTIPLE MODES OF TRANSPORTATION.
- B. PROVIDE CLEARLY DEFINED, SAFE PEDESTRIAN ACCESS TO BUILDING ENTRIES THAT INVITES PEOPLE OF ALL ABILITIES AND MINIMIZES CONFLICTS WITH VEHICLES AND PARKING.
- C. PLACE ACTIVE INDOOR SPACES, ENTRANCES, AND WINDOWS ON STREET-FACING BUILDING FACADES TO IMPROVE THE VISUAL CONNECTION TO THE STREET AND PROMOTE A SAFE, SECURE NEIGHBORHOOD.]

2. Applicability

Subsection 4. applies to all development except for the cases listed below: [.DEVELOPMENT IN AREAS SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS

1 ESTABLISHED IN SUBSECTION 21.07.010E. EFFECTIVE ON
 2 NOVEMBER 1, 2025. SUBSECTION 5. APPLIES TO
 3 DEVELOPMENT GENERALLY UNTIL NOVEMBER 1, 2025, AND
 4 THEREAFTER IN THE OTHER AREAS OF THE MUNICIPALITY.
 5 THE FOLLOWING ARE EXEMPT:]

- 6
- 7 a. Changes of use and other developments that comprise building
 8 modification of less than 50 percent of the building replacement
 9 value of the building(s) on the site.
- 10
- 11 b. Development in Girdwood, Chugiak-Eagle River, Downtown
 12 (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning
 13 districts.
- 14
- 15 c. Any residential development with 4 or fewer units [SINGLE-
 16 FAMILY AND TWO-FAMILY DWELLINGS] constructed prior to
 17 January 1, 2016, or on lots of 20,000 square feet or larger, or
 18 in Class B zoning districts.
- 19
- 20 d. Uses without habitable floor area, such as utility substations.
- 21
- 22 e. Industrial uses
- 23
- 24 f. Buildings located more than 100 feet from applicable street
 25 rights-of-way.

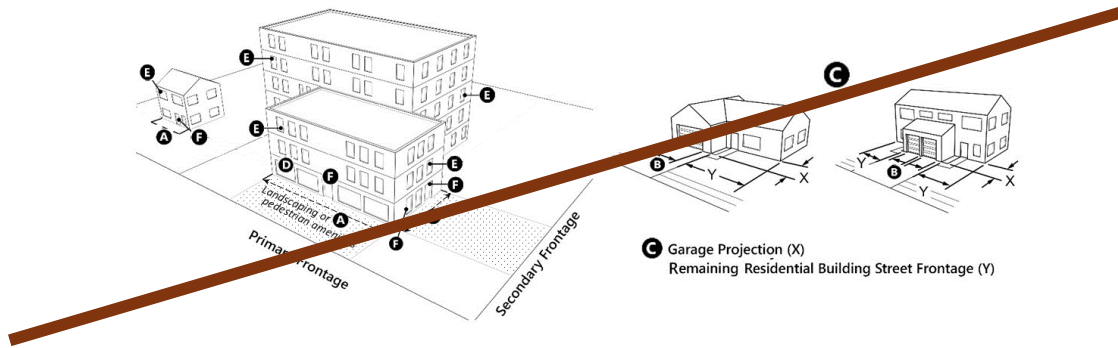
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27 **3. Administrative Adjustments**

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- 29 a. The Alternative Equivalent Compliance procedure in
 30 21.07.010D. may be used to propose alternative means of
 31 complying with the intent of this section.
- 32
- 33 b. The Director, with the concurrence of the Development
 34 Services Director, and Traffic Engineer may approve
 35 administrative relief if the applicant [THE DIRECTOR SHALL
 36 APPROVE ADMINISTRATIVE RELIEF IF THE APPLICANT]
 37 demonstrates the adjustment is necessary to compensate for
 38 some practical difficulty of the site such as adverse impacts
 39 from neighboring roadways. This includes reducing the window
 40 area requirement by the amount needed to comply with 5-star
 41 or affordable housing (21.15.040) energy rating requirements.
 42 The department shall keep record of the approved exception
 43 with written findings supporting the exception on file.
- 44
- 45 c. [THE DIRECTOR MAY APPROVE ADMINISTRATIVE RELIEF
 46 FOR LAND USE PERMITS SUBMITTED FOR REVIEW

BEFORE NOVEMBER 1, 2025 IF THE APPLICANT DEMONSTRATES IN WRITING AN UNDUE BURDEN PLACED UPON THE AFFECTED DEVELOPMENTS AS A RESULT OF STANDARDS SET FORTH IN TABLE 21.07-3]. The department shall keep record of the approved relief with written findings supporting such relief on file. The denial decision shall indicate the most appropriate alternative for the applicant to pursue.

[4. STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS THE STANDARDS OF TABLE 21.07-2 APPLY TO THE PRIMARY FRONTAGE AND ONE SECONDARY FRONTAGE EFFECTIVE



NOVEMBER 1, 2025.]

[TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS AS OF NOVEMBER 1, 2025

SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION	50% OF BUILDING ELEVATION WIDTH ^{1,2} LOTS WITH ALLEY ACCESS: NO PARKING ALLOWED IN FRONT OF BUILDING EXCEPT IN DRIVEWAYS FOR INDIVIDUAL DWELLINGS
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	40% OF BUILDING ELEVATION WIDTH ^{1,2}
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN 50% OF THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL	25% OF WALL AREA ON PRIMARY FRONTAGE

[TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS AS OF NOVEMBER 1, 2025

SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
GROUND-FLOOR STREET-FACING BUILDING ELEVATION ³	15% OF WALL AREA ON SECOND FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS ³	15% OF WALL AREA ON PRIMARY FRONTAGE 10% OF WALL AREA ON SECOND FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM THE STREET VIA AN UNOBSTRUCTED LINE OF SIGHT, AND FOR RESIDENTIAL ENTRANCES TO BE COVERED	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE
G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)	DEVELOPMENTS WITH 10,000 TO 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 2 PEDESTRIAN AMENITIES
<p>¹EXCEPTION: ON LOTS WITHOUT ALLEY ACCESS RESIDENTIAL DEVELOPMENTS WITH FOUR DWELLING UNITS OR LESS MAY HAVE A MINIMUM OF 20% IN A. ABOVE AND A MAXIMUM OF 67% IN B. ABOVE. THIS FOOTNOTE EXCEPTION SHALL SUNSET AT THE CLOSE OF JUNE 30, 2025.</p> <p>²EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE.</p> <p>³VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.0200. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.]</p>	

4. General Standard for Development

[THE STANDARDS OF TABLE 21.07-3 APPLY TO THE PRIMARY FRONTAGE, AND ONE SECONDARY FRONTAGE WHEN SPECIFIED.]

a. For all uses not exempted from this section,

i. 15% of a primary frontage shall be visual access windows as measured in 21.15.020 or the window area of primary entrances (doors) with windows.

ii. 10% of all other street facing frontages, including a secondary frontage, shall be visual access windows as measured in AMC 21.15.0200. or the window area of entrances (doors) with windows.

b. Covered, Visible Primary Entrance

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1 All buildings, including those on private streets, are required to
2 have a porch, stoop, or landing providing access to the primary
3 entrance that is sheltered by a roof intended to give visual
4 emphasis to the building entrance as an aid in wayfinding, and
5 to help provide safe, convenient access from the street.
6 Residential primary entrances shall meet the following
7 standards:

- 8
- 9 1. The entrance shall incorporate a porch, stoop, or landing
10 with an internal dimension of at least 16 square feet, and
11 a permanent, sheltering roof covering at least 12 square
12 feet.
- 13
- 14 ii. The porch, stoop, or landing shall be distinguished from
15 adjoining areas and vehicle parking by vertical
16 separation, physical barrier, a change in surfacing
17 material or by a distinct color.
- 18
- 19 iii. At least one primary entrance per building shall be visible
20 (via an unobstructed line of sight) from a street or a
21 common private open space (21.07.030), the parking lot,
22 or a shared parking courtyard (21.07.090N.).
- 23
- 24 iv. A vestibule can be used to meet the requirements of this
25 section.
- 26
- 27 c. The director may provide relief from this standard for
28 developments where it is not feasible. The director shall consult
29 with the Fire Marshall when considering the provision of relief
30 to visibility for the primary entrance in c.3. above. The
31 department shall keep record of the approved relief with written
32 findings supporting such relief on file.
- 33

[TABLE 21.07-3: GENERAL PEDESTRIAN FRONTAGE STANDARD FOR DEVELOPMENT	
REQUIRED SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION ¹	20% OF BUILDING ELEVATION WIDTH, ON ONE FRONTAGE
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	67% OF BUILDING ELEVATION WIDTH
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING ELEVATION
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL GROUND-FLOOR STREET-FACING BUILDING ELEVATION ^{1,2}	15% ON PRIMARY FRONTAGE 10% ON SECONDARY FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS ^{1,2}	10% ON PRIMARY FRONTAGE 5% ON SECONDARY FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM A STREET VIA AN UNOBSTRUCTED LINE OF SIGHT AND FOR RESIDENTIAL ENTRANCES TO BE COVERED ¹	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE
G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)	DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY
¹ EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE. NON-RESIDENTIAL BUILDINGS LOCATED MORE THAN 100 FEET FROM THE APPLICABLE STREET RIGHTS-OF-WAY ARE EXEMPT FROM A., D., E., AND F. ABOVE. ² VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.0200. VISUAL ACCESS WINDOWS (“WINDOW, PROVIDING VISUAL ACCESS”), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.]	

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G. [PEDESTRIAN AMENITIES MENU]

[1. PURPOSE

[THIS SECTION DEFINES AND PROVIDES STANDARDS FOR PEDESTRIAN AMENITIES THAT ARE USED IN DEVELOPMENTS TO SATISFY A REQUIREMENT, MENU CHOICE, OR INCENTIVE IN THIS TITLE. THE STANDARDS IN THIS SECTION GIVE PREDICTABILITY FOR APPLICANTS AND THE PUBLIC FOR THE MINIMUM ACCEPTABLE STANDARDS FOR PEDESTRIAN AMENITIES. IT ENCOURAGES AMENITIES THAT WILL IMPROVE AND ENHANCE THE COMMUNITY AND RESPOND TO ANCHORAGE’S NORTHERN LATITUDE CLIMATE.]

1 2. APPLICABILITY

2 PEDESTRIAN [AMENITIES] SHALL MEET THE MINIMUM
3 STANDARDS OF THIS SECTION TO BE CREDITED TOWARD A
4 REQUIREMENT, MENU CHOICE, OR INCENTIVE OF THIS TITLE,
5 EXCEPT WHERE SPECIFICALLY PROVIDED OTHERWISE IN THIS
6 TITLE. THE STANDARDS OF THIS SECTION DO NOT APPLY TO
7 AMENITIES THAT ARE NOT COUNTED TOWARD A
8 REQUIREMENT, MENU CHOICE, OR INCENTIVE UNDER THIS
9 TITLE.

10
11 3. ADMINISTRATIVE ADJUSTMENTS

12 THE ALTERNATIVE EQUIVALENT COMPLIANCE PROCEDURE
13 SET FORTH IN SUBSECTION 21.07.010D. MAY BE USED TO
14 PROPOSE ALTERNATIVE MEANS OF COMPLYING WITH THE
15 STANDARDS OF THIS SUBSECTION 21.07.060G.]

16
17 4. ENHANCED ON-SITE WALKWAY

18 AN ENHANCED ON-SITE WALKWAY IS INTENDED TO PROVIDE
19 AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR
20 EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR
21 WALKWAYS AND IMPROVING PEDESTRIAN CONVENIENCE,
22 COMFORT, AND SAFETY ON THE SITE. ENHANCED ON-SITE
23 WALKWAYS PROVIDE ADDITIONAL WIDTH FOR PEDESTRIAN
24 MOVEMENT AND PERIPHERAL SPACE THAT ACCOMMODATES
25 LANDSCAPING, FURNITURE, AND UTILITIES.

26
27 A. AN ENHANCED ON-SITE WALKWAY SHALL HAVE A
28 PEDESTRIAN MOVEMENT ZONE WITH A CONTINUOUS,
29 UNOBSTRUCTED WALKWAY CLEAR WIDTH OF AT LEAST
30 EIGHT FEET, OR SIX FEET WHERE PROVIDING ACCESS
31 ONLY TO FOUR OR FEWER RESIDENTIAL DWELLING
32 UNITS. WHERE ADJACENT TO A GROUND-FLOOR
33 BUILDING ELEVATION IT SHALL ALSO HAVE A BUILDING
34 INTERFACE ZONE A MINIMUM OF TWO FEET IN WIDTH
35 FOR BUILDING FOUNDATION LANDSCAPING OR SPACE
36 FOR OPENING DOORS OR SEATING AND TRANSITION
37 PEDESTRIAN SPACES. IN ADDITION TO THE PEDESTRIAN
38 MOVEMENT ZONE AND ANY BUILDING INTERFACE ZONE,
39 THE ENHANCED ON-SITE WALKWAY SHALL HAVE A
40 BUFFER SPACE OF AT LEAST TWO FEET IN WIDTH
41 WHERE ABUTTING MOTOR VEHICLE PARKING LOTS,
42 CIRCULATION AISLES, OR DRIVEWAYS. THE BUFFER
43 SPACES SHALL ACCOMMODATE LANDSCAPING BEDS,
44 FENCING OR BOLLARDS, LIGHT POLES, UTILITIES,
45 BENCHES, AND OTHER FURNISHINGS.
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- B. A MINIMUM OF TWO PEDESTRIAN FEATURES AS DEFINED BY THIS TITLE (21.15.040) SHALL BE PROVIDED ALONG THE ENHANCED WALKWAY, WITH AT LEAST ONE FOR EVERY 50 FEET OF THE WALKWAY LENGTH.
 - C. ENHANCED ON-SITE WALKWAYS SHALL PROVIDE CONTINUOUS DIRECT CONNECTIONS FROM BUILDING PRIMARY ENTRANCE(S) TO SURROUNDING PUBLIC STREETS AND SIDEWALKS AND BE PUBLICLY ACCESSIBLE OR AVAILABLE TO ALL RESIDENTS OF THE DEVELOPMENT.
5. ICE-FREE (SNOW MELTING) WALKWAY
 AN ICE-FREE (SNOW MELTING) WALKWAY HAS A HEATED SURFACE FOR THE FULL EXTENT OF THE WALKWAY CLEAR WIDTH. THE WALKWAY SHALL BE MAINTAINED AS ICE-FREE AT ALL TIMES IN AREAS REQUIRED TO BE PUBLICLY ACCESSIBLE, AND OTHERWISE DURING ALL HOURS OF OPERATION OF AN ESTABLISHMENT.
6. PLAZA OR COURTYARD
- A. A PLAZA IS AN OPEN SPACE WHICH IS DESIGNED TO BE USED FOR RELAXATION, CONVERSATION, EATING, OR OTHER OUTDOOR ACTIVITIES.
 - B. A PLAZA SHALL CONTAIN AT LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE FOR EACH 200 SQUARE FEET OF PLAZA OR COURTYARD AREA.
 - C. A PLAZA SHALL BE VISIBLE AND DIRECTLY ACCESSIBLE FROM THE PUBLIC SIDEWALK AND AT NO POINT BE MORE THAN FIVE FEET ABOVE NOR MORE THAN 12 FEET BELOW THE CURB LEVEL OF THE NEAREST STREET.
 - D. A PLAZA SHALL BE UNOBSTRUCTED TO THE SKY EXCEPT FOR CERTAIN PERMITTED OBSTRUCTIONS SUCH AS CANOPIES OR AWNINGS, LANDSCAPING, OR ORNAMENTAL FEATURES SUCH AS FOUNTAINS AND FLAG POLES.
 - E. A PLAZA SHALL BE POSITIONED SO THAT AT LEAST TWO-THIRDS OF ITS AREA RECEIVES ACCESS TO AT LEAST FOUR HOURS OF DIRECT OR REFLECTED SUNLIGHT ON MARCH 21 AND SEPTEMBER 21. A PLAZA OR COURTYARD MAY BE CREDITED TOWARDS A

1 REQUIREMENT, MENU CHOICE, OR BONUS AS LONG AS
2 IT MEETS THIS STANDARD. THE DIRECTOR MAY
3 REDUCE THIS REQUIREMENT IN CASES WHERE
4 TOPOGRAPHY OR VEGETATION SHADOW THE SITE.
5 REDUCTIONS SHALL BE THE MINIMAL ACTION THAT
6 WOULD ADDRESS THESE FACTORS.

7
8 F. PLAZAS SHALL NOT BE PAVED WITH ASPHALT.

9
10 7. HOUSING COURTYARD

11 A HOUSING COURTYARD MAY BE CREATED WHEN A
12 MULTIFAMILY BUILDING OR BUILDINGS ARE ARRANGED OR
13 CONFIGURED TO ENCLOSE AND FRAME A COMMON PRIVATE
14 OPEN SPACE. TO RECEIVE CREDIT AS A HOUSING
15 COURTYARD, THE SPACE SHALL ACHIEVE THE FOLLOWING:

16
17 A. THE RESIDENTIAL BUILDING(S) SHALL ENCLOSE A
18 CLEARLY DEFINED COURTYARD OPEN SPACE. THE
19 STRUCTURE(S) SURROUNDING THE HOUSING
20 COURTYARD MAY, FOR EXAMPLE, FORM AN O, L, OR U
21 SHAPED ENCLOSURE.

22
23 B. A COURTYARD SHALL COMPLY WITH THE PLAZA
24 REQUIREMENT FOR PEDESTRIAN FEATURES, AND WITH
25 THE COMMON PRIVATE OPEN SPACE STANDARDS OF
26 SECTION 21.07.030.

27
28 C. ALL INDIVIDUAL DWELLING UNITS AROUND THE
29 PERIMETER OF A COURTYARD SHALL HAVE WINDOWS,
30 ENTRANCES, AND/OR TRANSITIONAL SPACES SUCH AS
31 PORCHES OR BALCONIES THAT FACE THE COURTYARD.

32
33 D. A COURTYARD SHALL HAVE A SOLAR ORIENTATION AS
34 DEFINED BY THIS TITLE IN TERMS OF OPENINGS IN THE
35 COURTYARD AND THE LOWER HEIGHT OF
36 SURROUNDING BUILDINGS.

37
38 8. TRANSIT STOP OR TRANSIT SHELTER

39 A TRANSIT STOP OR TRANSIT SHELTER SHALL MEET OR
40 EXCEED THE MINIMUM DESIGN STANDARDS ESTABLISHED BY
41 THE TRANSIT FACILITIES DESIGN GUIDELINES IN THE *DESIGN*
42 *CRITERIA MANUAL*.

43
44 9. PEDESTRIAN SHELTER SUCH AS A CANOPY, AWNING, OR
45 MARQUEE

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A PEDESTRIAN SHELTER IS A ROOF-LIKE STRUCTURE EXTENDING OUT FROM THE BUILDING FACE THAT PROVIDES YEAR ROUND OVERHEAD PROTECTION FROM PRECIPITATION AND WIND, AND THAT CAN PROVIDE VISUAL INTEREST AND WAYFINDING ORIENTATION TO PRIMARY ENTRANCES, PASSENGER LOADING AREAS, OR WAITING AREAS. PEDESTRIAN SHELTER MAY BE COMPOSED OF AWNINGS, CANOPIES, MARQUEES, CANTILEVERED OVERHANGS, COLONNADES, OR SIMILAR OVERHANGS ALONG THE PEDESTRIAN ROUTE.

A. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM DIMENSION OF SIX FEET MEASURED HORIZONTALLY FROM THE BUILDING WALL, OR SHALL EXTEND TO A LINE TWO FEET FROM THE CURB LINE OF THE STREET OR NEAREST MOTOR VEHICLE AREA, WHICHEVER IS LESS.

B. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF EIGHT FEET AND A MAXIMUM VERTICAL CLEARANCE OF 12 FEET, EXCEPT THAT A PEDESTRIAN SHELTER THAT PROJECTS OUT MORE THAN EIGHT FEET MEASURED HORIZONTALLY FROM THE BUILDING WALL SHALL HAVE A MAXIMUM VERTICAL CLEARANCE OF 16 FEET.

C. A PEDESTRIAN SHELTER MAY BE INDENTED AS NECESSARY TO ACCOMMODATE STREET TREES, LANDSCAPING BEDS, STREET LIGHTS, BAY WINDOWS, OR SIMILAR BUILDING ACCESSORIES.

D. A PEDESTRIAN SHELTER SHALL NOT EXTEND OUT TO WITHIN THREE FEET OF THE CENTER OF THE MAIN TRUNK OF A STREET TREE. A PEDESTRIAN SHELTER SHALL INCORPORATE ARCHITECTURAL DESIGN FEATURES OF THE BUILDING FROM WHICH IT IS SUPPORTED.

10. ARCADE (OR BUILDING RECESS)

AN ARCADE IS A COVERED PASSAGEWAY CREATED BY THE OVERHANGING UPPER PORTION OF THE BUILDING ALONG A SIDEWALK OR WALKWAY TO PROVIDE A SHELTERED AREA AT GRADE LEVEL. AN ARCADE IS USUALLY SEPARATED FROM THE ADJACENT STREET, SIDEWALK/WALKWAY, OR PEDESTRIAN SPACE BY A LINE OF SUPPORTING COLUMNS OR ARCHES. A GROUND LEVEL BUILDING RECESS WITHOUT

1 SUPPORTING COLUMNS MAY ALSO RECEIVE CREDIT IF IT
2 ACHIEVES THE FOLLOWING STANDARDS:

- 3
4 A. AN ARCADE SHALL BE DEVELOPED AS A CONTINUOUS
5 COVERED SPACE EXTENDING ALONG A STREET, PLAZA,
6 OR COURTYARD OR OTHER PEDESTRIAN OPEN SPACE.
7 AN ARCADE SHALL BE OPEN FOR ITS ENTIRE LENGTH
8 TO THE STREET OR PEDESTRIAN OPEN SPACE, EXCEPT
9 FOR BUILDING COLUMNS.
10
11 B. AN ARCADE SHALL HAVE A MINIMUM VERTICAL
12 CLEARANCE OF NO LESS THAN 12 FEET, AND ON
13 AVERAGE NO GREATER THAN 18 FEET.
14
15 C. AN ARCADE SHALL HAVE A MINIMUM HORIZONTAL
16 WALKWAY CLEAR WIDTH OF EIGHT FEET BETWEEN THE
17 BUILDING AND ANY SUPPORTING COLUMNS, AND A
18 MAXIMUM COVERED WIDTH OF 20 FEET.
19
20 D. AN ARCADE SHALL NOT AT ANY POINT BE ABOVE THE
21 LEVEL OF THE ADJACENT SIDEWALK, WALKWAY, OR
22 PEDESTRIAN OPEN SPACE (WHICHEVER IS HIGHER).
23 THE WIDTH AND SPACING OF THE SUPPORTING
24 COLUMNS SHALL BE SUCH THAT MAXIMUM VISIBILITY IS
25 MAINTAINED.
26
27 E. THE SPACING AND RHYTHM OF THE SUPPORTING
28 COLUMNS SHALL RELATE TO THE STRUCTURAL OR
29 ARCHITECTURAL PATTERN OF THE BUILDING AND
30 SHALL BE CONSISTENT ALONG THE LENGTH OF THE
31 ARCADE.
32
33 F. NO OFF-STREET PARKING SPACES, PASSENGER
34 LOADING ZONES, DRIVEWAYS, OR OFF-STREET
35 LOADING BERTHS ARE PERMITTED ANYWHERE WITHIN
36 AN ARCADE OR WITHIN 10 FEET OF ANY PORTION
37 THEREOF, UNLESS THE DECISION-MAKING BODY
38 DETERMINES THAT SUCH ACTIVITY WILL NOT
39 ADVERSELY AFFECT THE AIR QUALITY OR FUNCTIONING
40 OF THE ARCADE. IN NO EVENT SHALL SUCH VEHICULAR
41 AREAS BE ELIGIBLE FOR CREDIT AS PART OF THE
42 ARCADE.
43
44 G. AN ARCADE SHALL BE PUBLICLY ACCESSIBLE AT ALL
45 TIMES.
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- 11. ATRIUM, GALLERIA, OR WINTER GARDEN
AN ATRIUM, GALLERIA, OR WINTER GARDEN IS A PUBLICLY ACCESSIBLE SUNLIT INTERIOR SPACE SUITED FOR YEAR-ROUND PUBLIC USE, AND WHICH TAKES ADVANTAGE OF WINDOWS AND SUNLIGHT ACCESS TO PROVIDEBRIGHTNESS, ORIENTATION, AND VISUAL CONNECTIONS TO THE OUTDOORS.
 - A. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE DEVELOPED AND MAINTAINED AS A TEMPERATURE CONTROLLED,PUBLICLY ACCESSIBLE SPACE FURNISHED WITH FEATURES AND AMENITIES THAT ENCOURAGE ITS USE.
 - B. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL CONTAIN AT LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE FOR EACH 200 SQUARE FEET OF FLOOR AREA.
 - C. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE CO-LOCATED WITH PRIMARY ENTRANCES AND PEDESTRIAN ACTIVITY AREAS, AND EITHER ADJOIN OR DIRECTLY CONNECT TO A PUBLICLY ACCESSIBLE SIDEWALK OR OPEN SPACE.
 - D. THE PUBLICLY ACCESSIBLE PORTION OF THE ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE AT LEAST 400 SQUARE FEET, WITH A MINIMUM DIMENSION OF 16 FEET.
 - E. AT LEAST HALF OF AN ATRIUM, GALLERIA, OR WINTER GARDEN’S CEILING AREA AND AT LEAST A PORTION OF ITS WALL AREA SHALL CONSIST OF TRANSPARENT GLAZING.
 - F. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL HAVE ACCESS TO DIRECT AND/OR REFLECTED SUNLIGHT FOR AT LEAST FOUR HOURS DAILY FOR EIGHT MONTHS OF THE YEAR.
- 12. SUN POCKET (OR SUN TRAP)
A SUN POCKET OR SUN TRAP IS A PEDESTRIAN SPACE THAT CAPTURES DIRECT AND REFLECTED SUNLIGHT. A SUN POCKET SHALL BE A CLEARLY DEFINED OPEN SPACE PARTLY SHELTERED BY BUILDING WALLS, FENCES, OR LANDSCAPE FEATURES, SUCH AS A C, L, OR U SHAPED SEMI-ENCLOSURE. THE PROTECTED SPACE SHALL CONTAIN AT LEAST 250

SQUARE FEET OF PEDESTRIAN AREA THAT IS EXPOSED TO DIRECT AND REFLECTED SUNLIGHT ACCESS FOR AT LEAST SIX HOURS ON MARCH 21 AND SEPTEMBER 21.

13. REFLECTED SUNLIGHT

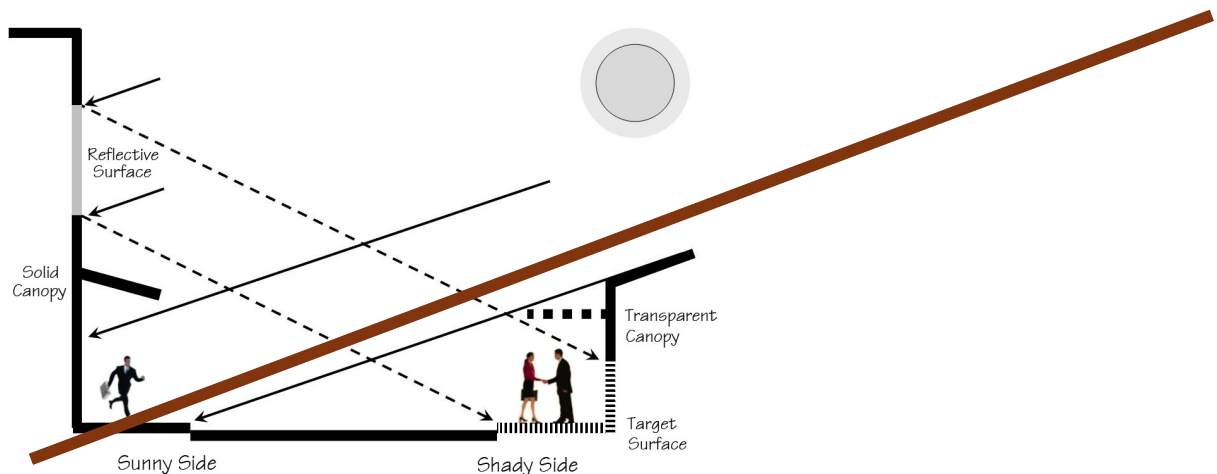
REFLECTED SUNLIGHT AS A PEDESTRIAN AMENITY IS CREATED BY A LIGHT-COLORED, PARTIALLY REFLECTIVE, UPPER-STORY FAÇADE SURFACE THAT REDIRECTS SUNLIGHT RADIATION TO PEDESTRIAN SPACES AND WALKWAYS TO BRIGHTEN OR INCREASE THE COMFORT LEVEL IN THOSE SPACES.

A. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A SOLAR ORIENTATION.

B. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A REFLECTANCE OF AT LEAST 50 PERCENT AND NO GREATER THAN 75 PERCENT IN ORDER TO AVOID EXCESSIVE GLARE.

C. THE REFLECTIVE FAÇADE SURFACE SHALL BE AN UPPER FLOOR ABOVE GROUND-LEVEL.

D. REFLECTED SUNLIGHT SHALL FALL ON AT LEAST 400 SQUARE FEET OF A PUBLICLY ACCESSIBLE WALKWAY, OPEN SPACE, AND/OR ABUTTING GROUND-LEVEL WALL AREA FOR AT LEAST FOUR HOURS ON MARCH 21 AND SEPTEMBER 21.



14. SHELTERED TRANSITION SPACE

A SHELTERED TRANSITION SPACE IS AN OUTDOOR OR GLASS COVERED SPACE SUCH AS CAFÉ SEATING ALONG A BUILDING

1 FAÇADE THAT PROVIDES A COMFORTABLE TRANSITION
2 BETWEEN INDOOR AREAS AND UNSHELTERED OUTDOOR
3 SPACES.

4
5 A. A SHELTERED TRANSITION SPACE SHALL BE A MINIMUM
6 OF 400 SQUARE FEET.

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8 B. A SHELTERED TRANSITION SPACE SHALL COMPLY WITH
9 THE DIMENSIONAL STANDARDS FOR PEDESTRIAN
10 SHELTER OR ARCADE.

11
12 C. A SHELTERED TRANSITION SPACE SHALL CONTAIN
13 A MINIMUM OF ONE PEDESTRIAN FEATURE AS DEFINED
14 BY THIS TITLE.

15
16 D. A SHELTERED TRANSITION SPACE SHALL NOT
17 OBSTRUCT THE MINIMUM CLEAR WIDTH OF THE
18 ADJOINING WALKWAY OR SIDEWALK.]

19
20 15. [SEPARATED WALKWAY TO THE STREET
21 THE DEVELOPMENT SHALL CONNECT THE BUILDING PRIMARY
22 ENTRANCES TO THE STREET WITH A CLEAR AND DIRECT
23 WALKWAY THAT IS NOT ROUTED THROUGH A PARKING
24 FACILITY OR ACROSS VEHICLE DRIVEWAYS OR CIRCULATION
25 AISLES. THE MINIMUM CLEAR WIDTH PORTION OF THE
26 WALKWAY SHALL BE SEPARATED FROM THE PARKING
27 FACILITY BY AT LEAST FIVE FEET.]

28
29 16. COVERED, VISIBLE RESIDENTIAL ENTRANCE
30 A PORCH, STOOP, OR LANDING SHELTERED BY A ROOF IS
31 INTENDED TO GIVE VISUAL EMPHASIS TO THE BUILDING
32 ENTRANCE AS AN AID IN WAYFINDING, AND HELP PROVIDE
33 SAFE, CONVENIENT ACCESS TO RESIDENTIAL BUILDINGS
34 FROM THE STREET. RESIDENTIAL PRIMARY ENTRANCES
35 SHALL MEET THE FOLLOWING STANDARDS:

36
37 A. THE ENTRANCE SHALL INCORPORATE A PORCH, STOOP,
38 OR LANDING WITH AN INTERNAL DIMENSION OF AT
39 LEAST 16 SQUARE FEET, AND A PERMANENT,
40 SHELTERING ROOF COVERING AT LEAST 12 SQUARE
41 FEET.

42
43 B. THE PORCH, STOOP, OR LANDING SHALL BE
44 DISTINGUISHED FROM ADJOINING AREAS AND VEHICLE
45 PARKING BY VERTICAL SEPARATION OR A CHANGE IN
46 SURFACING MATERIAL.

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C. AT LEAST ONE PRIMARY ENTRANCE, AND AT LEAST HALF OF INDIVIDUAL DWELLING UNIT PRIMARY ENTRANCES IN A MULTI-UNIT DEVELOPMENT,] SHALL BE VISIBLE (VIA AN UNOBSTRUCTED LINE OF SIGHT) FROM A STREET OR A COMMON PRIVATE OPEN SPACE (21.07.030), A PLAZA OR COURTYARD (21.07.060G.6.), A HOUSING COURTYARD (21.07.060G.7.), OR A SHARED PARKING COURTYARD (21.07.060G.23.).

17. [ENHANCED PRIMARY ENTRANCE
AN ENHANCED BUILDING ENTRY IS INTENDED TO PROVIDE A MORE PROMINENT AND INVITING PRIMARY PEDESTRIAN ENTRANCE. TO RECEIVE CREDIT, THE ENHANCED PRIMARY ENTRANCE SHALL INCORPORATE AT LEAST THREE OF THE FOLLOWING FEATURES:

A. OUTDOOR SHELTERING ROOF FEATURE PROJECTING FROM THE BUILDING FAÇADE SUCH AS AN OVERHANG, PORTICO, CANOPY, MARQUEE WITH AN INSIDE DIMENSION OF AT LEAST 16 SQUARE FEET;

B. RECESSED AND/OR PROJECTED ENTRANCE OR OTHER BUILDING WALL MODULATION WITH PROJECTIONS OR RECESSES IN THE BUILDING WALL PLANE;

C. CHANGES IN THE BUILDING'S MAIN ROOFLINE SUCH AS ARCHES, PEAKED ROOF FORMS, OR TERRACING PARAPETS;

D. CHANGES IN SIDING MATERIAL OR EXTERIOR FINISHES, OR FAÇADE DETAIL FEATURES SUCH AS TILEWORK THAT EMPHASIZE THE ENTRANCE;

E. ENTRANCE PLAZA, PATIO, OR SIMILAR COMMON PRIVATE OPEN SPACE;

F. LANDSCAPING NOT OTHERWISE REQUIRED BY THIS TITLE, SUCH AS INTEGRATED PLANTERS, LANDSCAPE ACCENT LIGHTING OR SPECIAL PAVING TREATMENTS; OR

G. ONE OR MORE PEDESTRIAN FEATURES (21.15.040) SUCH AS PEDESTRIAN-SCALE LIGHTING OR SEATING.]

18. [ENHANCED FAÇADE TRANSPARENCY

1 INCREASE THE WINDOWS AND/OR PRIMARY ENTRANCES ON
2 STREET-FACING BUILDING ELEVATIONS WHICH ARE SUBJECT
3 TO THE WINDOW REQUIREMENT IN 21.07.060F., BY AN
4 ADDITIONAL FIVE (5) PERCENT OF THE WALL AREA.
5

6 19. PEDESTRIAN FRONTAGE FREE OF PARKING IN FRONT
7 IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS
8 (21.07.010E.), PROVIDE A STREET FRONTAGE WITHOUT
9 DRIVEWAYS, PARKING, OR LOADING FACILITIES IN FRONT OF
10 AT LEAST 75% OF THE GROUND-FLOOR, STREET-FACING
11 BUILDING ELEVATION. IN OTHER AREAS, PROVIDE SUCH A
12 FRONTAGE IN FRONT OF AT LEAST 33% OF THE STREET-
13 FACING BUILDING ELEVATION.
14

15 20. SITE ENTRY FEATURE
16 HIGHLIGHT AND DEFINE A PEDESTRIAN ENTRANCE TO A
17 DEVELOPMENT SITE USING THREE OR MORE OF THE
18 FOLLOWING ELEMENTS:
19

20 A. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND
21 TREES, WHICH CLEARLY DISTINGUISHES AND
22 HIGHLIGHTS THE SITE ENTRY.
23

24 B. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION
25 21.07.060G.6.
26

27 C. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM
28 INCLUDING A COVERED ENTRY, WHEN THE PRIMARY
29 ENTRANCE IS WITHIN 50 FEET OF THE SITE ENTRANCE.
30

31 D. SPECIAL PAVING, PEDESTRIAN WALKWAY AREA
32 LIGHTING, ORNAMENTAL LIGHTING, AND/OR BOLLARDS.
33

34 E. ORNAMENTAL GATE AND/OR FENCE.
35

36 21. PEDESTRIAN-INTERACTIVE BUILDING
37 A PEDESTRIAN-INTERACTIVE BUILDING IS INTENDED TO
38 PROVIDE INTERIOR SPACES THAT ENGAGE THE SIDEWALK
39 WITH STREET-FACING WINDOWS AND ENTRANCES, AND
40 ACTIVITIES AND SERVICES THAT SUPPORT NEIGHBORHOOD
41 RESIDENTS, AND GENERALLY CONTRIBUTE TO THE ACTIVITY
42 LEVEL AND QUALITY OF THE PEDESTRIAN ENVIRONMENT OF
43 THE NEIGHBORHOOD OR DISTRICT.
44

45 A. A PEDESTRIAN-INTERACTIVE BUILDING SHALL PROVIDE
46 A PRIMARY ENTRANCE FACING THE STREET.

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ENTRANCES AT BUILDING CORNERS FACING A STREET MAY BE USED TO SATISFY THIS REQUIREMENT.

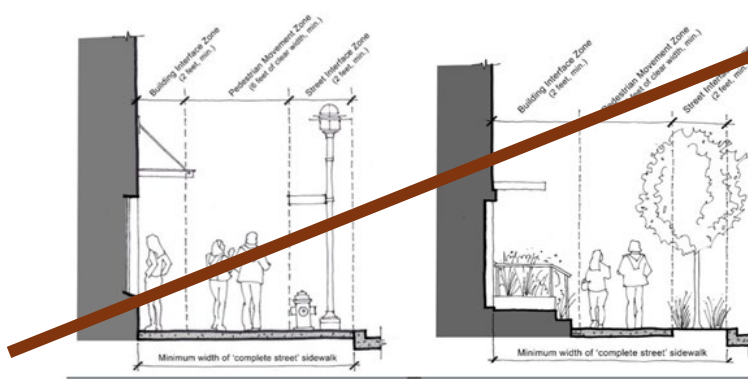
- B. A PEDESTRIAN-INTERACTIVE BUILDING SHALL CONTAIN HABITABLE FLOOR AREA AT LEAST 24 FEET DEEP EXTENDING ALONG A MINIMUM OF 50 PERCENT OF THE LENGTH OF THE GROUND-FLOOR, STREET-FACING BUILDING ELEVATION IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS, (21.07.010E.), AND 30 PERCENT ELSEWHERE. THE HABITABLE FLOOR AREA MAY INCLUDE PEDESTRIAN ENTRANCES, ENTRY LOBBIES OR ATRIUMS, AND STAIRWELLS.
- C. AT LEAST 50 PERCENT OF THE STREET-FACING BUILDING ELEVATION WIDTH OF A PEDESTRIAN-INTERACTIVE BUILDING SHALL HAVE NO PARKING FACILITIES IN FRONT.
- D. STREET-FACING WALL AREAS OF A NON-RESIDENTIAL USE SHALL BE 50 PERCENT VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON THE GROUND FLOOR, AND 20 PERCENT WINDOWS ABOVE THE GROUND FLOOR.,
- E. STREET-FACING WALL AREAS FOR RESIDENTIAL USES SHALL BE AT LEAST 20 PERCENT WINDOWS OR PRIMARY ENTRANCES.
- F. WHERE A BUILDING HAS THREE OR MORE STREET FRONTAGES, THESE CRITERIA APPLY ALONG ONLY TWO OF THE FRONTAGES.

22. ENHANCED STREET SIDEWALK

AN ENHANCED STREET SIDEWALK IS INTENDED TO PROVIDE AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR SIDEWALKS. AN ENHANCED STREET SIDEWALK PROMOTES SIDEWALK WIDENING AND STREETSCAPE ENHANCEMENTS TO SUPPORT HIGHER LEVELS OF PEDESTRIAN ACTIVITY, COMFORT, AND SAFETY IN THE DISTRICT. AN ENHANCED STREET SIDEWALK WITH "COMPLETE STREET" (21.15.040) STYLE AMENITIES MAY BE PROVIDED IN LIEU OF REQUIRED SITE PERIMETER LANDSCAPING AS DETERMINED THROUGH AN ADMINISTRATIVE SITE PLAN REVIEW, AND SUBJECT TO THE FOLLOWING:

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A. THE ENHANCED STREET SIDEWALK CROSS-SECTION SHALL BE AT LEAST 12 FEET WIDE, AND INCLUDE A PEDESTRIAN MOVEMENT ZONE, BUILDING INTERFACE ZONE, AND STREET INTERFACE ZONE (21.15.040). THE PEDESTRIAN MOVEMENT ZONE SHALL HAVE A CLEAR WIDTH OF AT LEAST SIX FEET. THE STREET INTERFACE ZONE SHALL BE AT LEAST TWO FEET WIDE FROM BACK OF CURB, AND FOUR FEET WIDE ALONG MAJOR ARTERIALS. WHERE A BUILDING ADJOINS THE SIDEWALK, THERE SHALL BE A BUILDING INTERFACE ZONE AT LEAST TWO FEET WIDE.



ENHANCED STREET SIDEWALKS IN COMMERCIAL AND RESIDENTIAL SETTINGS

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B. THE ENHANCED STREET SIDEWALK SHALL PROVIDE AT LEAST HALF THE NUMBER OF TREES AND SHRUBS THAT WOULD OTHERWISE HAVE BEEN REQUIRED FOR SITE PERIMETER LANDSCAPING. SHRUBS ARE NOT REQUIRED IF PERENNIALS ARE SUBSTITUTED FOR SHRUBS ON A THREE TO ONE BASIS OR IF THE TREE PLANTING BED IS PROVIDED AS A SUSPENDED PAVEMENT SYSTEM WITH A MINIMUM OF 300 CUBIC YARDS OF SOIL PER TREE.

C. THE ENHANCED STREET SIDEWALK MAY BE PLACED WHOLLY OR IN PART WITHIN A RIGHT-OF-WAY, SUBJECT TO APPROVAL OF THE TRAFFIC ENGINEER AND MUNICIPAL ENGINEER.

I. THE ENHANCED STREET SIDEWALK SHALL BE SUBJECT TO THE APPLICABLE REQUIREMENTS OF TITLE 24, INCLUDING SECTIONS 24.30.020., PERMIT TO USE PUBLIC PLACES, AND 24.90, ENCROACHMENT PERMIT.

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- II. EXISTING IMPROVEMENTS THAT MEET THE STANDARDS OF THE ENHANCED STREET SIDEWALK MAY BE COUNTED TOWARDS THE REQUIREMENTS OF THIS SECTION, SUBJECT TO APPROVAL BY THE DIRECTOR.
- III. THE OWNER SHALL MAINTAIN LANDSCAPING AND AMENITIES FOR THE ENHANCED STREET SIDEWALK WITHIN THE RIGHT-OF-WAY.
- IV. WHERE THE RIGHT-OF-WAY IS NOT ADEQUATE OR CANNOT BE CONFIGURED TO ACCOMMODATE THE ENHANCED STREET SIDEWALK, THEN THE DEVELOPMENT SHALL BE SET BACK FROM THE STREET FRONTAGE AS NECESSARY TO ACCOMMODATE PART OF THE IMPROVEMENTS WITHIN THE PROPERTY. A PUBLIC USE EASEMENT SHALL BE RECORDED FOR ANY PART OF THE DESIGNATED SIDEWALK WIDTH TO BE LOCATED WITHIN THE SUBJECT PARCEL.]

[23. SHARED PARKING COURTYARD
 A PARKING COURTYARD IS A PEDESTRIAN-ORIENTED PARKING FACILITY FOR RESIDENTIAL DEVELOPMENTS THAT USES THE PRINCIPLES OF A “WOONERF STREET” OR “PLAY STREET.” IT IS DESIGNED AND OPERATED AS A SHARED SPACE TO ALLOW ALL RESIDENT USERS, NOT ONLY DRIVERS, TO USE IT SAFELY. A PARKING COURTYARD THAT IS CREDITED TOWARDS A RESIDENTIAL PEDESTRIAN FACILITY REQUIREMENT OR MENU CHOICE OF THIS TITLE SHALL MEET THE FOLLOWING STANDARDS:

- A. AN ADMINISTRATIVE SITE PLAN REVIEW IS PERFORMED, UNLESS A HIGHER LEVEL OF REVIEW IS ALREADY REQUIRED;
- B. THE PARKING COURTYARD SERVES NO MORE THAN EIGHT DWELLING UNITS AND CONTAINS NO MORE THAN 12 PARKING SPACES (NOT INCLUDING GARAGE SPACES IN INDIVIDUAL DWELLINGS);
- C. THE PARKING COURTYARD IS A DEAD END AND DOES NOT LEAD OR PROVIDE ACCESS TO OTHER DWELLING UNITS, PARKING FACILITIES, OR STREETS;

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- D. A WALKWAY IS PROVIDED BETWEEN THE PARKING COURTYARD AND THE STREET—THE COMMON ACCESS DRIVEWAY DOES NOT QUALIFY AS A PEDESTRIAN WALKWAY;
- E. A SPECIAL PAVING SCHEME AND LANDSCAPE TREATMENT IS APPLIED, AS APPROVED THROUGH THE REVIEW;
- F. THE SPACE IS DESIGNED FOR BOTH VEHICLES AND PEOPLE, WITH AN EMPHASIS ON PEDESTRIANS AND USABLE, SAFE, AND ATTRACTIVE PEDESTRIAN AND PLAY SPACE, AS APPROVED THROUGH THE REVIEW; AND
- G. THE PARKING COURTYARD ACHIEVES THE INTENT OF THIS TITLE FOR PEDESTRIAN ACCESS, AS DETERMINED THROUGH THE REVIEW.]

*** *** ***
 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20; AO 2022-80(S), 11-22-2022; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)

Section 7. Anchorage Municipal Code 21.07.080, Development and Design Standards, **Landscaping, Screening, and Fences**, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***
21.07.080 LANDSCAPING, SCREENING, AND FENCES

*** *** ***
E. Types of Landscaping
 Four types of landscaping may be required for a development, depending on the use and zoning district of the property and adjacent properties, and the portion of the property involved. These types of landscaping are: (1) site perimeter landscaping; (2) parking lot landscaping—perimeter and interior; (3) site enhancement landscaping applied in site interiors; and (4) tree requirements for new residential development. Minimum requirements for these landscaping types are set forth in subsections 21.07.080E.1. through E.4. below and in table 21.07-4: *Landscaping Specifications*.

TABLE 21.07-4: LANDSCAPING SPECIFICATIONS			
	BED WIDTH OR AREA/LOCATION REQUIRED	PLANT MATERIALS REQUIRED	OPTIONAL DESIGN STANDARDS
SITE PERIMETER LANDSCAPING REQUIREMENTS			
***	***	***	
Parking Lot and Parking Facility Perimeter Landscaping	Same as perimeter landscaping bed width requirements for L1 or L2 landscaping, as applicable. Refer to L1 and L2 perimeter landscaping requirements above in this table.	As required for L1 visual enhancement or L2 buffer landscaping (see subsection E.2.b.ii.) When not serving as required site perimeter landscaping, trees and shrubs may be grouped to best serve the design intentions for the site and promote safe use. Sightlines for entry and egress shall be considered for placement of landscaping.	Where L1 visual enhancement landscaping is required in the same location as site perimeter landscaping, the requirement for parking lot landscaping takes precedence—no use of optional design standards allowed. Where parking lot perimeter landscaping is in the same location as a higher level of site perimeter landscaping, the site perimeter landscaping requirement takes precedence. <u>For parking lot perimeter landscaping for parking lots with 9 or fewer parking spaces and parking facilities (this includes excess pavement beyond the maximum allowed width of the driveway at the ROW): a permanent vertical barrier greater than 18" in height or depth (such as bollards, large rocks, swales, or fences) may be substituted for the L1 landscape bed and landscape plantings. The items that make up the barrier may be spaced in a manner that ensures that the barrier prevents vehicular circulation across the ROW.</u>
***	***	***	

1. **Site Perimeter Landscaping Requirements**

*** *** ***
c. **Exceptions**

- i. Reserved. [DEVELOPMENT WHICH IS ELIGIBLE TO USE ENHANCED STREET SIDEWALK ENVIRONMENT STANDARDS OF SUBSECTION 21.07.060G.22 MAY USE THOSE STANDARDS THAT MODIFY THE REQUIREMENTS OF REQUIRED VISUAL ENHANCEMENT OR BUFFER LANDSCAPING ALONG PUBLIC STREETS.]

*** *** ***
2. **Parking Lot and Parking Facility Landscaping Requirements**

a. **Purpose**

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1 Parking lot landscaping softens the view and breaks up the
2 visual impact of extensive paved surfaces associated with
3 multifamily residential and nonresidential development. It also
4 contributes to storm water management, provides orientation
5 to entrances, increases outdoor comfort levels, and mitigates
6 wind and dust in large parking lots. Parking lot landscaping
7 consists of parking lot perimeter landscaping and parking lot
8 interior landscaping.
9

10 **b. Parking Lot and Parking Facility Perimeter Landscaping**

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12 i. Parking lot perimeter landscaping is required for all
13 parking lots [WITH 10 OR MORE PARKING SPACES
14 THAT ARE ASSOCIATED WITH ANY MULTIFAMILY
15 OR NONRESIDENTIAL USE, AND FOR PARKING
16 LOTS THAT ARE A PRINCIPAL USE ON A SITE].
17

18 ii. For parking lots with 10 or more spaces: Parking lot
19 perimeter landscaping shall be placed on all perimeters
20 of a parking lot, which includes appurtenant driveways,
21 where the parking lot abuts a property line. L2 buffer
22 landscaping shall be used where a nonresidential district
23 abuts a residential district, or is adjacent to a residential
24 district across an alley, and where a multifamily district
25 abuts a single-family residential district. All other sides
26 of the parking lot perimeter shall have L1 visual
27 enhancement landscaping.
28

29 iii. For parking facilities and parking lots with 9 or fewer
30 spaces (including any excess pavement beyond the
31 maximum allowed width of a driveway at the ROW line):
32 Parking lot perimeter landscaping shall be placed where
33 the paved surface abuts or is within 8 feet of a public
34 right-of-way. Paved surfaces abutting or within 8 feet of
35 an alley right of way are exempt from this requirement.
36 The parking lot perimeter landscaping shall meet L1
37 visual enhancement landscaping standards.
38

39 iv. Exceptions include:

40
41 (A) At approved points of pedestrian and vehicle
42 access; and

43
44 (B) Adjacent to lots being developed under a
45 common development plan, where the director
46 waives the requirement.

(C) Development in the DT districts, which shall follow the parking lot landscaping standards set forth in 21.11.070D.1.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2017-55, 4-11-17; 2017-160, 12-19-17; AO 2017-176, 1-9-18; AO 2020-133, 1-14-20; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2020-93, 10-1-20; AO 2021-89(S), 2-15-2022; AO 2023-103(S), 12-18-23; AO 2024-24, 4-23-24)

Section 8. Anchorage Municipal Code 21.07.090, Development and Design Standards, Off-Street Parking and Loading, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.090 OFF-STREET PARKING AND LOADING

*** *** ***

H. Parking and Loading Facility Design Standards

*** *** ***

9. Vehicular Access Location

a. Street Access Location

The number and spacing of driveways, including minimum distance from street intersections, shall be as provided in the *Municipal Driveways Standards* and this section. Access to streets owned by the state of Alaska requires compliance with state driveway standards, and department of transportation and public facilities approval and driveway permit.

b. Alley Access Requirement

Where a residential use is served by an improved alley, [AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.),]vehicle access shall take place from the alley, except for direct vehicle access to the street that is limited to the following:

- i. One driveway no wider than 12 feet at any point, except that lot frontages 100 feet or wider on a primary street frontage may have one driveway per 50 feet of lot frontage on that street.

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- ii. One additional driveway no wider than 12 feet providing access to the secondary street frontage on corner lots for multifamily, townhouse, or two-family developments.
- iii. The director, with the concurrence of the development services director, and traffic engineer may approve alternative access arrangements as necessary. The department shall keep record of the approved relief with written findings supporting such relief on file. Applicants may also apply for an administrative variance as provided in 21.03.240J. [AN ADMINISTRATIVE VARIANCE FROM THE REQUIREMENTS OF THIS SUBSECTION, AS PROVIDED IN 21.03.240J.7.]
- iv. The **Traffic Engineer and Municipal Engineer may jointly determine** whether an alley is improved to an appropriate access standard. If the engineer determines that an alley is not appropriate for access, then lots located along it shall be considered not to have alley access and the alley access requirement shall not apply.

*** *** ***

e. Garage Door Setbacks

Street-facing garage bay doors shall meet the minimum setback requirements for the frontage types listed below unless the traffic engineer approves otherwise[THAT ARE PROPOSED TO BE SET BACK FROM THE PUBLIC RIGHT-OF-WAY BY LESS THAN THE LENGTH OF A STANDARD PARKING SPACE (AS DEFINED IN TABLE 21.07-9, PARKING ANGLE, STALL, AND AISLE DIMENSIONS) SHALL BE REVIEWED AND APPROVED BY THE TRAFFIC ENGINEER, UNLESS THERE IS A SIGN POSTED FOR “NO PARKING”].

- i. Where garages front on an alley, they shall be set back from [GARAGES SHALL BE SET BACK FROM PUBLIC RIGHTS-OF-WAY INCLUDING ALLEYS] alley rights-of-way by at least four feet unless the traffic engineer approves otherwise, to ensure adequate [SIGHT] distance for turning and maneuvering.
- ii. Where garages front on streets, whether public or private, garages shall be set back from the edge of vehicle and/or pedestrian traveled ways by a minimum of 22 feet to ensure adequate sight distance, unless the traffic engineer approves otherwise.

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2 iii. Where building setbacks exceed the minimum garage
3 setback, the building setback shall dictate.

4
5 iv. Where garages front on a shared parking courtyard, no
6 setback is required from the adjacent traveled ways.

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8 *** *** ***

9 **11. Driveway Design and Dimensions**

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11 **a. Parking Lot Entries/Driveway Approaches**

12 Entries and driveway approaches providing access from the
13 street edge to the front property line shall conform to the
14 municipal driveway standards and this section 21.07.090H.11.
15 Access to streets owned by the state of Alaska requires
16 compliance with state driveway standards, as provided in
17 21.07.090H.9.

18
19
20 **b. Curb Openings and Public Walkway Crossings**

21
22 i. Curb cuts and curb returns at driveway openings to the
23 street shall be provided as prescribed in the municipal
24 driveway standards.

25
26 ii. Public walkways shall be maintained or restored to the
27 maximum running slope and cross-slope
28 [PRESCRIBED] as required by M.A.S.S. and A.D.A.,
29 0and[EXCEPT THAT IN AREAS SUBJECT TO THE
30 URBAN NEIGHBORHOOD CONTEXT STANDARDS
31 (21.07.010E.),] public walkways on local streets shall be
32 restored to a level running grade to the maximum extent
33 [REASONABLY]feasible.

34
35 **c. Driveway Approach ~~(in ROW)~~ as a Percentage of Lot**
36 **Frontage Width**

37
38 The total width of driveway approach from a street shall not
39 exceed 40 percent of the frontage of the lot, not to exceed 28
40 feet within residential zoning districts, or 33 percent of the
41 frontage if the platting authority or traffic engineer finds that
42 conditions warrant it, provided the following:

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44 i. The driveway approach is always allowed to have the
45 minimum driveway width provided by subsection d. The
46 traffic engineer may approve more than the minimum

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driveway width, provided the traffic engineer determines that snow storage, on-street parking, traffic flow and safety, and the neighborhood context are addressed.

- ii. The driveway approach shall not exceed the maximum driveway width established in the municipal driveway standards.
- iii. Flag lots are exempt from the percentage limitations but shall have a maximum driveway approach width of 20 feet. Abutting flag lots may share a driveway approach up to 24 feet wide (12 feet per lot).

d. Minimum Driveway Width

The minimum required width of driveways including the driveway approach within the street ROW and the portion of the driveway on the development property is as follows:

- i. The minimum width of parking aisles shall be as set forth in 21.07.090H.12.
- ii. The minimum width of the driveway approach shall be as set forth in the municipal driveway standards, except as modified or clarified by subsections iii. through vi.
- iii. The minimum width of a driveway providing access to a single-family, two-family, townhouse, mobile home, or other individual dwelling from a local street or alley is 10[12] feet.
- iv. The minimum width of a driveway providing access for up to 10 parking spaces serving a townhouse or multifamily residential use from a local street or alley is 12 feet, except that straight (non-curving) driveway segments on the development property (i.e., not in the driveway approach) may be 10 feet.

*** *** ***

g. Circulation Definition

Circulation patterns within parking facilities shall be well defined with pavement marking and signage, curbs, landscaping, and/or other similar features. Curbed end islands shall be provided at the end of each row of parking spaces to define circulation and provide sight distance at internal intersections

of parking aisles, driveways, and/or on-site roadways. Shared parking courtyards meeting 21.07.090N[21.07.060G.23]. may depart from this requirement.

*** *** ***

N. Shared Parking Courtyard

A parking courtyard is a pedestrian-oriented parking facility. It is designed and operated as a shared space to allow all resident users, not only drivers, to use it safely. A parking courtyard that is credited towards a residential pedestrian facility requirement or menu choice of this title shall meet the following standards:

1. An administrative site plan review is performed, unless a higher level of review is already required.
2. The parking courtyard serves no more than 28 parking spaces (including garage spaces).
3. The parking courtyard provides motor vehicle access only to the parking spaces served and does not lead to other parking facilities.
4. The parking courtyard has a signed speed limit of 5 miles per hour and a design speed of no more than 10 mph.
5. The parking courtyard conforms to the provisions for stormwater and snow management in section 21.07.040 and parking facility dimensional standards in this section 21.07.090.
6. The shared parking courtyard provides an ADA-accessible route.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-82, 7-28-15; AO 2015- 100, 10-13-15; AO 2015-131, 1-12-16; AO 2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1- 9-18; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; AO 2022-80(S), 11-22-22; AO 2023-77, 7-25-23; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)

Section 9. Anchorage Municipal Code 21.07.110, Development and Design Standards, Residential Design Standards, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.110 RESIDENTIAL DESIGN STANDARDS

*** **

C. Standards for Multifamily and Townhouse Residential

*** **

3. Building[PEDESTRIAN ORIENTED STREET] Frontage Standards

Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

D. Standards for Some Single-Family and Two-Family Residential Structures, and Multifamily and Townhouse Developments with Less Than Five Units.

*** **

3. Building[PEDESTRIAN-ORIENTED STREET] Frontage Standards.

Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-36, 5-14-15; AO 2015- 100, 10-13-15; AO 2016-34(S), 4-12-16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59. 7- 31-2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; 2022-80(S), 11-21-22; AO 2023-30, 3-22-23; AO 2023-42, 8-22-23; AO 2023-50, 7-11-23; AO 2023-103(S), 12-18-23; AO 2024- 24, 4-23-24; AO 2024-83(s), 10-8-24)

Section 10. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2025.

Chair of the Assembly

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2025-0018)