

Municipal Clerk's Office
Amended and Approved
Date: June 10, 2025

Submitted by: Mayor LaFrance, Assembly
Vice Chair Brawley, and
Assembly Member Volland
Prepared by: Planning Department
For reading: May 20, 2025

ANCHORAGE, ALASKA
AO No. 2025-64, As Amended

**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

*** **

21.03.240 VARIANCES

*** **

J. Administrative Variances

*** **

[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

*** *** ***

21.04.020 RESIDENTIAL DISTRICTS

*** *** ***

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

*** *** ***

2. District-Specific Standards

*** *** ***

- 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

*** *** ***

- 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.]

*** *** ***

I. R-4: Multifamily Residential District

*** *** ***

2. District-Specific Standards

*** *** ***

c. Floor Area Ratio (FAR)

*** *** ***

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

*** *** ***

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

*** *** ***

3. Floor Area Ratio (FAR) Incentives

*** *** ***

e. 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

1 REQUIREMENTS OF SUBSECTIONS 21.07.060F.4.
2 OR 21.07.060F.16.]

- 3
4 f. Reserved. [BONUS FOR PEDESTRIAN-INTERACTIVE
5 USE THREE SQUARE FEET OF ADDITIONAL FLOOR
6 AREA IS ALLOWED PER EACH SQUARE FOOT OF
7 GROUND-FLOOR SPACE WHICH IS TO BE
8 OCCUPIED BY A PEDESTRIAN-INTERACTIVE USE
9 THAT MEETS THE STANDARDS OF SUBSECTION
10 21.07.060F.15.]

11 *** *** ***

12 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO
13 2017-58, 4-11-17; 2019-11, 2-12-19; AO 2022-80(S), 11-22-22; AO 2023-77 7-25-
14 23; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24; AO 2024-102, 1-7-25)

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

19
20 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

21 *** *** ***

22 **21.07.010 GENERAL PROVISIONS**

23 *** *** ***

24 **D. Alternative Equivalent Compliance**

25 *** *** ***

26 **2. Applicability**

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

- 29
30 a. Subsection 21.06.030D.7.c., Height/Bulk Transitions;
31
32 b. Subsection 21.06.030D.8., Height Transitions for
33 Neighborhood Compatibility;
34
35 c. Subsection 21.07.060F., Building[PEDESTRIAN]
36 Frontage Standard;
37
38 d. Reserved. [SUBSECTION 21.07.060G., PEDESTRIAN
39 AMENITIES;]
40
41 e. Subsection 21.07.080, Landscaping, Screening, and
42 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.

*** *** ***

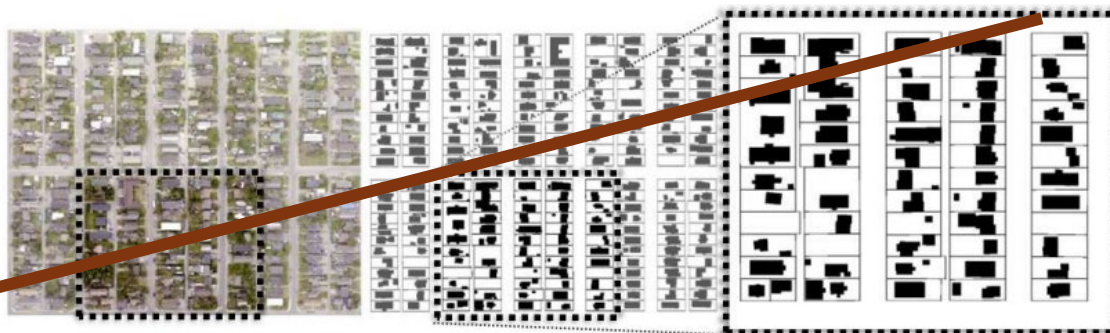
[E. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS

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

1 DEVELOPMENT CORRIDORS AND MIXED-USE
2 CENTERS CONTRIBUTE TO A COMPACT,
3 ACCESSIBLE LAND USE PATTERN.



4 REGULAR STREET GRID OF CITY BLOCKS AND ALLEYS IN MOUNTAIN VIEW.
5
6



7 MORE RELAXED STREET GRID ALONG A TRANSIT CORRIDOR IN SPENARD.
8
9

10
11 2. APPLICABILITY. THE URBAN NEIGHBORHOOD
12 DEVELOPMENT CONTEXT STANDARDS SHALL APPLY AS
13 A BASIS FOR AREA-SPECIFIC DEVELOPMENT
14 STANDARDS IN THIS CHAPTER 21.07. IT SHALL NOT BE
15 USED AS A BASIS TO CHANGE ALLOWED USES OR
16 REVIEW AND APPROVAL PROCEDURES OF THE
17 UNDERLYING ZONING DISTRICT, DISTRICT-SPECIFIC
18 DIMENSIONAL STANDARDS, OR ANY OTHER
19 STANDARDS ELSEWHERE IN THIS TITLE. URBAN
20 NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS
21 SHALL BE EFFECTIVE NOVEMBER 1, 2025.

22
23 3. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT
24 STANDARDS ESTABLISHED. THE URBAN
25 NEIGHBORHOOD DEVELOPMENT CONTEXT AREA IS
26 DELINEATED IN MAP 21.07-1, WITH THE FOLLOWING
27 CLARIFICATIONS:
28

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



(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; AO 2024-24, 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

*** *** ***

21.07.030 PRIVATE OPEN SPACE

*** *** ***

D. Standards

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

*** *** ***

- e. Parking facilities, driveways, other motor vehicle circulation areas, loading areas, and refuse collection areas, except as provided in subsection 21.07.090N[21.07.060G.23]., Shared Parking Courtyards; and

*** *** ***

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

Section 6. Anchorage Municipal Code 21.07.060, Development and Design Standards, Transportation and Connectivity, 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

*** *** ***

21.07.060 TRANSPORTATION AND CONNECTIVITY

*** *** ***

E. Standards for Pedestrian Facilities

2. Sidewalks

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H. Functional classification (local, collector, arterial, etc.) shall be determined using the most current version of the OSHP.

- b. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these

standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The Project Management & Engineering Department shall keep record of the approved relief with written findings supporting such relief on file.

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

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

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

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

iii[II]. For streets or cul-de-sacs with 300 to 1,000 [150 TO 500] average daily trips, [AND FOR THOSE WITH FEWER THAN 150 AVERAGE DAILY

1 TRIPS BUT A DESIGN SPEED OF GREATER
2 THAN 25 MILES PER HOUR,] a sidewalk on one
3 side [OF THE CUL-DE-SAC STEM] is required.
4

5 iv[III]. For streets or cul-de-sacs with more than 1,000
6 [500] average daily trips, or for streets or cul-de-
7 sacs with 500 to 1,000 average daily trips that are
8 located within a designated school walking
9 boundary, a transit-supportive development
10 corridor identified in the online version of the
11 Anchorage 2040 Land Use Plan, or are used to
12 access a park [USED TO ACCESS A SCHOOL
13 OR A PARK] (notwithstanding subsection d.iii.
14 [SUBSECTIONS C.I. AND C.II.] above,
15 sidewalks on both sides [OF THE STEM] are
16 required.
17

18 v[IV]. Average daily trips shall be computed by the
19 traffic engineer.
20

21 e[D]. In class B zoning districts, sidewalks, walkways,
22 pathways, and trails shall be provided in accordance
23 with the comprehensive plan. In all cases, pedestrian
24 facilities shall be provided on at least one side of
25 collector and arterial streets.
26

27 [E. [THE REQUIREMENTS OF 2.B. AND 2.C. SHALL NOT
28 APPLY IN STEEP-SLOPE AREAS WHERE
29 SIDEWALKS ON ONE SIDE OF THE STREET MAY BE
30 APPROVED BY THE DIRECTOR TO REDUCE
31 EXCESSIVE SLOPE DISTURBANCE, ADVERSE
32 IMPACTS ON NATURAL RESOURCES, AND
33 POTENTIAL SOIL EROSION AND DRAINAGE
34 PROBLEMS.]
35

36 f. Development on lots along existing streets in class A
37 zoning districts shall install sidewalks on all lot frontages
38 abutting streets in the following situations:
39

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

41 ii. In the DT zoning districts as set forth in the
42 provisions of chapter 21.11, Downtown.

43 iii. Along streets identified in Appendix A of the
44 Anchorage Pedestrian Plan as “missing
45 sidewalks.”
46

sidewalk” or “inadequate sidewalk”, with a total point rating of five or higher.

iv. The sidewalk would extend an existing sidewalk network at any property line, or connect two disconnected pieces of a sidewalk network.

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

*** *** ***

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.

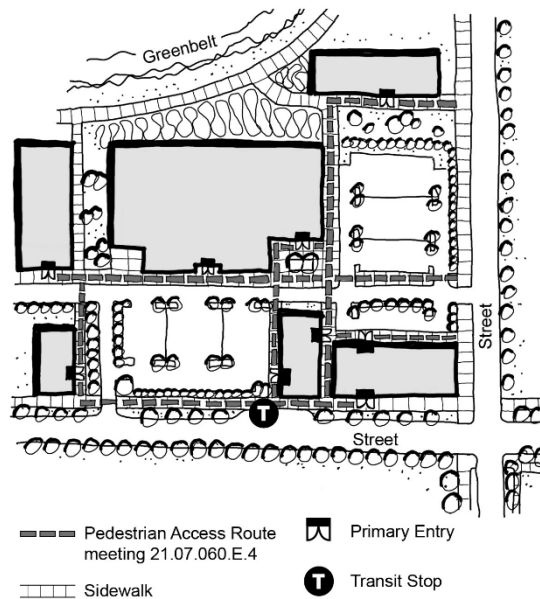
b. Exempted from this section:

i. Industrial Uses,

ii. Marijuana manufacturing or cultivation facilities,

and

iii. Utility facilities



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 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. For residential developments with 4 dwelling units or fewer, the driveway can be used to fulfill all or a portion of this requirement.

1 ii. All primary building entrances on a site shall be
2 connected to the street by a convenient system
3 of walkways. This includes multiple primary
4 entrances into one building, and primary
5 entrances in separate buildings on a site.

6
7 iii. A walkway shall connect the primary entrances to
8 any transit stop abutting the site, where on an
9 active transit route with scheduled service. The
10 walkway shall be clear and direct to the extent
11 reasonably feasible.

12
13 iv. The primary front entrance of a residential
14 dwelling shall be connected to the street by a
15 walkway as provided in i. through ii. above, or by
16 the dwelling's individual driveway, or by a shared
17 parking courtyard meeting 21.07.090N.

18
19 d. Walkway Clear Width and Improvements

20
21 i. The minimum width of a required pedestrian
22 walkway shall be five feet of unobstructed clear
23 width, except where otherwise stated in this title.

24
25 ii. Walkways shall be improved in accordance with
26 subsection 21.08.050H.

27
28 e. Walkways and Parking

29
30 i. Where an on-site pedestrian walkway system or
31 required pedestrian area abuts a parking lot or
32 internal street or driveway, the pedestrian facility
33 shall be clearly marked and physically separated
34 from the parking lot or drive, through the use of
35 an upright curb of six inches in height, bollards
36 spaced a maximum of six feet apart, or other
37 physical buffer approved by the traffic engineer;
38 and a change of paving materials distinguished
39 by color, texture, textured edge, or other edge, or
40 striping.

41
42 ii. The vehicle overhang established in table 21.07-
43 9, Parking Angle, Stall and Aisle Dimensions,
44 shall not encroach into the minimum required
45 walkway width or area.
46

- 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.
- f. 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.
- [A. 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.
- [B. 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 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

1 PROPOSED WALKWAY CONNECTION TO AN
2 ALTERNATIVE STREET FRONTAGE IS
3 DETERMINED BY THE DIRECTOR TO
4 PROVIDE EQUAL OR BETTER PEDESTRIAN
5 ACCESS. NO WALKWAY NEED BE PROVIDED
6 TO THE PRIMARY STREET FRONTAGE IF
7 THAT FRONTAGE IS A RESTRICTED ACCESS
8 STREET OR A FRONTAGE ROAD, UNLESS
9 THERE IS A PATHWAY OR OTHER
10 PEDESTRIAN FACILITY TO WHICH ACCESS
11 CAN BE PROVIDED ALONG THE
12 RESTRICTED ACCESS STREET OR
13 FRONTAGE ROAD, IN WHICH CASE A
14 WALKWAY SHALL CONNECT TO THAT
15 PEDESTRIAN FACILITY. THE WALKWAY
16 ROUTE SHALL BE CLEAR AND DIRECT, TO
17 THE EXTENT REASONABLY FEASIBLE.
18

19 II. ALL PRIMARY BUILDING ENTRANCES ON A
20 SITE SHALL BE CONNECTED TO THE
21 STREET BY A CONVENIENT SYSTEM OF
22 WALKWAYS. THIS INCLUDES MULTIPLE
23 PRIMARY ENTRANCES INTO ONE BUILDING,
24 AND PRIMARY ENTRANCES IN SEPARATE
25 BUILDINGS ON A SITE.
26

27 III. A WALKWAY SHALL CONNECT THE
28 PRIMARY ENTRANCES TO ANY TRANSIT
29 STOP ABUTTING THE SITE, WHERE ON AN
30 ACTIVE TRANSIT ROUTE WITH SCHEDULED
31 SERVICE. THE WALKWAY SHALL BE CLEAR
32 AND DIRECT TO THE EXTENT REASONABLY
33 FEASIBLE.
34

35 IV. THE PRIMARY FRONT ENTRANCE OF A
36 RESIDENTIAL DWELLING SHALL BE
37 CONNECTED TO THE STREET BY A
38 WALKWAY AS PROVIDED IN I. THROUGH II.
39 ABOVE, OR BY THE DWELLING'S INDIVIDUAL
40 DRIVEWAY, OR BY A SHARED PARKING
41 COURTYARD MEETING 21.07.060G.23.
42

43 C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS
44

45 I. THE MINIMUM WIDTH OF A REQUIRED
46 PEDESTRIAN WALKWAY SHALL BE FIVE

1 FEET OF UNOBSTRUCTED CLEAR WIDTH,
2 EXCEPT WHERE OTHERWISE STATED IN
3 THIS TITLE. A WALKWAY THAT
4 PROVIDES ACCESS TO NO MORE THAN
5 FOUR RESIDENTIAL DWELLING UNITS MAY
6 PROVIDE AN UNOBSTRUCTED CLEAR
7 WIDTH OF THREE FEET.
8

- 9 II. WALKWAYS SHALL BE IMPROVED IN
10 ACCORDANCE WITH SUBSECTION
11 21.08.050H.
12

13 D. WALKWAYS AND PARKING
14

- 15 I. WHERE AN ON-SITE PEDESTRIAN WALKWAY
16 SYSTEM OR REQUIRED PEDESTRIAN AREA
17 ABUTS A PARKING LOT OR INTERNAL
18 STREET OR DRIVEWAY, THE PEDESTRIAN
19 FACILITY SHALL BE CLEARLY MARKED AND
20 PHYSICALLY SEPARATED FROM THE
21 PARKING LOT OR DRIVE, THROUGH THE
22 USE OF AN UPRIGHT CURB OF SIX INCHES
23 IN HEIGHT, BOLLARDS SPACED A MAXIMUM
24 OF SIX FEET APART, OR OTHER PHYSICAL
25 BUFFER APPROVED BY THE TRAFFIC
26 ENGINEER; AND A CHANGE OF PAVING
27 MATERIALS DISTINGUISHED BY COLOR,
28 TEXTURE, TEXTURED EDGE, OR OTHER
29 EDGE, OR STRIPING.
30

- 31 II. THE VEHICLE OVERHANG ESTABLISHED IN
32 TABLE 21.07-9, *PARKING ANGLE, STALL AND*
33 *AISLE DIMENSIONS*, SHALL NOT ENCROACH
34 INTO THE MINIMUM REQUIRED WALKWAY
35 WIDTH OR AREA.
36

- 37 III. WHERE AN ON-SITE PEDESTRIAN WALKWAY
38 CROSSES AN INTERNAL STREET OR
39 DRIVEWAY, THE CROSSWALK SHALL BE
40 CLEARLY MARKED AND DELINEATED
41 THROUGH A CHANGE IN PAVING MATERIALS
42 DISTINGUISHED BY COLOR, TEXTURE,
43 TEXTURED EDGE, OTHER EDGE, OR
44 STRIPING, AND SHALL MEET THE
45 REQUIREMENTS OF THE AMERICANS WITH
46 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 ESTABLISHED IN SUBSECTION 21.07.010E. EFFECTIVE ON NOVEMBER 1, 2025. SUBSECTION 5. APPLIES TO DEVELOPMENT GENERALLY UNTIL NOVEMBER 1, 2025, AND THEREAFTER IN THE OTHER AREAS OF THE MUNICIPALITY. THE FOLLOWING ARE EXEMPT:]

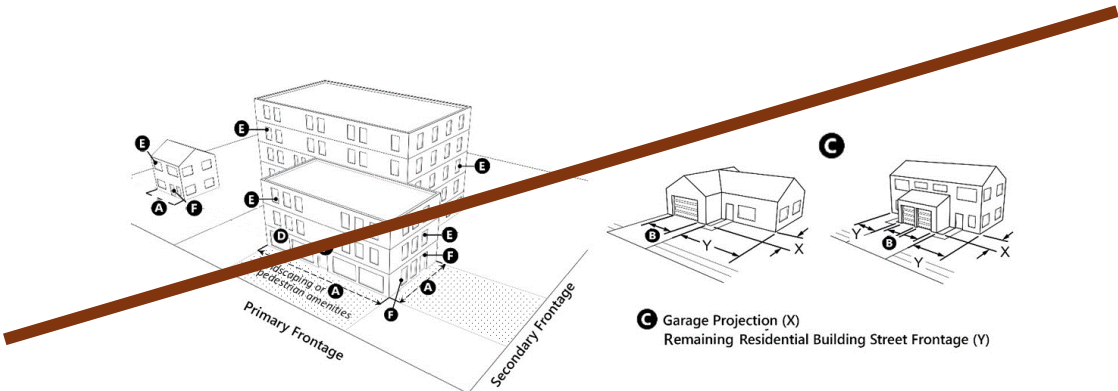
- a. Changes of use and other developments that comprise building modification of less than 50 percent of the building replacement value of the building(s) on the site.
- b. Development in Girdwood, Chugiak-Eagle River, Downtown (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning districts.
- c. Any residential development with 4 or fewer units [SINGLE-FAMILY AND TWO-FAMILY DWELLINGS] constructed prior to January 1, 2016, or on lots of 20,000 square feet or larger, or in Class B zoning districts.
- d. Uses without habitable floor area, such as utility substations.
- e. Multifamily and townhouse residential developments for complete applications for such developments submitted on or after February 11, 2025, and before May 31, 2028. The date an application is determined complete pursuant to section 21.03.020F. shall secure the applicable Title 21 and Title 23 provisions for the proposed development in effect as of that date, including this moratorium. Absent assembly action to amend this provision of code, the criteria and standards set forth in this subsection F. shall become effective again for complete applications submitted after the expiration of the suspension period.
- f. Industrial uses

- 1 g. Buildings located more than 100 feet from applicable
2 street rights-of-way.

3
4 **3. Administrative Adjustments**

- 5
6 a. The Alternative Equivalent Compliance procedure in
7 21.07.010D. may be used to propose alternative means
8 of complying with the intent of this section.
9
10 b. The Director, with the concurrence of the Development
11 Services Director, and Traffic Engineer may approve
12 administrative relief if the applicant [THE DIRECTOR
13 SHALL APPROVE ADMINISTRATIVE RELIEF IF THE
14 APPLICANT] demonstrates the adjustment is necessary
- 15 to compensate for some practical difficulty of the site
- 16 such as adverse impacts from neighboring roadways.
- 17 This includes reducing the window area requirement by
- 18 the amount needed to comply with 5-star or affordable
- 19 housing (21.15.040) energy rating requirements. The
- 20 department shall keep record of the approved exception
- 21 with written findings supporting the exception on file.
22
23 c. [THE DIRECTOR MAY APPROVE ADMINISTRATIVE
- 24 RELIEF FOR LAND USE PERMITS SUBMITTED FOR
- 25 REVIEW BEFORE NOVEMBER 1, 2025 IF THE
- 26 APPLICANT DEMONSTRATES IN WRITING AN
- 27 UNDUE BURDEN PLACED UPON THE AFFECTED
- 28 DEVELOPMENTS AS A RESULT OF STANDARDS
- 29 SET FORTH IN TABLE 21.07-3]. The department shall
- 30 keep record of the approved relief with written findings
- 31 supporting such relief on file. The denial decision shall
- 32 indicate the most appropriate alternative for the
- 33 applicant to pursue.
34

[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 GROUND-FLOOR STREET-FACING BUILDING ELEVATION ³		25% OF WALL AREA ON PRIMARY FRONTAGE 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

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

SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
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 21.15.020O. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.]</p>	

4[5]. General Standard for Development

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

- 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 21.15.020O. or the window area of entrances (doors) with windows.
- b. Covered, Visible Primary Entrance
All buildings, including those on private streets, are required to have a porch, stoop, or landing providing access to the primary entrance that is sheltered by a roof intended to give visual emphasis to the building entrance as an aid in wayfinding, and to help provide safe, convenient access from the street. Residential primary entrances shall meet the following standards:
 - i. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16

c. The director may provide relief from this standard for developments where it is not feasible. The director shall consult with the Fire Marshall when considering the provision of relief to visibility for the primary entrance in c.3. above. The department shall keep record of the approved relief with written findings supporting such relief on file.

[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.]		

[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.

2. APPLICABILITY. PEDESTRIAN AMENITIES SHALL MEET THE MINIMUM STANDARDS OF THIS SECTION TO BE CREDITED TOWARD A REQUIREMENT, MENU CHOICE, OR INCENTIVE OF THIS TITLE, EXCEPT WHERE SPECIFICALLY PROVIDED OTHERWISE IN THIS TITLE. THE STANDARDS OF THIS SECTION DO NOT APPLY TO AMENITIES THAT ARE NOT COUNTED TOWARD A REQUIREMENT, MENU CHOICE, OR INCENTIVE UNDER THIS TITLE.
3. ADMINISTRATIVE ADJUSTMENTS. THE ALTERNATIVE EQUIVALENT COMPLIANCE PROCEDURE SET FORTH IN SUBSECTION 21.07.010D. MAY BE USED TO PROPOSE ALTERNATIVE MEANS OF COMPLYING WITH THE STANDARDS OF THIS SUBSECTION 21.07.060G.
4. ENHANCED ON-SITE WALKWAY. AN ENHANCED ON-SITE WALKWAY IS INTENDED TO PROVIDE AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR WALKWAYS AND IMPROVING PEDESTRIAN CONVENIENCE, COMFORT, AND SAFETY ON THE SITE. ENHANCED ON-SITE WALKWAYS PROVIDE ADDITIONAL WIDTH FOR PEDESTRIAN MOVEMENT AND PERIPHERAL SPACE THAT ACCOMMODATES LANDSCAPING, FURNITURE, AND UTILITIES.
 - A. AN ENHANCED ON-SITE WALKWAY SHALL HAVE A PEDESTRIAN MOVEMENT ZONE WITH A CONTINUOUS, UNOBSTRUCTED WALKWAY CLEAR WIDTH OF AT LEAST EIGHT FEET, OR SIX FEET WHERE PROVIDING ACCESS ONLY TO FOUR OR FEWER RESIDENTIAL DWELLING UNITS. WHERE ADJACENT TO A GROUND-FLOOR BUILDING ELEVATION IT SHALL ALSO HAVE A BUILDING INTERFACE ZONE A MINIMUM OF TWO FEET IN WIDTH FOR BUILDING FOUNDATION LANDSCAPING OR SPACE FOR OPENING DOORS OR SEATING AND TRANSITION PEDESTRIAN SPACES. IN ADDITION TO THE PEDESTRIAN MOVEMENT ZONE AND ANY BUILDING INTERFACE ZONE, THE ENHANCED ON-SITE WALKWAY SHALL HAVE A BUFFER SPACE OF AT LEAST TWO FEET IN WIDTH WHERE ABUTTING MOTOR VEHICLE PARKING LOTS, CIRCULATION AISLES, OR DRIVEWAYS. THE BUFFER SPACES SHALL

1 ACCOMMODATE LANDSCAPING BEDS, FENCING
2 OR BOLLARDS, LIGHT POLES, UTILITIES,
3 BENCHES, AND OTHER FURNISHINGS.
4

5 B. A MINIMUM OF TWO PEDESTRIAN FEATURES AS
6 DEFINED BY THIS TITLE (21.15.040) SHALL BE
7 PROVIDED ALONG THE ENHANCED WALKWAY,
8 WITH AT LEAST ONE FOR EVERY 50 FEET OF THE
9 WALKWAY LENGTH.
10

11 C. ENHANCED ON-SITE WALKWAYS SHALL PROVIDE
12 CONTINUOUS DIRECT CONNECTIONS FROM
13 BUILDING PRIMARY ENTRANCE(S) TO
14 SURROUNDING PUBLIC STREETS AND SIDEWALKS
15 AND BE PUBLICLY ACCESSIBLE OR AVAILABLE TO
16 ALL RESIDENTS OF THE DEVELOPMENT.
17

18 5. ICE-FREE (SNOW MELTING) WALKWAY. AN ICE-FREE
19 (SNOW MELTING) WALKWAY HAS A HEATED SURFACE
20 FOR THE FULL EXTENT OF THE WALKWAY CLEAR WIDTH.
21 THE WALKWAY SHALL BE MAINTAINED AS ICE-FREE AT
22 ALL TIMES IN AREAS REQUIRED TO BE PUBLICLY
23 ACCESSIBLE, AND OTHERWISE DURING ALL HOURS OF
24 OPERATION OF AN ESTABLISHMENT.
25

26 6. PLAZA OR COURTYARD
27

28 A. A PLAZA IS AN OPEN SPACE WHICH IS DESIGNED
29 TO BE USED FOR RELAXATION, CONVERSATION,
30 EATING, OR OTHER OUTDOOR ACTIVITIES.
31

32 B. A PLAZA SHALL CONTAIN AT LEAST ONE
33 PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE
34 FOR EACH 200 SQUARE FEET OF PLAZA OR
35 COURTYARD AREA.
36

37 C. A PLAZA SHALL BE VISIBLE AND DIRECTLY
38 ACCESSIBLE FROM THE PUBLIC SIDEWALK AND
39 AT NO POINT BE MORE THAN FIVE FEET ABOVE
40 NOR MORE THAN 12 FEET BELOW THE CURB
41 LEVEL OF THE NEAREST STREET.
42

43 D. A PLAZA SHALL BE UNOBSTRUCTED TO THE SKY
44 EXCEPT FOR CERTAIN PERMITTED
45 OBSTRUCTIONS SUCH AS CANOPIES OR
46 AWNINGS, LANDSCAPING, OR ORNAMENTAL

1 FEATURES SUCH AS FOUNTAINS AND FLAG
2 POLES.

3
4 E. A PLAZA SHALL BE POSITIONED SO THAT AT
5 LEAST TWO-THIRDS OF ITS AREA RECEIVES
6 ACCESS TO AT LEAST FOUR HOURS OF DIRECT
7 OR REFLECTED SUNLIGHT ON MARCH 21 AND
8 SEPTEMBER 21. A PLAZA OR COURTYARD MAY BE
9 CREDITED TOWARDS A REQUIREMENT, MENU
10 CHOICE, OR BONUS AS LONG AS IT MEETS THIS
11 STANDARD. THE DIRECTOR MAY REDUCE THIS
12 REQUIREMENT IN CASES WHERE TOPOGRAPHY
13 OR VEGETATION SHADOW THE SITE.
14 REDUCTIONS SHALL BE THE MINIMAL ACTION
15 THAT WOULD ADDRESS THESE FACTORS.

16
17 F. PLAZAS SHALL NOT BE PAVED WITH ASPHALT.

18
19 7. HOUSING COURTYARD. A HOUSING COURTYARD MAY
20 BE CREATED WHEN A MULTIFAMILY BUILDING OR
21 BUILDINGS ARE ARRANGED OR CONFIGURED TO
22 ENCLOSE AND FRAME A COMMON PRIVATE OPEN
23 SPACE. TO RECEIVE CREDIT AS A HOUSING
24 COURTYARD, THE SPACE SHALL ACHIEVE THE
25 FOLLOWING:

26
27 A. THE RESIDENTIAL BUILDING(S) SHALL ENCLOSE A
28 CLEARLY DEFINED COURTYARD OPEN SPACE.
29 THE STRUCTURE(S) SURROUNDING THE HOUSING
30 COURTYARD MAY, FOR EXAMPLE, FORM AN O, L,
31 OR U SHAPED ENCLOSURE.

32
33 B. A COURTYARD SHALL COMPLY WITH THE PLAZA
34 REQUIREMENT FOR PEDESTRIAN FEATURES, AND
35 WITH THE COMMON PRIVATE OPEN SPACE
36 STANDARDS OF SECTION 21.07.030.

37
38 C. ALL INDIVIDUAL DWELLING UNITS AROUND THE
39 PERIMETER OF A COURTYARD SHALL HAVE
40 WINDOWS, ENTRANCES, AND/OR TRANSITIONAL
41 SPACES SUCH AS PORCHES OR BALCONIES THAT
42 FACE THE COURTYARD.

43
44 D. A COURTYARD SHALL HAVE A SOLAR
45 ORIENTATION AS DEFINED BY THIS TITLE IN
46 TERMS OF OPENINGS IN THE COURTYARD AND

1 THE LOWER HEIGHT OF SURROUNDING
2 BUILDINGS.
3

4 8. TRANSIT STOP OR TRANSIT SHELTER. A TRANSIT STOP
5 OR TRANSIT SHELTER SHALL MEET OR EXCEED THE
6 MINIMUM DESIGN STANDARDS ESTABLISHED BY THE
7 TRANSIT FACILITIES DESIGN GUIDELINES IN THE *DESIGN*
8 *CRITERIA MANUAL*.
9

10 9. PEDESTRIAN SHELTER SUCH AS A CANOPY, AWNING,
11 OR MARQUEE. A PEDESTRIAN SHELTER IS A ROOF-LIKE
12 STRUCTURE EXTENDING OUT FROM THE BUILDING
13 FACE THAT PROVIDES YEAR ROUND OVERHEAD
14 PROTECTION FROM PRECIPITATION AND WIND, AND
15 THAT CAN PROVIDE VISUAL INTEREST AND WAYFINDING
16 ORIENTATION TO PRIMARY ENTRANCES, PASSENGER
17 LOADING AREAS, OR WAITING AREAS. PEDESTRIAN
18 SHELTER MAY BE COMPOSED OF AWNINGS, CANOPIES,
19 MARQUEES, CANTILEVERED OVERHANGS,
20 COLONNADES, OR SIMILAR OVERHANGS ALONG THE
21 PEDESTRIAN ROUTE.
22

23 A. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
24 DIMENSION OF SIX FEET MEASURED
25 HORIZONTALLY FROM THE BUILDING WALL, OR
26 SHALL EXTEND TO A LINE TWO FEET FROM THE
27 CURB LINE OF THE STREET OR NEAREST MOTOR
28 VEHICLE AREA, WHICHEVER IS LESS.
29

30 B. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
31 VERTICAL CLEARANCE OF EIGHT FEET AND A
32 MAXIMUM VERTICAL CLEARANCE OF 12 FEET,
33 EXCEPT THAT A PEDESTRIAN SHELTER THAT
34 PROJECTS OUT MORE THAN EIGHT FEET
35 MEASURED HORIZONTALLY FROM THE BUILDING
36 WALL SHALL HAVE A MAXIMUM VERTICAL
37 CLEARANCE OF 16 FEET.
38

39 C. A PEDESTRIAN SHELTER MAY BE INDENTED AS
40 NECESSARY TO ACCOMMODATE STREET TREES,
41 LANDSCAPING BEDS, STREET LIGHTS, BAY
42 WINDOWS, OR SIMILAR BUILDING ACCESSORIES.
43

44 D. A PEDESTRIAN SHELTER SHALL NOT EXTEND OUT
45 TO WITHIN THREE FEET OF THE CENTER OF THE
46 MAIN TRUNK OF A STREET TREE. A PEDESTRIAN

1 SHELTER SHALL INCORPORATE ARCHITECTURAL
2 DESIGN FEATURES OF THE BUILDING FROM
3 WHICH IT IS SUPPORTED.
4

- 5 10. ARCADE (OR BUILDING RECESS). AN ARCADE IS A
6 COVERED PASSAGEWAY CREATED BY THE
7 OVERHANGING UPPER PORTION OF THE BUILDING
8 ALONG A SIDEWALK OR WALKWAY TO PROVIDE A
9 SHELTERED AREA AT GRADE LEVEL. AN ARCADE IS
10 USUALLY SEPARATED FROM THE ADJACENT STREET,
11 SIDEWALK/WALKWAY, OR PEDESTRIAN SPACE BY A LINE
12 OF SUPPORTING COLUMNS OR ARCHES. A GROUND
13 LEVEL BUILDING RECESS WITHOUT SUPPORTING
14 COLUMNS MAY ALSO RECEIVE CREDIT IF IT ACHIEVES
15 THE FOLLOWING STANDARDS:
16

- 17 A. AN ARCADE SHALL BE DEVELOPED AS A
18 CONTINUOUS COVERED SPACE EXTENDING
19 ALONG A STREET, PLAZA, OR COURTYARD OR
20 OTHER PEDESTRIAN OPEN SPACE. AN ARCADE
21 SHALL BE OPEN FOR ITS ENTIRE LENGTH TO THE
22 STREET OR PEDESTRIAN OPEN SPACE, EXCEPT
23 FOR BUILDING COLUMNS.
24
- 25 B. AN ARCADE SHALL HAVE A MINIMUM VERTICAL
26 CLEARANCE OF NO LESS THAN 12 FEET, AND ON
27 AVERAGE NO GREATER THAN 18 FEET.
28
- 29 C. AN ARCADE SHALL HAVE A MINIMUM HORIZONTAL
30 WALKWAY CLEAR WIDTH OF EIGHT FEET
31 BETWEEN THE BUILDING AND ANY SUPPORTING
32 COLUMNS, AND A MAXIMUM COVERED WIDTH OF
33 20 FEET.
34
- 35 D. AN ARCADE SHALL NOT AT ANY POINT BE ABOVE
36 THE LEVEL OF THE ADJACENT SIDEWALK,
37 WALKWAY, OR PEDESTRIAN OPEN SPACE
38 (WHICHEVER IS HIGHER). THE WIDTH AND
39 SPACING OF THE SUPPORTING COLUMNS SHALL
40 BE SUCH THAT MAXIMUM VISIBILITY IS
41 MAINTAINED.
42
- 43 E. THE SPACING AND RHYTHM OF THE SUPPORTING
44 COLUMNS SHALL RELATE TO THE STRUCTURAL
45 OR ARCHITECTURAL PATTERN OF THE BUILDING

1 AND SHALL BE CONSISTENT ALONG THE LENGTH
2 OF THE ARCADE.

3
4 F. NO OFF-STREET PARKING SPACES, PASSENGER
5 LOADING ZONES, DRIVEWAYS, OR OFF-STREET
6 LOADING BERTHS ARE PERMITTED ANYWHERE
7 WITHIN AN ARCADE OR WITHIN 10 FEET OF ANY
8 PORTION THEREOF, UNLESS THE
9 DECISION-MAKING BODY DETERMINES THAT
10 SUCH ACTIVITY WILL NOT ADVERSELY AFFECT
11 THE AIR QUALITY OR FUNCTIONING OF THE
12 ARCADE. IN NO EVENT SHALL SUCH VEHICULAR
13 AREAS BE ELIGIBLE FOR CREDIT AS PART OF THE
14 ARCADE.

15
16 G. AN ARCADE SHALL BE PUBLICLY ACCESSIBLE AT
17 ALL TIMES.

18
19 11. ATRIUM, GALLERIA, OR WINTER GARDEN. AN ATRIUM,
20 GALLERIA, OR WINTER GARDEN IS A PUBLICLY
21 ACCESSIBLE SUNLIT INTERIOR SPACE SUITED FOR
22 YEAR-ROUND PUBLIC USE, AND WHICH TAKES
23 ADVANTAGE OF WINDOWS AND SUNLIGHT ACCESS TO
24 PROVIDE BRIGHTNESS, ORIENTATION, AND VISUAL
25 CONNECTIONS TO THE OUTDOORS.

26
27 A. AN ATRIUM, GALLERIA, OR WINTER GARDEN
28 SHALL BE DEVELOPED AND MAINTAINED AS A
29 TEMPERATURE CONTROLLED, PUBLICLY
30 ACCESSIBLE SPACE FURNISHED WITH FEATURES
31 AND AMENITIES THAT ENCOURAGE ITS USE.

32
33 B. AN ATRIUM, GALLERIA, OR WINTER GARDEN
34 SHALL CONTAIN AT LEAST ONE PEDESTRIAN
35 FEATURE AS DEFINED BY THIS TITLE FOR EACH
36 200 SQUARE FEET OF FLOOR AREA.

37
38 C. AN ATRIUM, GALLERIA, OR WINTER GARDEN
39 SHALL BE CO-LOCATED WITH PRIMARY
40 ENTRANCES AND PEDESTRIAN ACTIVITY AREAS,
41 AND EITHER ADJOIN OR DIRECTLY CONNECT TO A
42 PUBLICLY ACCESSIBLE SIDEWALK OR OPEN
43 SPACE.

44
45 D. THE PUBLICLY ACCESSIBLE PORTION OF THE
46 ATRIUM, GALLERIA, OR WINTER GARDEN SHALL

1 BE AT LEAST 400 SQUARE FEET, WITH A MINIMUM
2 DIMENSION OF 16 FEET.

3
4 E. AT LEAST HALF OF AN ATRIUM, GALLERIA, OR
5 WINTER GARDEN'S CEILING AREA AND AT LEAST
6 A PORTION OF ITS WALL AREA SHALL CONSIST OF
7 TRANSPARENT GLAZING.

8
9 F. AN ATRIUM, GALLERIA, OR WINTER GARDEN
10 SHALL HAVE ACCESS TO DIRECT AND/OR
11 REFLECTED SUNLIGHT FOR AT LEAST FOUR
12 HOURS DAILY FOR EIGHT MONTHS OF THE
13 YEAR.

14
15 12. SUN POCKET (OR SUN TRAP). A SUN POCKET OR SUN
16 TRAP IS A PEDESTRIAN SPACE THAT CAPTURES DIRECT
17 AND REFLECTED SUNLIGHT. A SUN POCKET SHALL BE
18 A CLEARLY DEFINED OPEN SPACE PARTLY SHELTERED
19 BY BUILDING WALLS, FENCES, OR LANDSCAPE
20 FEATURES, SUCH AS A C, L, OR U SHAPED SEMI-
21 ENCLOSURE. THE PROTECTED SPACE SHALL CONTAIN
22 AT LEAST 250 SQUARE FEET OF PEDESTRIAN AREA
23 THAT IS EXPOSED TO DIRECT AND REFLECTED
24 SUNLIGHT ACCESS FOR AT LEAST SIX HOURS ON
25 MARCH 21 AND SEPTEMBER 21.

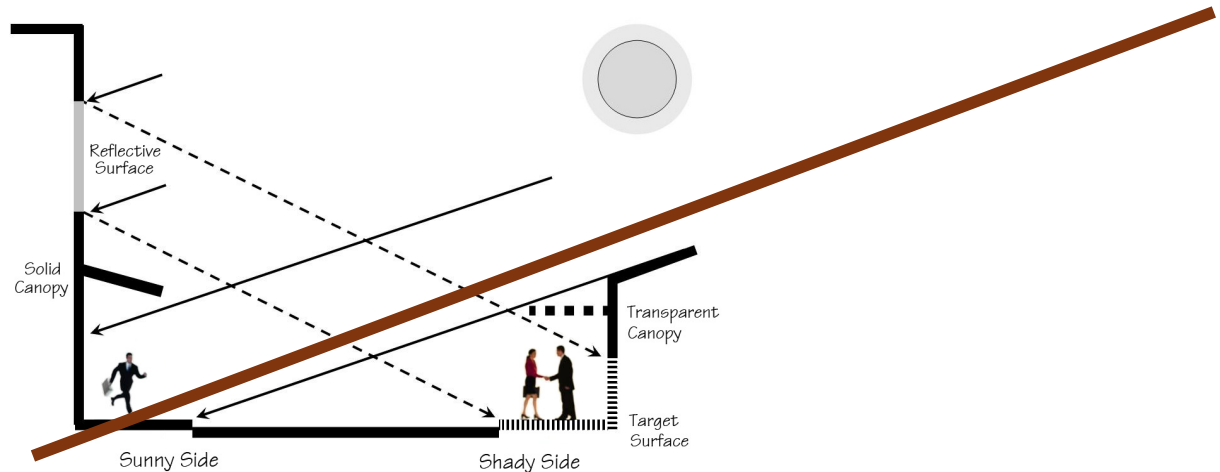
26
27 13. REFLECTED SUNLIGHT. REFLECTED SUNLIGHT AS A
28 PEDESTRIAN AMENITY IS CREATED BY A LIGHT-
29 COLORED, PARTIALLY REFLECTIVE, UPPER-STORY
30 FAÇADE SURFACE THAT REDIRECTS SUNLIGHT
31 RADIATION TO PEDESTRIAN SPACES AND WALKWAYS
32 TO BRIGHTEN OR INCREASE THE COMFORT LEVEL IN
33 THOSE SPACES.

34
35 A. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE
36 A SOLAR ORIENTATION.

37
38 B. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE
39 A REFLECTANCE OF AT LEAST 50 PERCENT AND
40 NO GREATER THAN 75 PERCENT IN ORDER TO
41 AVOID EXCESSIVE GLARE.

42
43 C. THE REFLECTIVE FAÇADE SURFACE SHALL BE AN
44 UPPER FLOOR ABOVE GROUND-LEVEL.
45

- 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 FAÇADE THAT PROVIDES A COMFORTABLE TRANSITION BETWEEN INDOOR AREAS AND UNSHELTERED OUTDOOR SPACES.
- A. A SHELTERED TRANSITION SPACE SHALL BE A MINIMUM OF 400 SQUARE FEET.
- B. A SHELTERED TRANSITION SPACE SHALL COMPLY WITH THE DIMENSIONAL STANDARDS FOR PEDESTRIAN SHELTER OR ARCADE.
- C. A SHELTERED TRANSITION SPACE SHALL CONTAIN A MINIMUM OF ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE.
- D. A SHELTERED TRANSITION SPACE SHALL NOT OBSTRUCT THE MINIMUM CLEAR WIDTH OF THE ADJOINING WALKWAY OR SIDEWALK.
15. SEPARATED WALKWAY TO THE STREET. THE DEVELOPMENT SHALL CONNECT THE BUILDING PRIMARY ENTRANCES TO THE STREET WITH A CLEAR AND DIRECT WALKWAY THAT IS NOT ROUTED THROUGH

1 A PARKING FACILITY OR ACROSS VEHICLE DRIVEWAYS
2 OR CIRCULATION AISLES. THE MINIMUM CLEAR WIDTH
3 PORTION OF THE WALKWAY SHALL BE SEPARATED
4 FROM THE PARKING FACILITY BY AT LEAST FIVE FEET.]

5
6 16. COVERED, VISIBLE RESIDENTIAL ENTRANCE. A
7 PORCH, STOOP, OR LANDING SHELTERED BY A ROOF IS
8 INTENDED TO GIVE VISUAL EMPHASIS TO THE BUILDING
9 ENTRANCE AS AN AID IN WAYFINDING, AND HELP
10 PROVIDE SAFE, CONVENIENT ACCESS TO RESIDENTIAL
11 BUILDINGS FROM THE STREET. RESIDENTIAL PRIMARY
12 ENTRANCES SHALL MEET THE FOLLOWING
13 STANDARDS:

14
15 A. THE ENTRANCE SHALL INCORPORATE A PORCH,
16 STOOP, OR LANDING WITH AN INTERNAL
17 DIMENSION OF AT LEAST 16 SQUARE FEET, AND A
18 PERMANENT, SHELTERING ROOF COVERING AT
19 LEAST 12 SQUARE FEET.

20
21 B. THE PORCH, STOOP, OR LANDING SHALL BE
22 DISTINGUISHED FROM ADJOINING AREAS AND
23 VEHICLE PARKING BY VERTICAL SEPARATION OR
24 A CHANGE IN SURFACING MATERIAL.

25
26 C. AT LEAST ONE PRIMARY ENTRANCE, AND AT
27 LEAST HALF OF INDIVIDUAL DWELLING UNIT
28 PRIMARY ENTRANCES IN A MULTI-UNIT
29 DEVELOPMENT,] SHALL BE VISIBLE (VIA AN
30 UNOBSTRUCTED LINE OF SIGHT) FROM A STREET
31 OR A COMMON PRIVATE OPEN SPACE (21.07.030),
32 A PLAZA OR COURTYARD (21.07.060G.6.), A
33 HOUSING COURTYARD (21.07.060G.7.), OR A
34 SHARED PARKING COURTYARD (21.07.060G.23.).

35
36 17. ENHANCED PRIMARY ENTRANCE. AN ENHANCED
37 BUILDING ENTRY IS INTENDED TO PROVIDE A MORE
38 PROMINENT AND INVITING PRIMARY PEDESTRIAN
39 ENTRANCE. TO RECEIVE CREDIT, THE ENHANCED
40 PRIMARY ENTRANCE SHALL INCORPORATE AT LEAST
41 THREE OF THE FOLLOWING FEATURES:

42
43 A. OUTDOOR SHELTERING ROOF FEATURE
44 PROJECTING FROM THE BUILDING FAÇADE SUCH
45 AS AN OVERHANG, PORTICO, CANOPY, MARQUEE

1 WITH AN INSIDE DIMENSION OF AT LEAST 16
2 SQUARE FEET;

3
4 B. RECESSED AND/OR PROJECTED ENTRANCE OR
5 OTHER BUILDING WALL MODULATION WITH
6 PROJECTIONS OR RECESSES IN THE BUILDING
7 WALL PLANE;

8
9 C. CHANGES IN THE BUILDING'S MAIN ROOFLINE
10 SUCH AS ARCHES, PEAKED ROOF FORMS, OR
11 TERRACING PARAPETS;

12
13 D. CHANGES IN SIDING MATERIAL OR EXTERIOR
14 FINISHES, OR FAÇADE DETAIL FEATURES SUCH
15 AS TILEWORK THAT EMPHASIZE THE ENTRANCE;

16
17 E. ENTRANCE PLAZA, PATIO, OR SIMILAR COMMON
18 PRIVATE OPEN SPACE;

19
20 F. LANDSCAPING NOT OTHERWISE REQUIRED BY
21 THIS TITLE, SUCH AS INTEGRATED PLANTERS,
22 LANDSCAPE ACCENT LIGHTING OR SPECIAL
23 PAVING TREATMENTS; OR

24
25 G. ONE OR MORE PEDESTRIAN FEATURES (21.15.040)
26 SUCH AS PEDESTRIAN-SCALE LIGHTING OR
27 SEATING.]

28
29 18. ENHANCED FAÇADE TRANSPARENCY. INCREASE
30 THE WINDOWS AND/OR PRIMARY ENTRANCES ON
31 STREET-FACING BUILDING ELEVATIONS WHICH ARE
32 SUBJECT TO THE WINDOW REQUIREMENT IN 21.07.060F.,
33 BY AN ADDITIONAL FIVE (5) PERCENT OF THE WALL
34 AREA.

35
36 19. PEDESTRIAN FRONTAGE FREE OF PARKING IN FRONT.
37 IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS
38 (21.07.010E.), PROVIDE A STREET FRONTAGE WITHOUT
39 DRIVEWAYS, PARKING, OR LOADING FACILITIES IN
40 FRONT OF AT LEAST 75% OF THE GROUND-FLOOR,
41 STREET-FACING BUILDING ELEVATION. IN OTHER
42 AREAS, PROVIDE SUCH A FRONTAGE IN FRONT OF AT
43 LEAST 33% OF THE STREET-FACING BUILDING
44 ELEVATION.
45

- 1 20. SITE ENTRY FEATURE. HIGHLIGHT AND DEFINE A
2 PEDESTRIAN ENTRANCE TO A DEVELOPMENT SITE
3 USING THREE OR MORE OF THE FOLLOWING ELEMENTS:
4
- 5 A. LANDSCAPE TREATMENT WITH SEASONAL COLOR
6 AND TREES, WHICH CLEARLY DISTINGUISHES
7 AND HIGHLIGHTS THE SITE ENTRY.
8
- 9 B. PLAZA OR COURTYARD AS DESCRIBED IN
10 SUBSECTION 21.07.060G.6.
11
- 12 C. IDENTIFYING BUILDING PRIMARY ENTRANCE
13 FORM INCLUDING A COVERED ENTRY, WHEN THE
14 PRIMARY ENTRANCE IS WITHIN 50 FEET OF THE
15 SITE ENTRANCE.
16
- 17 D. SPECIAL PAVING, PEDESTRIAN WALKWAY AREA
18 LIGHTING, ORNAMENTAL LIGHTING, AND/OR
19 BOLLARDS.
20
- 21 E. ORNAMENTAL GATE AND/OR FENCE.
22
- 23 21. PEDESTRIAN-INTERACTIVE BUILDING. A PEDESTRIAN-
24 INTERACTIVE BUILDING IS INTENDED TO PROVIDE
25 INTERIOR SPACES THAT ENGAGE THE SIDEWALK WITH
26 STREET-FACING WINDOWS AND ENTRANCES, AND
27 ACTIVITIES AND SERVICES THAT SUPPORT
28 NEIGHBORHOOD RESIDENTS, AND GENERALLY
29 CONTRIBUTE TO THE ACTIVITY LEVEL AND QUALITY OF
30 THE PEDESTRIAN ENVIRONMENT OF THE
31 NEIGHBORHOOD OR DISTRICT.
32
- 33 A. A PEDESTRIAN-INTERACTIVE BUILDING SHALL
34 PROVIDE A PRIMARY ENTRANCE FACING THE
35 STREET. ENTRANCES AT BUILDING CORNERS
36 FACING A STREET MAY BE USED TO SATISFY THIS
37 REQUIREMENT.
38
- 39 B. A PEDESTRIAN-INTERACTIVE BUILDING SHALL
40 CONTAIN HABITABLE FLOOR AREA AT LEAST 24
41 FEET DEEP EXTENDING ALONG A MINIMUM OF 50
42 PERCENT OF THE LENGTH OF THE GROUND-
43 FLOOR, STREET-FACING BUILDING ELEVATION IN
44 URBAN NEIGHBORHOOD DEVELOPMENT
45 CONTEXTS, (21.07.010E.), AND 30 PERCENT
46 ELSEWHERE. THE HABITABLE FLOOR AREA MAY

1 INCLUDE PEDESTRIAN ENTRANCES, ENTRY
2 LOBBIES OR ATRIUMS, AND STAIRWELLS.
3

4 C. AT LEAST 50 PERCENT OF THE STREET-FACING
5 BUILDING ELEVATION WIDTH OF A PEDESTRIAN-
6 INTERACTIVE BUILDING SHALL HAVE NO PARKING
7 FACILITIES IN FRONT.
8

9 D. STREET-FACING WALL AREAS OF A NON-
10 RESIDENTIAL USE SHALL BE 50 PERCENT VISUAL
11 ACCESS WINDOWS OR PRIMARY ENTRANCES ON
12 THE GROUND FLOOR, AND 20 PERCENT WINDOWS
13 ABOVE THE GROUND FLOOR.,
14

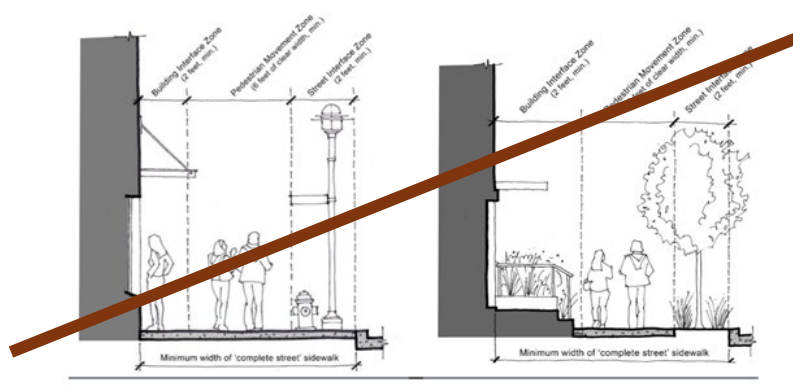
15 E. STREET-FACING WALL AREAS FOR RESIDENTIAL
16 USES SHALL BE AT LEAST 20 PERCENT WINDOWS
17 OR PRIMARY ENTRANCES.
18

19 F. WHERE A BUILDING HAS THREE OR MORE STREET
20 FRONTAGES, THESE CRITERIA APPLY ALONG
21 ONLY TWO OF THE FRONTAGES.
22

23 22. ENHANCED STREET SIDEWALK. AN ENHANCED STREET
24 SIDEWALK IS INTENDED TO PROVIDE AN OPTION FOR
25 APPLICANTS TO RECEIVE CREDIT FOR EXCEEDING THE
26 MINIMUM DEVELOPMENT STANDARDS FOR SIDEWALKS.
27 AN ENHANCED STREET SIDEWALK PROMOTES
28 SIDEWALK WIDENING AND STREETScape
29 ENHANCEMENTS TO SUPPORT HIGHER LEVELS OF
30 PEDESTRIAN ACTIVITY, COMFORT, AND SAFETY IN THE
31 DISTRICT. AN ENHANCED STREET SIDEWALK WITH
32 "COMPLETE STREET" (21.15.040) STYLE AMENITIES MAY
33 BE PROVIDED IN LIEU OF REQUIRED SITE PERIMETER
34 LANDSCAPING AS DETERMINED THROUGH AN
35 ADMINISTRATIVE SITE PLAN REVIEW, AND SUBJECT TO
36 THE FOLLOWING:
37

38 A. THE ENHANCED STREET SIDEWALK CROSS-
39 SECTION SHALL BE AT LEAST 12 FEET WIDE, AND
40 INCLUDE A PEDESTRIAN MOVEMENT ZONE,
41 BUILDING INTERFACE ZONE, AND STREET
42 INTERFACE ZONE (21.15.040). THE PEDESTRIAN
43 MOVEMENT ZONE SHALL HAVE A CLEAR WIDTH OF
44 AT LEAST SIX FEET. THE STREET INTERFACE
45 ZONE SHALL BE AT LEAST TWO FEET WIDE FROM
46 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

- 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*.
- 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.

1 III. THE OWNER SHALL MAINTAIN
2 LANDSCAPING AND AMENITIES FOR THE
3 ENHANCED STREET SIDEWALK WITHIN THE
4 RIGHT-OF-WAY.
5

6 IV. WHERE THE RIGHT-OF-WAY IS NOT
7 ADEQUATE OR CANNOT BE CONFIGURED
8 TO ACCOMMODATE THE ENHANCED
9 STREET SIDEWALK, THEN THE
10 DEVELOPMENT SHALL BE SET BACK FROM
11 THE STREET FRONTAGE AS NECESSARY TO
12 ACCOMMODATE PART OF THE
13 IMPROVEMENTS WITHIN THE PROPERTY. A
14 PUBLIC USE EASEMENT SHALL BE
15 RECORDED FOR ANY PART OF THE
16 DESIGNATED SIDEWALK WIDTH TO BE
17 LOCATED WITHIN THE SUBJECT PARCEL.
18

19 23. SHARED PARKING COURTYARD. A PARKING
20 COURTYARD IS A PEDESTRIAN-ORIENTED PARKING
21 FACILITY FOR RESIDENTIAL DEVELOPMENTS THAT
22 USES THE PRINCIPLES OF A "WOONERF STREET" OR
23 "PLAY STREET." IT IS DESIGNED AND OPERATED AS A
24 SHARED SPACE TO ALLOW ALL RESIDENT USERS, NOT
25 ONLY DRIVERS, TO USE IT SAFELY. A PARKING
26 COURTYARD THAT IS CREDITED TOWARDS A
27 RESIDENTIAL PEDESTRIAN FACILITY REQUIREMENT OR
28 MENU CHOICE OF THIS TITLE SHALL MEET THE
29 FOLLOWING STANDARDS:
30

31 A. AN ADMINISTRATIVE SITE PLAN REVIEW IS
32 PERFORMED, UNLESS A HIGHER LEVEL OF
33 REVIEW IS ALREADY REQUIRED;
34

35 B. THE PARKING COURTYARD SERVES NO MORE
36 THAN EIGHT DWELLING UNITS AND CONTAINS NO
37 MORE THAN 12 PARKING SPACES (NOT INCLUDING
38 GARAGE SPACES IN INDIVIDUAL DWELLINGS);
39

40 C. THE PARKING COURTYARD IS A DEAD END AND
41 DOES NOT LEAD OR PROVIDE ACCESS TO OTHER
42 DWELLING UNITS, PARKING FACILITIES, OR
43 STREETS;
44

45 D. A WALKWAY IS PROVIDED BETWEEN THE
46 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 AREA/LOCATION REQUIRED	WIDTH OR	PLANT REQUIRED	MATERIALS OPTIONAL STANDARDS DESIGN
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

1 **a. Purpose**

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

11
12 **b. Parking Lot and Parking Facility Perimeter**
13 **Landscaping**

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

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

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

45
46 iv. Exceptions include:

- (A) At approved points of pedestrian and vehicle access; and
- (B) Adjacent to lots being developed under a common development plan, where the director 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

*** *** ***

F. Alternative Transportation Incentives to Reduce Parking Utilization

*** *** ***

TABLE 21.07-7: Alternative Transportation Amenities and Incentives

Parking Management	
Unbundled Parking	Off-street parking for the use consists only of unbundled parking as defined in 21.15.040.
Parking Cash-out	The non-residential use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program.
Pedestrian Amenities	
Additional Bicycle Parking	The development provides twice the number of bicycle parking spaces required by subsection 21.07.090K.
Pedestrian Amenities	The development provides <u>a transit stop or shelter or sidewalk or on-site walkway that exceeds standards</u> [TWO OF THE FOLLOWING PEDESTRIAN AMENITIES FROM SUBSECTION 21.07.060G. THAT ARE NOT OTHERWISE REQUIRED FOR THE DEVELOPMENT: ENHANCED ON-SITE WALKWAY, TRANSIT STOP OR SHELTER, PEDESTRIAN-INTERACTIVE BUILDING, ENHANCED STREET SIDEWALK].
Transportation Programs	
Rideshare Program	The non-residential use participates in a rideshare program that is available to all employees at no cost and provides designated and signed rideshare parking spaces that meet the passenger loading space standards of 21.07.090I.2.

TABLE 21.07-7: Alternative Transportation Amenities and Incentives

Parking Management	
Car Share Program	The residential use sponsors memberships to a car share program as defined in 21.15.040 that is available to all households and provides designated and signed car share spaces.
Free Transit Pass	The employer or property owner sponsors public transit passes cost-free to all employees or residents.

*** *** ***

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.
- 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 alley rights-of-way [GARAGES SHALL BE SET BACK FROM PUBLIC RIGHTS-OF-WAY INCLUDING ALLEYS] 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.

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

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

*** *** ***

11. Driveway Design and Dimensions

a. Parking Lot Entries/Driveway Approaches

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

b. Curb Openings and Public Walkway Crossings

- i. Curb cuts and curb returns at driveway openings to the street shall be provided as prescribed in the municipal driveway standards.
- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope as required [PRESCRIBED] by M.A.S.S. and A.D.A., and [EXCEPT THAT IN AREAS SUBJECT TO THE URBAN NEIGHBORHOOD CONTEXT STANDARDS (21.07.010E.),] public walkways on local streets shall be restored to a level running grade to the maximum extent [REASONABLY] feasible.

c. Driveway Approach [IN ROW]as a Percentage of Lot Frontage Width

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

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

*** *** ***

6. Northern Climate Weather Protection and Sunlight Menu

*** *** ***

i. Sun Trap

Incorporate a sun trap or “pocket” as determined allowable by the director, [MEETING THE REQUIREMENTS OF SUBSECTION 21.07.060G.12, SUN POCKET], as part of a common private open space.

j. Atrium

Provide an atrium interior sunlit common private open space or primary entrance area[, MEETING THE REQUIREMENTS OF SUBSECTION 21.07.060G.11., ATRIUM, GALLERIA, OR WINTER GARDEN].

*** *** ***

l. Sunlit and Wind Protected Courtyards

Provide a housing courtyard [AS DESCRIBED IN SUBSECTION 21.07.060G.7].

*** *** ***

7. Landscaping

*** *** ***

b. Front Driveway Separations

Where units are served by individual garages or driveways fronting onto the street or on the same building elevation as the primary front entry to the dwelling, a landscaping planting area with a width of no less than four feet shall be provided between each individual driveway. The planting area shall extend out from the building façade or front entry landing the full distance to the street, shared driveway, parking bay, or circulation aisle, but in no case extend out less than eight

feet from the building garage facade. Driveways may be combined for a maximum of two dwellings, however no driveway or driveway combination shall exceed 32 feet in width without a landscaped break. A parking courtyard may provide an alternative design that departs from this provision in accordance with subsection 21.07.090N[21.07.060G.23].

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. Anchorage Municipal Code 21.07.120, Development and Design Standards, Large Establishments, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

21.07.120. LARGE ESTABLISHMENTS

A. Large Commercial Establishments

*** *** ***

5. Mandatory Standards

*** *** ***

c. Weather Protection for Pedestrians

- i. Buildings and roofs shall be designed so that drainage from the roof shall not fall on sidewalks, walkways, or building entrances.
- ii. All primary entrances shall have a roof, canopy, arcade, overhang, or similar effective weather protection that meets the standards of subsection [21.07.060G.9., PEDESTRIAN SHELTER]

21.07.060F.4.b, Covered, Visible Primary Entrance.

- iii. Building elevations that face public streets or customer parking lots and that have a walkway along the façade shall provide weather protection [MEETING] such as a canopy [THE STANDARDS OF SUBSECTION 21.07.060G.9., PEDESTRIAN SHELTER SUCH AS A CANOPY, AWNING, OR MARQUEE, OR SUBSECTION 21.07.060G.10., ARCADE (OR BUILDING RECESS)], along at least 60 percent of such building elevation. This standard is intended to apply to up to two elevations, but the applicable commission may increase or reduce the requirement.

*** *** ***

- e. Community Space

The establishment shall provide at least one public space, such as a plaza, patio, courtyard, or atrium, either indoors, outdoors, or a combination of indoors/outdoors, at or near the principal customer building entrance. Each public space shall be no less than 5 percent of the gross building area, up to a maximum of 2,000 square feet, and no dimension shall be less than 30 feet. [OUTDOOR COMMUNITY SPACE SHALL MEET THE STANDARDS FOR PLAZA OR COURTYARD IN SUBSECTION 21.07.060G.6. INDOOR COMMUNITY SPACE SHALL MEET THE STANDARDS FOR ATRIUM, GALLERIA, OR WINTER GARDEN IN SUBSECTION 21.07.060G.11.] Common spaces are encouraged to provide views of the Chugach mountains or other major landmark(s). Community space fulfills the private open space requirement of section 21.07.030. If any standards of this subsection conflict with subsection 21.07.030, this subsection shall control.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2017-121, 9-26-17; AO 2021-89(S), 2-15-22; AO 2023-42, 8-22-23)

Section 11. The Planning Director shall make no nonconforming use determinations, under AMC section 21.03.250 or incident to a land use permit application or otherwise, for new nonconformities created by this ordinance related to driveway width requirements, until such time that Planning and Zoning Commission case no. 2025-44 concludes, and if it results in an ordinance forwarded to the Assembly for consideration and action, then until a vote on such proposed ordinance.

Section 12[44]. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 10th day of June, 2025.

Christopher Constant

Chair

ATTEST:

Janie King

Municipal Clerk

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



MUNICIPALITY OF ANCHORAGE

Assembly Memorandum

No. AM 422-2025

Meeting Date: May 20, 2025

FROM: MAYOR

SUBJECT: 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.

The suite of changes that became “site access” originated with AO No. 2022-80 and were fully completed with AO No. 2023-50, As Amended. The intent of the original project was to consolidate problematic standards related to driveways, walkways, and other access features. Previously, these regulations had been scattered across multiple chapters of Title 21.

The project also ultimately created a new framework through which developments in certain areas could provide additional features from a Pedestrian Amenities standards menu in exchange for a reduction in minimum parking requirements (the amount of vehicle storage mandated by the Municipality for every development).

When AO No. 2022-80(S) was ultimately amended and rewritten to remove minimum parking requirements completely, this both severed the transactional link between pedestrian amenities and the potential incentive of reduced parking mandates. This also created a new set of design standards which applied in certain geographic areas (referred to as context areas) of the Municipality.

After strong pushback from the development community and the public, the Assembly first amended the standards and then established a moratorium on the standards until November 2025 through AO No. 2024-24, As Amended and Corrected. In the summer of 2024, the Assembly formed a working group to balance the desire for design standards, the need for safe vehicular pedestrian and vehicular access between streets and private property, and the practicalities of development in Anchorage. The original proposal is a product of that working group.

Leading up to the March 3, 2025 Planning and Zoning Commission meeting, the Planning Department received additional comments from other departments in the Municipality and incorporated those into an updated draft with amendments for review by the Commission. The Planning and Zoning Commission approved this revised draft ordinance in Supplementary Packet 2, included in Exhibit B.

Pursuant to AMC 2.30.053B., a Summary of Economic Effects (SEE) is not included as the proposed ordinance has no private-sector economic effects, and local government effects are less than \$30,000.

THE ADMINISTRATION RECOMMENDS APPROVAL.

Prepared by: Daniel McKenna-Foster, Senior Planner
Planning Department

Approved by: Mélisa R. K. Babb, Planning Director

Concur: Lance Wilber, Director, PDPW

Concur: Eva Gardner, Municipal Attorney

Concur: Ona R. Brause, OMB Director

Concur: Philippe D. Brice, CFO

Concur: William D. Falsey, Chief Administrative Officer

Concur: Rebecca A. Windt Pearson, Municipal Manager

Respectfully submitted: Suzanne LaFrance, Mayor

Attachments: Exhibit A, PZC Resolution No. 2025-004

Exhibit B, Revised Draft Ordinance in Supplementary Packet 2

Exhibit C, PZC Case No. 2025-0018 Original Staff Packet

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

**Planning and Zoning Commission
Resolution No. 2025-004**

(PZC Case No. 2025-0018)

This page intentionally left blank.

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2025-004

A RESOLUTION RECOMMENDING APPROVAL TO THE ANCHORAGE ASSEMBLY OF THE REVIEW AND RECOMMENDATION BY THE PLANNING AND ZONING COMMISSION OF AN ORDINANCE AMENDING AMC 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.

(Case No. 2025-0018)

WHEREAS, the Assembly adopted AO No. 2024-24 establishing a moratorium on the collection of standards known as *site access*, in effect until November 2025; and

WHEREAS, the Assembly directed the Planning Department to convene a working group and resolve site access issues before the conclusion of the moratorium, and the working group met five times between October 15, 2024, and January 14, 2025, including two site visits; and

WHEREAS, the proposal for updating site access went out for agency review on January 8, 2025, and several agencies, departments, and the public provided comments, which were included in the packet or incorporated into a new revised proposal; and

WHEREAS, the Planning and Zoning Commission discussed the item at two work sessions on February 21 and March 3, 2025; and

WHEREAS, the Planning and Zoning Commission held the public hearing, discussed the item, and closed the public hearing at its March 3, 2025 meeting; and

WHEREAS, the Planning and Zoning Commission heard testimony from the public in support of the proposed ordinance.


NOW, THEREFORE, BE IT RESOLVED by the Anchorage Planning and Zoning Commission that:

- A. The Commission makes the following findings of fact:
 - 1. The collaborative nature of this project was appreciated. There were various user groups that contributed their time and comments.
 - 2. Several members of the working group testified this evening in support of the ordinance.
 - 3. Huddle AK is commended for facilitating this and moving this case forward.
 - 4. This was one of the better outcomes of governance seen.

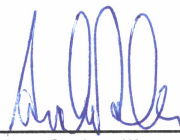
- B. The Planning and Zoning Commission recommends to the Anchorage Assembly approval of the revised draft ordinance of Appendix B as submitted in Supplemental Packet 2.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission on the 3rd day of March 2025.

ADOPTED by the Anchorage Planning and Zoning Commission this 20th day of March 2025.



Mélisa R. K. Babb
Secretary



Andre Spinelli
Chair

(Case No. 2025-0018)

dmf

**Planning and Zoning Commission
Staff Packet Update
PZC Case No. 2025-0018**

- **Revised, PZC-approved Draft Ordinance**
- **Staff Memo Update**

This page intentionally left blank.

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

This page intentionally left blank.



Municipality of Anchorage
Planning Department
Memorandum



Date: March 3, 2025
To: Planning and Zoning Commission
Thru: MB Mélisa Babb, Planning Director
From: DMF 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</p> <p>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] <u>alley rights-of-way</u> 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
<div><p>c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width</p><p>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>Appendix B 3-3-2025</p></div>	<div><p>c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width</p><p>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></div>

(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

*** **

21.03.240 VARIANCES

*** **

J. Administrative Variances

*** **

[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

*** *** ***

21.04.020 RESIDENTIAL DISTRICTS

*** *** ***

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

*** *** ***

2. District-Specific Standards

*** *** ***

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

*** *** ***

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.]

*** *** ***

I. R-4: Multifamily Residential District

*** *** ***

2. District-Specific Standards

*** *** ***

c. Floor Area Ratio (FAR)

*** *** ***

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

*** *** ***

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

*** *** ***

3. Floor Area Ratio (FAR) Incentives

e. 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.16.]

- f. 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 SUBSECTION 21.07.060F.15.]

Section 4. Anchorage Municipal Code 21.07.010, Development and Design Standards, General Provisions, 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

*** *** ***

21.07.010 GENERAL PROVISIONS

*** *** ***

D. Alternative Equivalent Compliance

*** *** ***

2. Applicability

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

- a. Subsection 21.06.030D.7.c., Height/Bulk Transitions;
- b. Subsection 21.06.030D.8., Height Transitions for Neighborhood Compatibility;
- c. Subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard;
- d. Reserved[SUBSECTION 21.07.060G., PEDESTRIAN AMENITIES];
- e. Subsection 21.07.080, Landscaping, Screening, and Fences;
- f. Subsection 21.07.090M.3., Structured Parking; Façade Treatment;

- 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.

*** *** ***

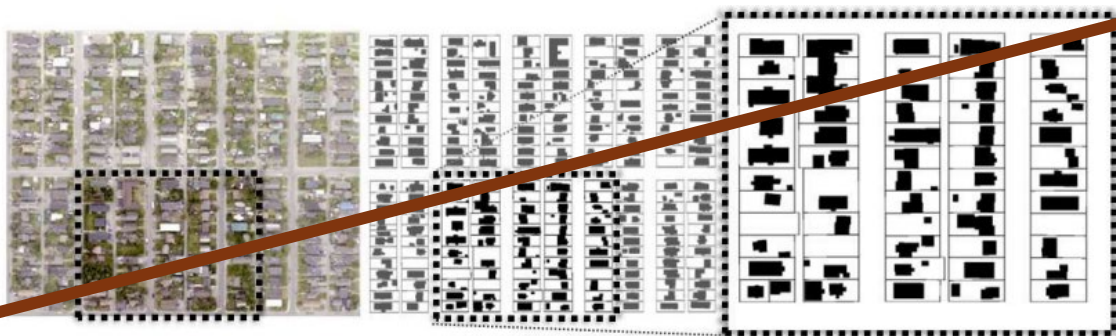
E. [URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS

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).

- 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).]



(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

*** *** ***

21.07.030 PRIVATE OPEN SPACE

*** *** ***

D. Standards

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

*** *** ***

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

*** *** ***

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

Section 6. Anchorage Municipal Code 21.07.060, Development and Design Standards, Transportation and Connectivity, 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

*** *** ***

21.07.060 TRANSPORTATION AND CONNECTIVITY

*** *** ***

E. Standards for Pedestrian Facilities

2. Sidewalks

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H. Functional classification (local, collector, arterial, etc.) shall be determined using the most current version of the OSHP.
- b. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these standards if deemed 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.

5
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.

21
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.

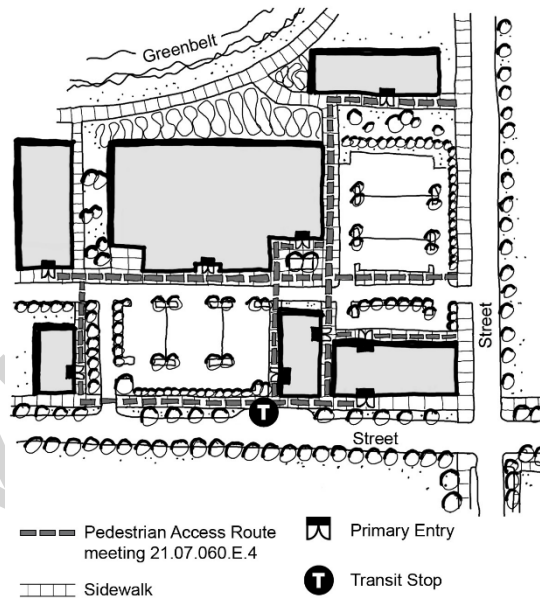
*** *** ***

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



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

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. For residential developments with 4 dwelling units or fewer, the driveway can be used to fulfill all or a portion of this requirement.

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 21.07.090N.

d. Walkway Clear Width and Improvements

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

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

e. 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. 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

1 DIRECT ROUTE, PUBLIC PEDESTRIAN FACILITIES SUCH
2 AS PUBLIC SIDEWALKS SHALL SATISFY ANY OR ALL OF
3 THE REQUIREMENTS BELOW.
4

5 I. A WALKWAY SHALL CONNECT THE PRIMARY
6 ENTRANCE TO THE ABUTTING PRIMARY STREET
7 FRONTAGE, EXCEPT WHERE A
8 PROPOSED WALKWAY CONNECTION TO AN
9 ALTERNATIVE STREET FRONTAGE IS
10 DETERMINED BY THE DIRECTOR TO PROVIDE
11 EQUAL OR BETTER PEDESTRIAN ACCESS. NO
12 WALKWAY NEED BE PROVIDED TO THE PRIMARY
13 STREET FRONTAGE IF THAT FRONTAGE IS A
14 RESTRICTED ACCESS STREET OR A FRONTAGE
15 ROAD, UNLESS THERE IS A PATHWAY OR OTHER
16 PEDESTRIAN FACILITY TO WHICH ACCESS CAN BE
17 PROVIDED ALONG THE RESTRICTED ACCESS
18 STREET OR FRONTAGE ROAD, IN WHICH CASE A
19 WALKWAY SHALL CONNECT TO THAT
20 PEDESTRIAN FACILITY. THE WALKWAY ROUTE
21 SHALL BE CLEAR AND DIRECT, TO THE EXTENT
22 REASONABLY FEASIBLE.
23

24 II ALL PRIMARY BUILDING ENTRANCES ON A SITE
25 SHALL BE CONNECTED TO THE STREET BY A
26 CONVENIENT SYSTEM OF WALKWAYS. THIS
27 INCLUDES MULTIPLE PRIMARY ENTRANCES INTO
28 ONE BUILDING, AND PRIMARY ENTRANCES IN
29 SEPARATE BUILDINGS ON A SITE.
30

31 III. A WALKWAY SHALL CONNECT THE PRIMARY
32 ENTRANCES TO ANY TRANSIT STOP ABUTTING
33 THE SITE, WHERE ON AN ACTIVE TRANSIT ROUTE
34 WITH SCHEDULED SERVICE. THE WALKWAY
35 SHALL BE CLEAR AND DIRECT TO THE EXTENT
36 REASONABLY FEASIBLE.
37

38 IV. THE PRIMARY FRONT ENTRANCE OF A
39 RESIDENTIAL DWELLING SHALL BE CONNECTED
40 TO THE STREET BY A WALKWAY AS PROVIDED IN
41 I. THROUGH II. ABOVE, OR BY THE DWELLING'S
42 INDIVIDUAL DRIVEWAY, OR BY A SHARED
43 PARKING COURTYARD MEETING 21.07.060G.23.
44

45 C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS
46

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

1 ALLOWED IN SECTION 21.07.110 AND IN
2 CONFORMANCE WITH SUBSECTION 21.07.060F.23.
3

- 4 E. WALKWAYS, LANDSCAPING, AND OPEN SPACE
5 WALKWAYS SHALL BE CREDITED TOWARD A REQUIRED
6 PRIVATE OPEN SPACE WHERE THEY ARE CONTIGUOUS.
7 A WALKWAY THAT CROSSES A REQUIRED
8 LANDSCAPING BED (AT OR NEAR PERPENDICULAR)
9 SHALL BE CREDITED AGAINST THE REQUIRED
10 LANDSCAPING AREA AND AMOUNT OF PLANTING
11 MATERIAL.]
12

13 *** *** ***
14

15 **F. Building[PEDESTRIAN] Frontage Standards**
16

17 **1. Purpose**

18 These standards require a minimum amount of windows for certain
19 types of development and facilitate pedestrian access to main entries.
20 [PEDESTRIAN FRONTAGE STANDARD REQUIRES SITE
21 PLANNING AND BUILDING ORIENTATION TOWARD
22 NEIGHBORHOOD STREETS AND SIDEWALKS TO FACILITATE
23 PEDESTRIAN ACCESS AND REDUCE AUTOMOBILE PARKING
24 CONGESTION. OBJECTIVES INCLUDE TO:
25

- 26 A. ORGANIZE AND ORIENT BUILDINGS AROUND PUBLIC
27 STREETS AND ASSOCIATED FRONTAGES IN A WAY THAT
28 FRAMES STREETS AS POSITIVE PUBLIC SPACE,
29 PROMOTES PEDESTRIAN ACTIVITY, AND CONNECTS TO
30 MULTIPLE MODES OF TRANSPORTATION.
31

- 32 B. PROVIDE CLEARLY DEFINED, SAFE PEDESTRIAN
33 ACCESS TO BUILDING ENTRIES THAT INVITES PEOPLE
34 OF ALL ABILITIES AND MINIMIZES CONFLICTS WITH
35 VEHICLES AND PARKING.
36

- 37 C. PLACE ACTIVE INDOOR SPACES, ENTRANCES, AND
38 WINDOWS ON STREET-FACING BUILDING FACADES TO
39 IMPROVE THE VISUAL CONNECTION TO THE STREET
40 AND PROMOTE A SAFE, SECURE NEIGHBORHOOD.]
41

42 **2. Applicability**
43

44 Subsection 4. applies to all development except for the cases listed
45 below: [DEVELOPMENT IN AREAS SUBJECT TO THE URBAN
46 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

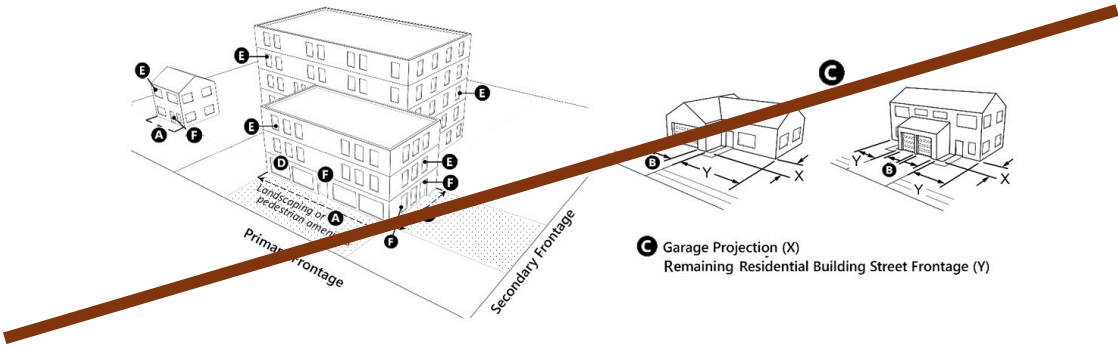
- 7 a. Changes of use and other developments that comprise building
8 modification of less than 50 percent of the building replacement
9 value of the building(s) on the site.
10
11 b. Development in Girdwood, Chugiak-Eagle River, Downtown
12 (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning
13 districts.
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.
26

27 3. Administrative Adjustments

- 28
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
¹ EXCEPTION: 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.	
² EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE.	
³ 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.]	

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

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.]	

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.]

2. APPLICABILITY
PEDESTRIAN [AMENITIES] SHALL MEET THE MINIMUM STANDARDS OF THIS SECTION TO BE CREDITED TOWARD A REQUIREMENT, MENU CHOICE, OR INCENTIVE OF THIS TITLE, EXCEPT WHERE SPECIFICALLY PROVIDED OTHERWISE IN THIS TITLE. THE STANDARDS OF THIS SECTION DO NOT APPLY TO AMENITIES THAT ARE NOT COUNTED TOWARD A REQUIREMENT, MENU CHOICE, OR INCENTIVE UNDER THIS TITLE.
3. ADMINISTRATIVE ADJUSTMENTS
THE ALTERNATIVE EQUIVALENT COMPLIANCE PROCEDURE SET FORTH IN SUBSECTION 21.07.010D. MAY BE USED TO PROPOSE ALTERNATIVE MEANS OF COMPLYING WITH THE STANDARDS OF THIS SUBSECTION 21.07.060G.]
4. ENHANCED ON-SITE WALKWAY
AN ENHANCED ON-SITE WALKWAY IS INTENDED TO PROVIDE AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR WALKWAYS AND IMPROVING PEDESTRIAN CONVENIENCE, COMFORT, AND SAFETY ON THE SITE. ENHANCED ON-SITE WALKWAYS PROVIDE ADDITIONAL WIDTH FOR PEDESTRIAN MOVEMENT AND PERIPHERAL SPACE THAT ACCOMMODATES LANDSCAPING, FURNITURE, AND UTILITIES.
 - A. AN ENHANCED ON-SITE WALKWAY SHALL HAVE A PEDESTRIAN MOVEMENT ZONE WITH A CONTINUOUS, UNOBSTRUCTED WALKWAY CLEAR WIDTH OF AT LEAST EIGHT FEET, OR SIX FEET WHERE PROVIDING ACCESS ONLY TO FOUR OR FEWER RESIDENTIAL DWELLING UNITS. WHERE ADJACENT TO A GROUND-FLOOR BUILDING ELEVATION IT SHALL ALSO HAVE A BUILDING INTERFACE ZONE A MINIMUM OF TWO FEET IN WIDTH FOR BUILDING FOUNDATION LANDSCAPING OR SPACE FOR OPENING DOORS OR SEATING AND TRANSITION PEDESTRIAN SPACES. IN ADDITION TO THE PEDESTRIAN MOVEMENT ZONE AND ANY BUILDING INTERFACE ZONE, THE ENHANCED ON-SITE WALKWAY SHALL HAVE A BUFFER SPACE OF AT LEAST TWO FEET IN WIDTH WHERE ABUTTING MOTOR VEHICLE PARKING LOTS, CIRCULATION AISLES, OR DRIVEWAYS. THE BUFFER SPACES SHALL ACCOMMODATE LANDSCAPING BEDS, FENCING OR BOLLARDS, LIGHT POLES, UTILITIES, BENCHES, AND OTHER FURNISHINGS.

- 1 B. A MINIMUM OF TWO PEDESTRIAN FEATURES AS
2 DEFINED BY THIS TITLE (21.15.040) SHALL BE PROVIDED
3 ALONG THE ENHANCED WALKWAY, WITH AT LEAST ONE
4 FOR EVERY 50 FEET OF THE WALKWAY LENGTH.
5
- 6 C. ENHANCED ON-SITE WALKWAYS SHALL PROVIDE
7 CONTINUOUS DIRECT CONNECTIONS FROM BUILDING
8 PRIMARY ENTRANCE(S) TO SURROUNDING PUBLIC
9 STREETS AND SIDEWALKS AND BE PUBLICLY
10 ACCESSIBLE OR AVAILABLE TO ALL RESIDENTS OF THE
11 DEVELOPMENT.
12
- 13 5. ICE-FREE (SNOW MELTING) WALKWAY
14 AN ICE-FREE (SNOW MELTING) WALKWAY HAS A HEATED
15 SURFACE FOR THE FULL EXTENT OF THE WALKWAY CLEAR
16 WIDTH. THE WALKWAY SHALL BE MAINTAINED AS ICE-FREE AT
17 ALL TIMES IN AREAS REQUIRED TO BE PUBLICLY ACCESSIBLE,
18 AND OTHERWISE DURING ALL HOURS OF OPERATION OF AN
19 ESTABLISHMENT.
20
- 21 6. PLAZA OR COURTYARD
22
- 23 A. A PLAZA IS AN OPEN SPACE WHICH IS DESIGNED TO BE
24 USED FOR RELAXATION, CONVERSATION, EATING, OR
25 OTHER OUTDOOR ACTIVITIES.
26
- 27 B. A PLAZA SHALL CONTAIN AT LEAST ONE PEDESTRIAN
28 FEATURE AS DEFINED BY THIS TITLE FOR EACH 200
29 SQUARE FEET OF PLAZA OR COURTYARD AREA.
30
- 31 C. A PLAZA SHALL BE VISIBLE AND DIRECTLY ACCESSIBLE
32 FROM THE PUBLIC SIDEWALK AND AT NO POINT BE
33 MORE THAN FIVE FEET ABOVE NOR MORE THAN 12 FEET
34 BELOW THE CURB LEVEL OF THE NEAREST STREET.
35
- 36 D. A PLAZA SHALL BE UNOBSTRUCTED TO THE SKY
37 EXCEPT FOR CERTAIN PERMITTED OBSTRUCTIONS
38 SUCH AS CANOPIES OR AWNINGS, LANDSCAPING, OR
39 ORNAMENTAL FEATURES SUCH AS FOUNTAINS AND
40 FLAG POLES.
41
- 42 E. A PLAZA SHALL BE POSITIONED SO THAT AT LEAST TWO-
43 THIRDS OF ITS AREA RECEIVES ACCESS TO AT LEAST
44 FOUR HOURS OF DIRECT OR REFLECTED SUNLIGHT ON
45 MARCH 21 AND SEPTEMBER 21. A PLAZA OR
46 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

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

11
12 A. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
13 DIMENSION OF SIX FEET MEASURED HORIZONTALLY
14 FROM THE BUILDING WALL, OR SHALL EXTEND TO A LINE
15 TWO FEET FROM THE CURB LINE OF THE STREET OR
16 NEAREST MOTOR VEHICLE AREA, WHICHEVER IS LESS.

17
18 B. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
19 VERTICAL CLEARANCE OF EIGHT FEET AND A MAXIMUM
20 VERTICAL CLEARANCE OF 12 FEET, EXCEPT THAT A
21 PEDESTRIAN SHELTER THAT PROJECTS OUT MORE
22 THAN EIGHT FEET MEASURED HORIZONTALLY FROM
23 THE BUILDING WALL SHALL HAVE A MAXIMUM VERTICAL
24 CLEARANCE OF 16 FEET.

25
26 C. A PEDESTRIAN SHELTER MAY BE INDENTED AS
27 NECESSARY TO ACCOMMODATE STREET TREES,
28 LANDSCAPING BEDS, STREET LIGHTS, BAY WINDOWS,
29 OR SIMILAR BUILDING ACCESSORIES.

30
31 D. A PEDESTRIAN SHELTER SHALL NOT EXTEND OUT TO
32 WITHIN THREE FEET OF THE CENTER OF THE MAIN
33 TRUNK OF A STREET TREE. A PEDESTRIAN SHELTER
34 SHALL INCORPORATE ARCHITECTURAL DESIGN
35 FEATURES OF THE BUILDING FROM WHICH IT IS
36 SUPPORTED.

37
38 10. ARCADE (OR BUILDING RECESS)

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

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

- A. AN ARCADE SHALL BE DEVELOPED AS A CONTINUOUS COVERED SPACE EXTENDING ALONG A STREET, PLAZA, OR COURTYARD OR OTHER PEDESTRIAN OPEN SPACE. AN ARCADE SHALL BE OPEN FOR ITS ENTIRE LENGTH TO THE STREET OR PEDESTRIAN OPEN SPACE, EXCEPT FOR BUILDING COLUMNS.
- B. AN ARCADE SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF NO LESS THAN 12 FEET, AND ON AVERAGE NO GREATER THAN 18 FEET.
- C. AN ARCADE SHALL HAVE A MINIMUM HORIZONTAL WALKWAY CLEAR WIDTH OF EIGHT FEET BETWEEN THE BUILDING AND ANY SUPPORTING COLUMNS, AND A MAXIMUM COVERED WIDTH OF 20 FEET.
- D. AN ARCADE SHALL NOT AT ANY POINT BE ABOVE THE LEVEL OF THE ADJACENT SIDEWALK, WALKWAY, OR PEDESTRIAN OPEN SPACE (WHICHEVER IS HIGHER). THE WIDTH AND SPACING OF THE SUPPORTING COLUMNS SHALL BE SUCH THAT MAXIMUM VISIBILITY IS MAINTAINED.
- E. THE SPACING AND RHYTHM OF THE SUPPORTING COLUMNS SHALL RELATE TO THE STRUCTURAL OR ARCHITECTURAL PATTERN OF THE BUILDING AND SHALL BE CONSISTENT ALONG THE LENGTH OF THE ARCADE.
- F. NO OFF-STREET PARKING SPACES, PASSENGER LOADING ZONES, DRIVEWAYS, OR OFF-STREET LOADING BERTHS ARE PERMITTED ANYWHERE WITHIN AN ARCADE OR WITHIN 10 FEET OF ANY PORTION THEREOF, UNLESS THE DECISION-MAKING BODY DETERMINES THAT SUCH ACTIVITY WILL NOT ADVERSELY AFFECT THE AIR QUALITY OR FUNCTIONING OF THE ARCADE. IN NO EVENT SHALL SUCH VEHICULAR AREAS BE ELIGIBLE FOR CREDIT AS PART OF THE ARCADE.
- G. AN ARCADE SHALL BE PUBLICLY ACCESSIBLE AT ALL TIMES.

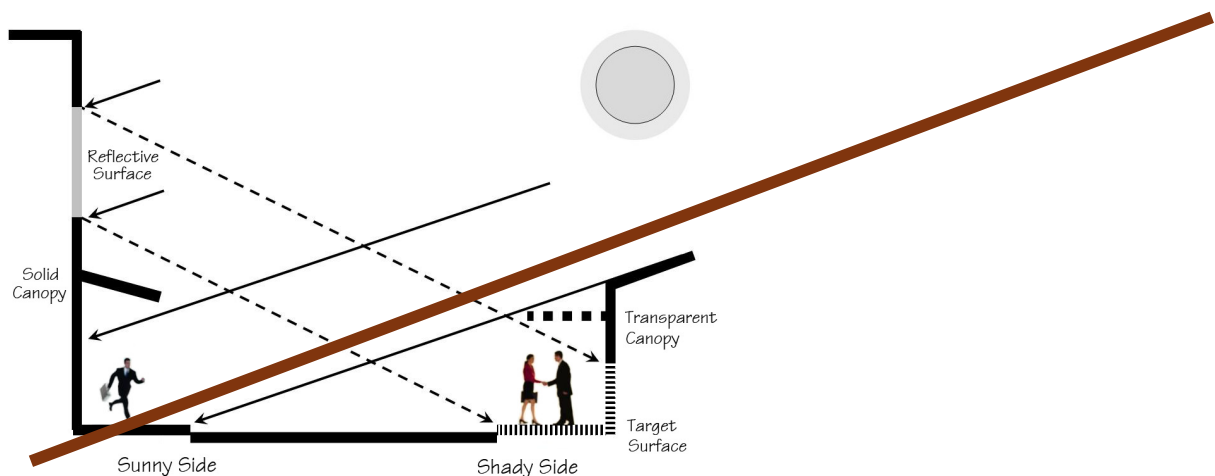
11. ATRIUM, GALLERIA, OR WINTER GARDEN
AN ATRIUM, GALLERIA, OR WINTER GARDEN IS A PUBLICLY ACCESSIBLE SUNLIT INTERIOR SPACE SUITED FOR YEAR-ROUND PUBLIC USE, AND WHICH TAKES ADVANTAGE OF WINDOWS AND SUNLIGHT ACCESS TO PROVIDE BRIGHTNESS, ORIENTATION, AND VISUAL CONNECTIONS TO THE OUTDOORS.
- A. AN ATRIUM, 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.

7
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.

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.

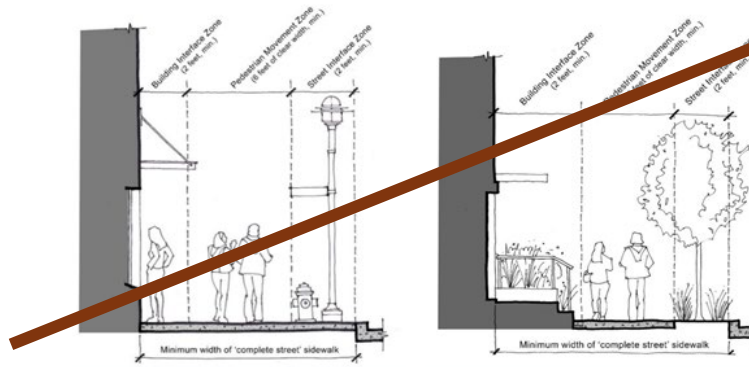
ENTRANCES AT BUILDING CORNERS FACING A STREET
MAY BE USED TO SATISFY THIS REQUIREMENT.

- 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:

- 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

- 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*.

- 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;

- 1 D. A WALKWAY IS PROVIDED BETWEEN THE PARKING
2 COURTYARD AND THE STREET—THE COMMON ACCESS
3 DRIVEWAY DOES NOT QUALIFY AS A PEDESTRIAN
4 WALKWAY;
5
6 E. A SPECIAL PAVING SCHEME AND LANDSCAPE
7 TREATMENT IS APPLIED, AS APPROVED THROUGH THE
8 REVIEW;
9
10 F. THE SPACE IS DESIGNED FOR BOTH VEHICLES AND
11 PEOPLE, WITH AN EMPHASIS ON PEDESTRIANS AND
12 USABLE, SAFE, AND ATTRACTIVE PEDESTRIAN AND
13 PLAY SPACE, AS APPROVED THROUGH THE REVIEW;
14 AND
15
16 G. THE PARKING COURTYARD ACHIEVES THE INTENT OF
17 THIS TITLE FOR PEDESTRIAN ACCESS, AS DETERMINED
18 THROUGH THE REVIEW.]
19

20 *** **

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

25 **Section 7.** Anchorage Municipal Code 21.07.080, Development and Design
26 Standards, **Landscaping, Screening, and Fences**, is hereby amended to read as
27 follows (*the remainder of the section is not affected and therefore not set out*):
28

29 CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

30 *** **

31 21.07.080 LANDSCAPING, SCREENING, AND FENCES

32 *** **

33 E. **Types of Landscaping**

34 Four types of landscaping may be required for a development, depending on
35 the use and zoning district of the property and adjacent properties, and the
36 portion of the property involved. These types of landscaping are: (1) site
37 perimeter landscaping; (2) parking lot landscaping—perimeter and interior;
38 (3) site enhancement landscaping applied in site interiors; and (4) tree
39 requirements for new residential development. Minimum requirements for
40 these landscaping types are set forth in subsections 21.07.080E.1. through
41 E.4. below and in table 21.07-4: *Landscaping Specifications*.
42
43
44

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

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

b. Parking Lot and Parking Facility Perimeter Landscaping

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

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

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

iv. Exceptions include:

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

(B) Adjacent to lots being developed under a common development plan, where the director 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.

- 1 ii. One additional driveway no wider than 12 feet providing
2 access to the secondary street frontage on corner lots
3 for multifamily, townhouse, or two-family developments.
4
5 iii. The director, with the concurrence of the development
6 services director, and traffic engineer may approve
7 alternative access arrangements as necessary. The
8 department shall keep record of the approved relief with
9 written findings supporting such relief on file. Applicants
10 may also apply for an administrative variance as
11 provided in 21.03.240J. [AN ADMINISTRATIVE
12 VARIANCE FROM THE REQUIREMENTS OF THIS
13 SUBSECTION, AS PROVIDED IN 21.03.240J.7.]
14
15 iv. The Traffic Engineer and Municipal Engineer may jointly
16 determine whether an alley is improved to an
17 appropriate access standard. If the engineer determines
18 that an alley is not appropriate for access, then lots
19 located along it shall be considered not to have alley
20 access and the alley access requirement shall not apply.
21

22
23 **e. Garage Door Setbacks**

24 Street-facing garage bay doors shall meet the minimum
25 setback requirements for the frontage types listed below unless
26 the traffic engineer approves otherwise[THAT ARE
27 PROPOSED TO BE SET BACK FROM THE PUBLIC RIGHT-
28 OF-WAY BY LESS THAN THE LENGTH OF A STANDARD
29 PARKING SPACE (AS DEFINED IN TABLE 21.07-9,
30 PARKING ANGLE, STALL, AND AISLE DIMENSIONS) SHALL
31 BE REVIEWED AND APPROVED BY THE TRAFFIC
32 ENGINEER, UNLESS THERE IS A SIGN POSTED FOR “NO
33 PARKING”].
34

- 35 i. Where garages front on an alley, they shall be set back
36 from [GARAGES SHALL BE SET BACK FROM PUBLIC
37 RIGHTS-OF-WAY INCLUDING ALLEYS] alley rights-of-
38 way by at least four feet unless the traffic engineer
39 approves otherwise, to ensure adequate [SIGHT]
40 distance for turning and maneuvering.
41
42 ii. Where garages front on streets, whether public or
43 private, garages shall be set back from the edge of
44 vehicle and/or pedestrian traveled ways by a minimum
45 of 22 feet to ensure adequate sight distance, unless the
46 traffic engineer approves otherwise.

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

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

*** *** ***

11. Driveway Design and Dimensions

a. Parking Lot Entries/Driveway Approaches

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

b. Curb Openings and Public Walkway Crossings

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

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

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

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

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

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)

**Planning and Zoning Commission
Original Staff Packet
PZC Case No. 2025-0018**

- **Staff Memo**
- **Draft Ordinance**
- **Comments**
- **Supplementary Packets 1 & 3**
- **Meeting Minutes**

This page intentionally left blank.



Municipality of Anchorage
Planning Department
Memorandum



G.1.

DATE: March 3, 2025
TO: Planning and Zoning Commission
THRU: *MB* Mélisa Babb, Planning Director
FROM: *DMF* Daniel McKenna-Foster, Senior Planner, Long-Range Planning Division
SUBJECT: PZC Case 2025-0018, Text Amendment to Title 21 Updating Standards to Site Access

BACKGROUND

The suite of changes that became “site access” originated with AO 2022-80 and were fully completed with AO 2023-50, As Amended. The intent of the original project was to both consolidate problematic standards related to driveways, walkways, and other access features; previously these regulations had been scattered across multiple chapters of Title 21. The project also sought to create a new framework through which developments in certain areas could provide additional features from a Pedestrian Amenities standards menu in exchange for a reduction in minimum parking requirements (the amount of vehicle storage mandated by the Municipality for every development). When AO 2022-80(S) was ultimately amended and rewritten to remove minimum parking requirements completely, this both severed the transactional link between pedestrian amenities and the potential incentive of reduced parking mandates and also created a new set of design standards which applied in certain geographic areas (referred to as context areas) of the Municipality.

After strong pushback from the development community and the public, the Assembly first amended the standards and then established a moratorium on the standards until November 2025 through AO 2024-24, As Amended and Corrected. In the summer of 2024, the Assembly formed a working group to balance the desire for design standards, the need for safe vehicular pedestrian and vehicular access between streets and private property, and the practicalities of development in Anchorage. This proposal is a product of that working group.

PUBLIC OUTREACH AND WORKING GROUP

The working group, convened by contractor Huddle AK, held five working group meetings between October 15, 2024 – January 14, 2025, and two site visits during the same period:

- Site visit #1: November 12, 2024: South Anchorage
- Site visit #2: December 4, 2024: Spenard

OVERVIEW OF CHANGES

The proposal is complex but could be summarized as a simplification of standards for driveways, parking areas, and building frontages, with an emphasis on flexibility while providing for better physical definitions of private property and the street. The changes by section are summarized on the following pages.

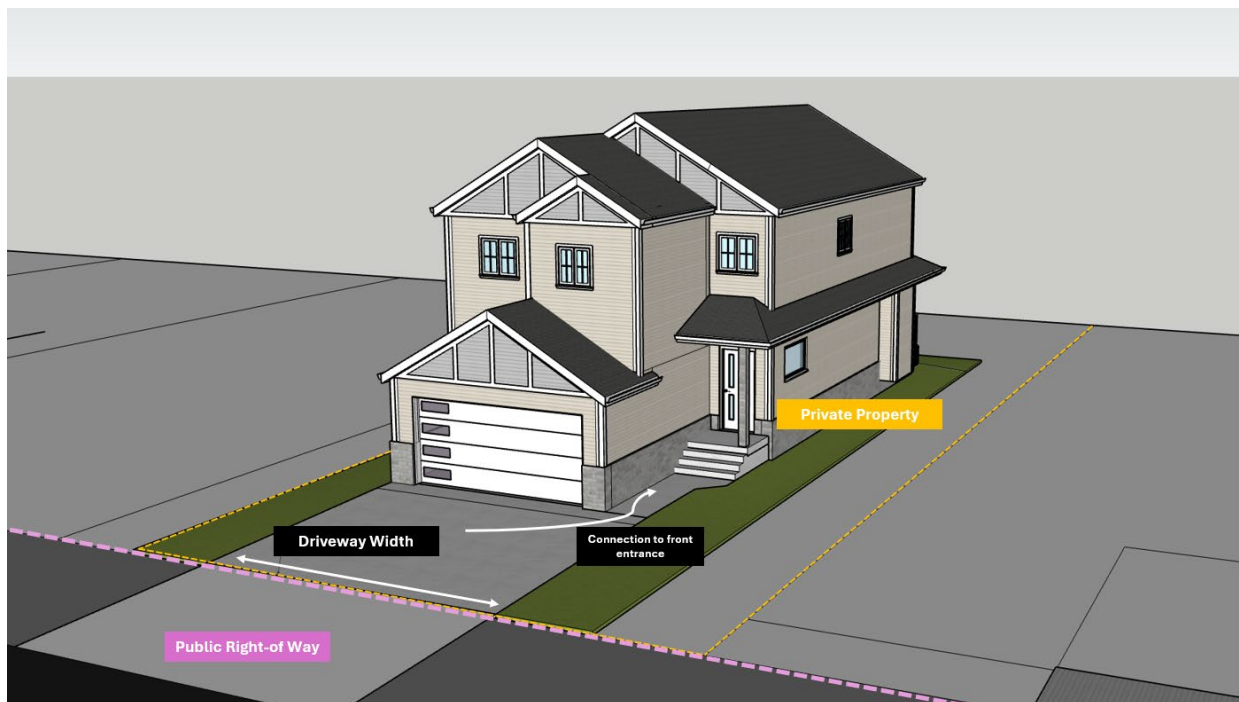


Figure 1 An overview of the areas addressed by this ordinance.

Section 1 of the AO:

An administrative variance is procedure which allows municipal staff to approve a variance from certain types of standards. It is a helpful tool in code to allow for flexibility in instances where strict compliance with the code is infeasible but the matter does not rise to the level of meriting a full variance review process. Code section 21.03.240 outlines the criteria for granting a standard administrative variance for a variety of parts of code. This section, 21.03.240J.7., was created as part of the original site access project to create new criteria for certain variances beyond the standard process. The ordinance proposes to delete this section because it proved to be overly complicated, and the standard administrative variance procedure still exists and can still apply. A later section of the ordinance also introduces an additional avenue for relief when three directors determine it is appropriate.

Section 2 of the AO

Some zones in Title 21 have district-specific standards which apply special rules or compliance procedures specific to that zone. The original site access project created a large list of compliance options in the Pedestrian Amenities menu in Chapter 7. Some of these options were linked to other requirements in other zones, such as in R-3A or R-4. As the Pedestrian Amenities menu is being removed in favor of more straightforward regulation, these links in the district-specific standards no longer apply and should be removed.

Section 3 of the AO

These edits are similar in content to those proposed in Section 2 above. After creating a list of compliance options in the Pedestrian Amenities menu in Chapter 7, the original site access project also linked these options to district-specific standards for compliance with additional bonus standards. As the Pedestrian Amenities menu is being removed in favor of more straightforward regulation, these links in the district-specific standards no longer apply and must be removed.

Section 4 of the AO

The Alternative Equivalent Compliance procedure is a means through which projects may build to a different standard, as long as the variation can be demonstrated to meet the original intent of the code. This section both deletes the reference to the Pedestrian Amenities menu and establishes a reference to the new standards, which are simply called “Building Frontage Standard.”

This section also deletes the establishment of the “Urban Neighborhood Development Context Standards Area,” which was the geographic area within which the most impactful of the new site access standards applied. Rather a map-based approach of variable standards based on location, the proposed changes include a more general set of standards which applies universally but takes into consideration the context and condition of the site and how people will move between private property and the street right-of-way.

Section 5 of the AO

Some items from the original Pedestrian Amenities menu of the site access project are proposed for retention, including the Shared Parking Courtyard. This section updates a reference to that section, which has moved.

Section 6 of the AO

This section includes some of the most extensive changes to Title 21, including deleting the Pedestrian Amenities menu in favor of a more simple and direct Building Frontage Standard.

Section 21.07.060E.2. provides standards for pedestrian facilities. This change allows the Traffic Engineer, the Development Services Director, and the Planning Director to waive these standards in instances where pedestrian facilities may not be feasible or practical (such as odd lot configurations, or issues with right-of-way or utilities). This addition would also require that the Planning Department keep a record of these waivers on file. By requiring three directors to agree, the waiver allows flexibility for development but also for three departments to weigh in on the needs of the community.

Section 21.07.060E.2. provides standards for pedestrian facilities. The additions proposed here delete and rewrite the existing section to affirm that:

- There should always be a walkable connection between streets and buildings,
- Walkways should be clear and recognizable, and
- People walking around or through a site should be able to do so safely and with minimal risk of injury from automobiles.

The proposed language allows some exemptions for industrial or other uses, as well as allowing developments with 4 or fewer units to use a driveway as a walking space.

Section 21.07.060F.1. establishes a new, standard set of regulations for building frontages. Exemptions follow:

- Developments that are not changing more than 50% of the building replacement value
- Developments in Girdwood, Chugiak-Eagle River, Downtown districts, some public and transitional districts, and industrial zoning districts.
- Residential developments with 4 or fewer units (4plex or lower)
- Uses like utility structures or substation boxes
- Industrial uses
- Buildings more than 100 feet away from streets. This allows more flexibility for developments placed further back on larger sites.

This section allows the three directors (Development Services, Traffic Engineer, and Planning) to grant administrative relief if an applicant can show impracticalities or adverse impacts from neighboring roadways. This was an important addition because many of Anchorage's rights-of-way have been designed in a way to make building placement along them unpleasant, dangerous, or harmful.

This section also deletes the new set of frontage standards that the original site access project had proposed for the two new geographic overlays—the "Urban neighborhood context" and the remaining parts of the Municipality. These standards produced strong pushback from the development community for both their application and complexity. In place of those standards, the current proposal establishes the following:

- The main frontage of a building must be 15% windows.
- Other frontages must be 10% windows.
- All buildings need a covered entrance, stoop, or landing.

As in other cases, the proposal allows the Planning director to provide administrative relief when the regulations are not feasible, and directs the director to consult with the Fire Marshal on questions regarding the orientation of entrances.

Section 7 of the AO



Figure 2 Boulders or other vertical separation may be used to separate drivable surface from the ROW line.

This section of the AO includes a minor expansion of the requirements for parking lot landscaping standards, but provides alternative means to provide that landscaping in those limited instances where the new standard would apply. All other landscaping standards remain as-is.

Ensuring safe pedestrian and vehicular movement between public streets and private property is one of the main priorities of this proposal, one major way it does this is by expanding “L1” visual landscaping to ensure that parking areas are always physically separated from rights of way. This means that even when covered with snow, drivers should not be able to drive from a parking lot into the street except through a regulation driveway. This both protects street users and also keeps the code focused on applications clearly related to health, safety, and welfare. In general, this section:

- Ensures parking landscaping for all parking lots.
- Ensures that small parking lots (9 or fewer spaces) always have separation between lots and the right-of-way.
- In limited instances, allows the substitution of the L1 landscaping requirement with creative or cost-effective forms of separation such as bollards, boulders, or anything else that protects right-of-way users from vehicles crossing property lines and entering the street. No reduction of current parking lot landscaping standards is proposed and the substitution will only be available for the new expanded standards.

Section 8 of the AO

This section focus on driveway design and when properties must take access from an alley.

Alleys are a valuable form of urban infrastructure in that they allow multiple points for accessing a property. They are also, however, very expensive, rarely built in new subdivisions, unlikely to be retrofitted into existing neighborhoods, and only in existence in about 12% of the Municipality. However, ensuring that properties do take access from alleys when they are available and when it is feasible is an important step for better pedestrian infrastructure on main rights-of-way. This proposal:

- Requires alley access, except when an alley is unbuildable, or it is otherwise not feasible.
- Limits properties on alleys to a single 12-foot driveway off the main right-of-way.
- Allows the Traffic Engineer to determine whether or not an alley is improved to an appropriate access standard.

In terms of driveways:

- The proposal calls for all sidewalks to be built or maintained so that they are level for people walking or rolling along them when they cross over driveways.
- Limits driveways to 28 feet in residential districts. This is wide enough for two cars to pull in and out at the same time. This was a request from the Traffic Engineering Department and development community.
- Reduces the minimum driveway width from 12 feet to 10 feet.

This section also includes the new location of the Shared Parking Courtyard in code, which was formerly part of the Pedestrian Amenities menu.

Section 9 of the AO

This section updates naming and links in 21.07.110.

COMMENTS RECEIVED

Several agencies, individuals, and community groups provided comments on the proposal, some with detailed recommendations for changes. (See Appendix A for more details.)

CHANGES PROPOSED AFTER COMMENTS

During the review process, staff heard from additional suggestions from working group members on ways to clarify the intent of the ordinance. These included:

- Clarifying when the standards apply to private streets.
- Specifying that the requirements for additional landscaping or vertical separation applies only when drivable area is in excess of the allowed driveway width.
- Specifying that grass is not considered a drivable surface.

Staff also received several recommendations from the MOA Private Development and Project Management and Engineering (PME) departments:

- A request to retain standards related to sidewalk requirements in cul-de-sacs.
- A proposal for how the Municipal Engineer and the Traffic Engineer make determinations together.
- Requests for standardized language when mentioning waivers.
- A proposal to include a minimum garage setback on private streets.

Staff have included some of these recommended changes into an updated AO, provided in Appendix B, and have noted some of them for further discussion and consideration by the PZC and the Assembly. The following is an overview of the changes recommended by staff based on feedback from community members and other municipal departments:

Section	Reference	Change
5	21.07.030 F.4. General Standard for Development	<ul style="list-style-type: none"> • Added: "<u>All buildings, including those on private streets, are required to have a porch, stoop.</u>"
6	21.07.060E Standards For Pedestrian Facilities	<ul style="list-style-type: none"> • Added additional edits from PME and Private Development. These include changes to when sidewalks are required on streets and sidewalks. • Changed PME proposed edits from "designated park" to "park." This may require interpretation on a case-by-case basis in the future. • Added reference to school walking boundaries and Transit-Supportive Development Corridors. • Replaced the section on sidewalks in cul-de-sacs, which had inadvertently been left out in the re-lettering. • Added "<u>This section applies to all development, including on private streets except those exempted in b below.</u>" in reference to on-site pedestrian walkways.
6	21.07.060F.1 Building Frontage Standards	<ul style="list-style-type: none"> • Changed the word "fenestration" to "amount of windows" • Removed the text that would allow doors to count as meeting this requirement: <ul style="list-style-type: none"> i. <u>15% of a primary frontage shall be visual access windows as measured in 21.15.020O or the window area of primary entrances with windows</u>

Section	Reference	Change
		ii. <u>10% of all other street facing frontages, including a secondary frontage, shall be visual access windows as measured in 21.15.0200 or the window area of entrances with windows.</u>
6	21.07.060F2. Building Frontage Standards	<ul style="list-style-type: none"> Updated capitalization
7	21.07.080 Landscaping, Screening, and Fences	<ul style="list-style-type: none"> Deleted proposed text from the "Visual Enhancement Landscaping (L1)" row in table 21.07-4 and relocated it to the "Parking Lot and Parking Facility Perimeter Landscaping" row in the same table. Retitled "Parking Lot Perimeter Landscaping" to "Parking Lot <u>and Parking Facility</u> Perimeter Landscaping" Added other mention of parking facility. Clarified that vertical separation should be permanent. Also updated this text for clarity based on comments: "<u>For parking facilities and parking lots with 9 or fewer spaces (including any excess pavement beyond the maximum allowed width of a driveway at the ROW line):</u>"
8	21.07.090H.9. Off-Street Parking and Loading	<ul style="list-style-type: none"> Per comments from PME, added a garage setback requirement that applies to all streets, including private streets.

STAFF RECOMMENDATION

Staff recommends approval of the ordinance with the changes proposed in the March 3, 2025 version in Appendix B.

Attachments: Appendix A—Comment Table
Appendix B—Proposed Draft Ordinance, March 3, 2025
Appendix C—Agency Review Draft Ordinance, January 8, 2025
Appendix D—Comments Received

APPENDIX A

This appendix provides the concrete recommendations from received comments. Please see Appendix D for the full comment submitted from an agency or individual.

Commenter	Comment	Response
MOA Development Services Department (DSD)-Private Development Division	1. 21.07.060.E.2.c. – please reconsider the removal of this section. It is our impression that the cul-de-sac sidewalk requirements were working adequately and that the Development Community understood/accepted it. We think the removal of this will result in significantly more waiver requests because by default it requires sidewalk on both sides. We do recommend that you add/keep the proposed waiver text (waiver approval by Traffic Engineer, Planning Director, and Development Services Director).	The updated draft will include this change.
MOA DSD-Private Development Division	2. 21.07.090.H.1.b. – Suggest defining an “improved” alley.	This may be a responsibility for the traffic engineer through policy or director's guidance.
MOA DSD-Private Development Division	3. 21.07.090.H.1.b.iv. – Suggest changing “Traffic Engineer” to “Municipal Engineer” to determine whether an alley is improved to an appropriate access standard.	The departments discussed this and updated the language to include both: <u>“The Traffic Engineer and Municipal Engineer may jointly determine whether an alley is improved to an appropriate access standard”</u>
MOA DSD-Private Development Division	4. Advisory Comment – 21.03.100.E. 2. & 4. & 4.a. – Suggest changing “building official” to “Traffic Engineer, with the concurrence of the Director, and the Development Services Director.” Suggesting these changes to be consistent with other sections of Title 21.07.060.	Thank you for reviewing. We have gone back through to align these sections for consistency, but may make these changes in a future omnibus ordinance as it is in a separate section.

Commenter	Comment	Response
MOA DSD-Private Development Division	5. Advisory Comment – See also 21.03.100.E.4.b.-e. – similar inconsistencies as #4 above with respect to the approval authority will result in these sections too.	
MOA Project Management & Engineering (PME)	21.07.060.E.2.a. – Add a reference to the OSHP for determining functional classification	The updated draft will include this change.
MOA PME	21.07.060.E.2.b. – Clarify that sidewalks shall be installed in accordance with subsection d for Class A areas, pathways may be installed in place of sidewalks on both sides of a street provided adequate ROW remains for snow storage, and clarify sidewalk requirements for collector & arterial roads in industrial areas.	The updated draft will include this change.
MOA PME	21.07.060.E.2.c. – Proposed subsection c would allow waivers from the standards of this section to be approved by the Traffic Engineer with concurrence from the Planning Director and Director of Development Services. Subsection a indicates that sidewalks are to be designed to comply with the standards of the DCM and MASS; only the Municipal Engineer has the authority to waive those standards. In practice the Municipal Engineer provides responses to variances, documents those responses, and keeps responses on file. The preferred waiver authority should be the Municipal Engineer with concurrence from the Traffic Engineer. If there is justification for including concurrence from the Planning Director I have no objection, however historically the Planning Director has not had interest in deciding waivers for design standards within the right-of-way.	The Planning Department maintains that walkability and urban design is within the purview of the Planning Director's responsibilities.

Commenter	Comment	Response
MOA PME	<p>21.07.060.E.2.d.</p> <ul style="list-style-type: none"> • Expand this section to apply to all streets (public and private) not just cul-de-sacs. • Re-define average daily traffic (ADT) limits for providing no sidewalk, sidewalk on one side, and sidewalk on both sides. <ul style="list-style-type: none"> ○ Public perception of walkability has evolved and recognizes that in many cases low volume streets are walkable without sidewalks. ○ The Platting Board has a history of waiving sidewalks for streets with ADT greater than 150 vpd (see platting cases S12464 & S12763). The actions of the Platting Board suggest that the current standard of 150 vpd is not compelling justification for constructing sidewalks. These proposed changes are intended to establish more compelling justification. ○ The proposed changes would increase the ADT threshold for constructing a sidewalk on one side of a road or cul-de-sac from 150 vpd to 300 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct sidewalk on one side of a road or cul-de-sac will remain 150 vpd. ○ Peak hour traffic on a residential road with an ADT of 300 vpd is approximately 30 trips, which is roughly equivalent to a vehicle every two minutes. ○ The proposed changes would increase the ADT threshold for constructing sidewalks on both sides of a road or cul-de-sac from 500 vpd to 1,000 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct 	<p>We updated this section per the recommendation.</p>

Commenter	Comment	Response
	<p>sidewalks on both sides of a road or cul-de-sac will remain 500 vpd.</p> <ul style="list-style-type: none"> ○ Constructing sidewalks on very low volume roads that are suitable for shared use by non-motorized users adds to the MOA's maintenance responsibilities, increasing the cost and manpower needed to maintain transportation infrastructure. ○ Low volume local streets in the MOA, including streets that do not have sidewalks, have a very low occurrence of crashes involving death or serious injury. The proposed revisions for this subsection would allow limited capital and O&M resources to be focused on higher volume streets where crashes involving death or serious injury are more likely to occur. ○ Remove references to speeds limited to 25 miles per hour by design or streets with a design speed greater than 25 miles per hour. Residential streets in Class A areas with volumes of less than 1,000 vpd are already limited to design speeds of 20-25 mph by design criteria. 	
MOA PME	<p>21.07.060.E.2.f. – Proposed subsection c makes this subsection unnecessary. If steep-slopes prevent sidewalks from being constructed in accordance with subsection d or e, the Municipal Engineer will have the authority to waive the sidewalk requirements with concurrence from the Traffic Engineer. It is preferable to have the viability of sidewalks in areas with steep-slopes evaluated for feasibility rather than provide a blanket exception.</p>	<p>We removed this section per the recommendation.</p>
MOA PME	<p>21.07.060.E.2.g.iv. - See justification for 21.07.060.E.2.c.</p>	

Commenter	Comment	Response
MOA PME	<p>21.07.090.H.9.e.</p> <p>In June of 2004 the Anchorage Assembly passed AR No. 2004-108 which established Regulation 21.90 <i>Multiple Dwelling Unit Residential Development on a Single Lot or Tract</i> to address the many deficiencies that were being identified with site condo development. The deficiencies included inadequate emergency vehicle access, lack of sidewalks, poor parking, failing roads and driveways, and numerous drainage issues. The new regulation established minimum standards for the construction of private streets within residential developments that include multiple dwelling units on a single lot or tract. The regulation included a minimum offset between garages and private streets of 22-feet.</p> <p>In 2019 municipal staff proposed amendments to AMCR 21.90 to address criteria within code that was redundant with new Title 21, and to resolve some of the more significant concerns developers expressed about the regulation. The changes proposed by staff were generally supported by the development community. The changes were passed with AO 2019-132.</p> <p>Included in the changes made in 2019 was the elimination of the minimum garage setback distance. At the time the staff member from Planning that led the amendment indicated that the setback was redundant with a setback that was established in new Title 21. However, after the AMCR 21.90 changes were approved by the Assembly it became clear that new Title 21 does not have a minimum garage setback for private streets. Instead, new Title 21 has a minimum front driveway separation landscape requirement that was misunderstood to be a setback requirement (AMC 21.07.110.C.7.b.). This front driveway separation landscape requirement has recently been suspended by AO 2024-104.</p> <p>A minimum garage setback distance is necessary to ensure that adequate site distance is provided for vehicles backing from garages into streets, and</p>	<p>We have added this section to the proposed AO.</p>

Commenter	Comment	Response
	<p>to ensure that vehicles parked in front of garages do not overhang into the street and block emergency vehicle access.</p> <p>Providing a minimum site distance is critical both for the driver backing from a garage into a street to ensure that the driver can avoid backing into traffic and for drivers on the street to have an opportunity to see a vehicle backing from the garage in time to respond to a conflict. In addition, adequate site distance is necessary for pedestrians who may be using a sidewalk on the street to judge if it is safe to cross in front of an open garage door or for drivers to be able to see pedestrians leaving from an open garage door with adequate time to respond to possible conflict with the pedestrian. The typical site distance setback for residential driveways provides a minimum of 14.5 feet between the edge of the traveled way of the adjacent road and the eye of the driver in the driveway.</p> <p>AMC 21.07.090 references the need to provide a garage door setback to allow for adequate sight distance but states the setback as a distance from public rights-of-way, although the minimum setback requirement stated is not representative of a setback that would meet sight distance needs.</p> <p>AMC 21.07.090.H.9.e:</p> <p>e. Garage Door Setbacks Street-facing garage bay doors that are proposed to be set back right-of-way by less than the length of a standard parking space (as 21.07-9, <i>Parking Angle, Stall, and Aisle Dimensions</i>) shall be approved by the traffic engineer, unless there is a sign posted for Garages shall be set back from public rights-of-way including alleys four feet unless the traffic engineer approves otherwise, to ensure adequate sight distance for turning and maneuvering.</p> <p>The minimum setback dimension of four-feet required by this provision is a product of the minimum turning and maneuvering distance needed along</p>	

Commenter	Comment	Response
	<p>alleys and does not represent an adequate setback for providing sight-distance for garages that front on public streets. Alleys have a standard width of 20 feet but the turning and maneuvering distance needed for backing the standard passenger car (P) design vehicle into or out of a garage is 24 feet.</p> <p>Any setback between the roadway and the garage for providing site distance creates a space that may be utilized for parking. If head-in parking is attempted larger vehicles will overhang into the street and create encroachment hazards. A minimum setback of 22 feet has been found adequate to provide parking without significant overhang encroachment hazards.</p> <p>The proposed changes to 21.07.090.H.9.e would:</p> <ul style="list-style-type: none"> • Clarify that the 4-foot setback applies to alleys and is intended to provide necessary turning and maneuvering space. • Re-establish the minimum setback of 22-feet for a private street that was eliminated by AO 2019-132. The Traffic Engineer would have the authority to approve a modified setback distance. <ul style="list-style-type: none"> ○ This provides developers with a standard setback to plan for but still allows discretion for cases where sight distance may be adequate with a smaller setback. • Clarify that where zoning requires a minimum building setback that is greater than the minimum 22 feet garage setback the building setback will dictate. • Establish that for shared parking courtyards, no setback is required from traveled ways (this is currently not established by code or design criteria). <ul style="list-style-type: none"> ○ Vehicle turning and maneuvering is expected in a shared parking courtyard. 	

Commenter	Comment	Response
	<ul style="list-style-type: none"> Shared parking courtyards are limited to 28 parking spaces which limits the number of potential conflicts from turning and maneuvering vehicles. 	
AKDOT&PF	<p>2025-0018 = Title 21 Amendments – Updated site standards</p> <ul style="list-style-type: none"> No objections to the proposed amendments. Any proposed pedestrian amenities, such as sidewalks or pathways must be entirely located within the right-of-way. This may require the dedication of property in areas where the amenities are to be installed, or the establishment of a Public Use Easement (PUE) All proposed facilities along DOT&PF owned and managed roads must receive approval from the DOT&PF Right-of-Way Division and must adhere to design standards. Any intersecting pathways connecting to DOT&PF right-of-way require approval from the DOT&PF Right-of-Way Division and must undergo a review process before an Approval to Construct (ATC) will be granted. DOT&PF supports the inclusion of the Director’s Waiver, as it is expected to streamline the process of waiving the requirement for pedestrian walkways on DOT&PF roads when DOT&PF determines such facilities are not in the best interest of the department or the traveling public. 	
John Thurber	<p>Vacant land is critical to increase housing in Anchorage. A significant number of small and medium vacant parcels are located in the inner core neighborhoods close to downtown.</p> <p>New Development, Infill Development and Re-Development strategies can all contribute to multi-family housing production. New development projects in the outlying neighborhoods can provide large numbers of new units on parcels of significant size. Infill units can increase density in established</p>	<p>The site access working group dedicated a significant portion of its discussions to infill development and both site visits were to areas with infill development.</p> <p>Title 21 currently has no metrics for evaluating the existing design standards.</p>

Commenter	Comment	Response
	<p>neighborhoods. Re-development units can revitalize deteriorating neighborhoods. The Site Access conversations focused on new residential units developed under a common development plan where the relaxed standards respond to the requests of the development community. Infill and re-development received minimal attention.</p> <p>Neighborhoods in Anchorage are not benign collections of isolated buildings. Rather our neighborhoods reflect varying patterns of development and offer varying benefits to a diverse range of residents. The 2040 Land Use Plan advanced the concept of the Traditional Urban Neighborhoods as integral to increasing housing production. The shared infill design principles for integrating new housing units resonated in neighborhood communities and now are ignored in this ordinance. This is a remarkable retreat.</p> <p>Unfortunately, it is not possible to evaluate the impact of these lower standards as no metrics have been provided to evaluate the cost savings on new housing units. Whether or not the purported benefits spur additional housing units in the inner core neighborhoods remains to be seen.</p>	<p>This ordinance balances the needs of ROW managers with the desires of property owners seeking to add new housing and development to the Anchorage Bowl.</p>
Turnagain Community Council	<p>The Turnagain Community Council (TCC) Board appreciates the opportunity to submit the following comments to the Planning and Zoning Commission on PZC 2025-0018, which proposes to amend 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.</p> <p>A representative of the TCC Board of Directors participated in a working group established by the Municipality to provide recommendations on the proposed amendments. TCC appreciates the opportunity to do so, and supports this approach to engaging community stakeholders, particularly community councils, in the early discussion and recommendations to changes in Municipal land use regulations that are intended to facilitate construction/remodel of housing to help meet the city's housing needs. Such early participation helps us understand the nature of obstacles to building</p>	<ol style="list-style-type: none"> 1. On-site parking requirements have not been required in Anchorage since 2022. This ordinance focuses on addressing the interface between private property and the ROW. Where drivers park cars is a matter of private property choices or public ROW management, the latter can be addressed through a variety of means not limited to parking permits or signage. 2. This proposal expands landscaping requirements. 3. These requirements do not reduce building space requirements (setbacks). The

Commenter	Comment	Response
	<p>more housing, particularly multi-family, express our concerns about unintended adverse consequences of potential code changes on residential neighborhoods and streets, and work with stakeholders to develop workable solutions.</p> <p>TCC understands that code changes during the last major Title 21 update and more recently related to site access issues created requirements that make it difficult to develop economically feasible multi-family housing. Some examples include sidewalks that connect to “nowhere” and window/façade requirements meant to provide a more inviting pedestrian experience but result in dysfunctional interior housing layouts. We understand that the intent of the code changes is to be less prescriptive, and provide more flexibility on the part of housing developers and the Municipal staff administrative review process.</p> <p>Three areas of code relaxation remain of concern to TCC:</p> <ul style="list-style-type: none"> • Further relaxation of on-site parking requirements which push more parking onto our crowded streets. In many neighborhoods, on street parking creates public safety problems with access to driveways, forcing pedestrians further into active traffic lanes, and putting parked cars into active traffic lanes when snow storage narrows roads. It also interferes with winter snow removal and sets up competition for limited parking spaces. • Elimination of landscaping requirements. While it is not clear how these code changes will reduce or eliminate landscaping requirements, some modicum of required landscaping helps reduce adverse impacts of larger multi-family housing units on the character of existing neighborhoods. • Return to the ugly box/jammed together housing of the 1970’s and 1980’s. The Site Access working group field visits emphasized public safety problems associated with driveway access and pedestrian access along streets that were created during the multi- 	<p>proposed changes, per working group guidance, focus on implementing objective requirements that can be measured or evaluated. The purpose of the zoning code is to use the MOA's police power to protect health, safety, and welfare, and thus any regulations should be justified on those grounds.</p> <p>4. There is no established causal relationship between aesthetic design standards and driver behavior, or the department has no way to measure this. Snow removal and public safety are also generally right-of-way management issues.</p> <p>5. The Planning Department is in the initial stages of beginning a 10-year targeted review of the <i>Anchorage 2020—Anchorage Bowl Comprehensive Plan</i> and the <i>Anchorage 2040 Land Use Plan</i>.</p> <p>6. The Planning Department looks forward to tracking any measurable changes related to recent zoning reforms, as well as attempting to find any objective measurements for the design standards in place.</p>

Commenter	Comment	Response
	<p>family housing boom of the 1970's and 1980's, in addition to some units that were extraordinarily unattractive. There is no guarantee that these code changes will not result in some ugly housing being build, but the Municipal administrative site review should take these concerns into consideration.</p> <p>In general, the Turnagain Community Council Board supports the intent and substance of the ordinance code changes being suggested in PZC 2025-0018, subject to the following recommendations:</p> <ul style="list-style-type: none"> • TCC does not support any relaxations of multi-family design standards that further reduce on-site parking requirements and forcing those cars to park on streets. • As being suggested for other code change ordinances under consideration we recommend an addition to this ordinance that directs the Planning Department to provide an annual report analyzing the efficacy of this ordinance in encouraging multifamily development and unintended adverse consequences of the design standard suspension. Of particularly concern to TCC is increasing the migration of on-site parking to on-street parking, aggravating increasing problems with snow removal and public safety. This is one of the topics being discussed by a current working group on ROW management. It would be helpful to have community council input on what an annual review might consider and understand what positive effects these code changes are having. <p>Finally, we note that the whereas statements of ordinances changing land use code often cite provisions of the intent of the 2040 Land Use Plan. It was our understanding that after passage of the modified Home Initiative last June, there was an Assembly recommendation to initiate a public process to review and update the 2020 Comprehensive Plan and 2040 Land Use Plan. Such a review and update would help guide continued regulatory and zoning</p>	

Commenter	Comment	Response
	district changes, and we urge that progress be made to initiate this review and engage the community. Thank you for consideration of the Turnagain Community Council's additional comments.	
Tawny Klebesadel	Concur with proposed Title 21 AMC revision	
MOA DSD- Right of Way Division	ROW has no comment or objections on the proposed action.	
MOA DSD- Addressing	No comments from Addressing.	
AWWU	AWWU has no comments or objections to this Assembly Ordinance.	

APPENDIX B

Proposed New Draft of Site Access Ordinance, March 3, 2025

Page intentionally left blank.

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

*** *** ***

21.03.240 VARIANCES

*** **

J. Administrative Variances

*** **

[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, Transportation and Connectivity, 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

*** *** ***

21.04.020 RESIDENTIAL DISTRICTS

*** *** ***

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

*** *** ***

2. District-Specific Standards

*** *** ***

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

*** *** ***

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.]

I. R-4: Multifamily Residential District

2. District-Specific Standards

c. Floor Area Ratio (FAR)

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

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

*** *** ***

3. Floor Area Ratio (FAR) Incentives

- e. 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.16.]
- f. 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 SUBSECTION 21.07.060F.15.]

Section 4. Anchorage Municipal Code 21.07.010 Development and Design Standards, General Provisions, 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

*** *** ***

21.07.010 GENERAL PROVISIONS

*** *** ***

D. Alternative Equivalent Compliance

*** *** ***

2. Applicability

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

- a. Subsection 21.06.030D.7.c., Height/Bulk Transitions;
- b. Subsection 21.06.030D.8., Height Transitions for Neighborhood Compatibility;
- c. Subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard;

- d. Reserved [SUBSECTION 21.07.060G., PEDESTRIAN AMENITIES];
- e. Subsection 21.07.080, Landscaping, Screening, and Fences;
- f. Subsection 21.07.090M.3., Structured Parking; Façade Treatment;
- 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

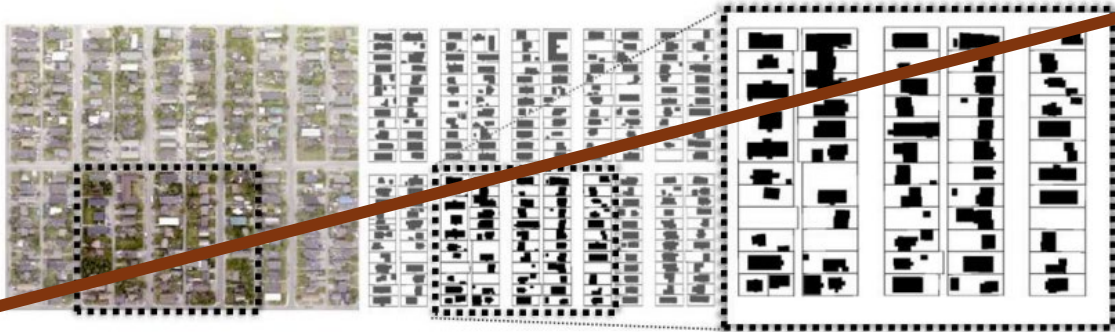
1. PURPOSE

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

1 AND PUBLIC TRANSIT. SOME NEIGHBORHOODS HAVE
2 CONSISTENT OR FREQUENT SIDEWALKS AND ALLEYS.
3 BUILDINGS AND RESIDENCES OFTEN HAVE MODERATE
4 FRONT SETBACKS AND ORIENT TO THE STREET, WITH
5 LANDSCAPING OR WALKWAYS (INSTEAD OF PARKING)
6 COMPRISING MOST OF THEIR STREET FRONTAGE.
7 TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS AND
8 MIXED-USE CENTERS CONTRIBUTE TO A COMPACT,
9 ACCESSIBLE LAND USE PATTERN.



10 REGULAR STREET GRID OF CITY BLOCKS AND ALLEYS IN MOUNTAIN VIEW.
11
12



13 MORE RELAXED STREET GRID ALONG A TRANSIT CORRIDOR IN SPENARD.
14
15

16 2. APPLICABILITY

17 THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT
18 STANDARDS SHALL APPLY AS A BASIS FOR AREA-SPECIFIC
19 DEVELOPMENT STANDARDS IN THIS CHAPTER 21.07. IT SHALL
20 NOT BE USED AS A BASIS TO CHANGE ALLOWED USES OR
21 REVIEW AND APPROVAL PROCEDURES OF THE UNDERLYING
22 ZONING DISTRICT, DISTRICT-SPECIFIC DIMENSIONAL
23 STANDARDS, OR ANY OTHER STANDARDS ELSEWHERE IN
24 THIS TITLE. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT
25 STANDARDS SHALL BE EFFECTIVE NOVEMBER 1, 2025.
26
27
28

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).
- 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).]



(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

*** *** ***

21.07.030 PRIVATE OPEN SPACE

*** *** ***

D. Standards

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

*** *** ***

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

*** *** ***

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

*** *** ***

Section 6. Anchorage Municipal Code 21.07.060 Development and Design Standards, Transportation and Connectivity, 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

*** *** ***

21.07.060 TRANSPORTATION AND CONNECTIVITY

*** *** ***

E. Standards for Pedestrian Facilities

2. Sidewalks

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H. Functional classification (local, collector, arterial, etc.) shall be determined using the most current version of the OSHP.
- b. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The Project Management & Engineering Department shall keep record of the approved relief with written findings supporting such relief on file.
- c.[B.] Street improvement projects and new streets in subdivisions in all class A zoning districts except for industrial districts shall install sidewalks in accordance with subsection d [BOTH SIDES OF ALL STREETS (LOCAL, COLLECTOR, ARTERIAL, PUBLIC OR PRIVATE, INCLUDING LOOP STREETS)]. Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one [SIDE] or both sides provided adequate right-of-way remains for snow storage. Street improvement projects in industrial zoning districts shall install a sidewalk on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile. Street improvement projects in industrial zoning districts shall install a sidewalk on both sides of all collector or arterial streets.
- d.[C.] [IN CUL-DE-SACS] For public and private streets within class A zoning districts, the following shall apply:
 - i. For streets or cul-de-sacs with fewer than [150] 300 average daily trips [AND WITH SPEEDS LIMITED TO 25 MILES PER HOUR BY DESIGN,] no sidewalks are required [ON THE CUL-DE-SAC STEM OR BULB].
 - ii. For streets or cul-de-sacs with 150 to 300 average daily trips that are located within a designated school walking boundary, a transit-supportive development corridor

identified in the online version of the 2040 Land Use Plan, or are used to access a park (notwithstanding subsection d.i. above), a sidewalk on one side is required.

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

iv[III]. For streets or cul-de-sacs with more than [500] 1,000 average daily trips, or for streets or cul-de-sacs with 500 to 1,000 average daily trips that are [USED TO ACCESS A SCHOOL] located within a designated school walking boundary, a transit-supportive development corridor identified in the online version of the 2040 Land Use Plan, or are used to access a park [OR A PARK] (notwithstanding subsections [C II.AND] d[C].iii. above), sidewalks on both sides [OF THE STEM] are required.

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

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

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

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

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

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

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

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

*** *** ***

4. On-Site Pedestrian Walkways

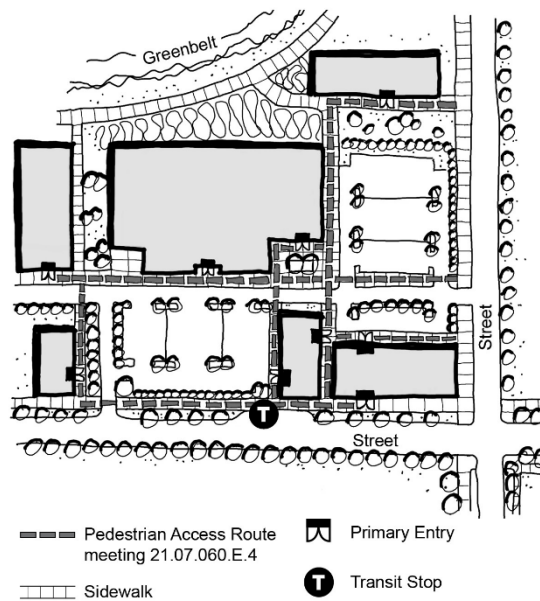
a. Intent for Continuous Pedestrian Access. Pedestrian walkways are intended to form a convenient on-site circulation system that minimizes conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. This section applies to all development, including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



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 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. For residential developments with 4 dwelling units or fewer, the driveway can be used to fulfill all or a portion of this requirement.

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

1 one building, and primary entrances in separate
2 buildings on a site.

3
4 iii. A walkway shall connect the primary entrances to any
5 transit stop abutting the site, where on an active transit
6 route with scheduled service. The walkway shall be clear
7 and direct to the extent reasonably feasible.

8
9 iv. The primary front entrance of a residential dwelling shall
10 be connected to the street by a walkway as provided in
11 i. through ii. above, or by the dwelling's individual
12 driveway, or by a shared parking courtyard meeting
13 21.07.090N.

14
15 d. Walkway Clear Width and Improvements

16
17 i. The minimum width of a required pedestrian walkway
18 shall be five feet of unobstructed clear width, except
19 where otherwise stated in this title.

20
21 ii. Walkways shall be improved in accordance with
22 subsection 21.08.050H.

23
24 e. Walkways and Parking

25
26 i. Where an on-site pedestrian walkway system or
27 required pedestrian area abuts a parking lot or internal
28 street or driveway, the pedestrian facility shall be clearly
29 marked and physically separated from the parking lot or
30 drive, through the use of an upright curb of six inches in
31 height, bollards spaced a maximum of six feet apart, or
32 other physical buffer approved by the traffic engineer;
33 and a change of paving materials distinguished by color,
34 texture, textured edge, or other edge, or striping.

35
36 ii. The vehicle overhang established in table 21.07-9,
37 Parking Angle, Stall and Aisle Dimensions, shall not
38 encroach into the minimum required walkway width or
39 area.

40
41 iii. Where an on-site pedestrian walkway crosses an
42 internal street or driveway, the crosswalk shall be clearly
43 marked and delineated through a change in paving
44 materials distinguished by color, texture, textured edge,
45 other edge, or striping, and shall meet the requirements
46 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 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

1 PROVIDED ALONG THE RESTRICTED ACCESS
2 STREET OR FRONTAGE ROAD, IN WHICH CASE A
3 WALKWAY SHALL CONNECT TO THAT
4 PEDESTRIAN FACILITY. THE WALKWAY ROUTE
5 SHALL BE CLEAR AND DIRECT, TO THE EXTENT
6 REASONABLY FEASIBLE.
7

8 II ALL PRIMARY BUILDING ENTRANCES ON A SITE
9 SHALL BE CONNECTED TO THE STREET BY A
10 CONVENIENT SYSTEM OF WALKWAYS. THIS
11 INCLUDES MULTIPLE PRIMARY ENTRANCES INTO
12 ONE BUILDING, AND PRIMARY ENTRANCES IN
13 SEPARATE BUILDINGS ON A SITE.
14

15 III. A WALKWAY SHALL CONNECT THE PRIMARY
16 ENTRANCES TO ANY TRANSIT STOP ABUTTING
17 THE SITE, WHERE ON AN ACTIVE TRANSIT ROUTE
18 WITH SCHEDULED SERVICE. THE WALKWAY
19 SHALL BE CLEAR AND DIRECT TO THE EXTENT
20 REASONABLY FEASIBLE.
21

22 IV. THE PRIMARY FRONT ENTRANCE OF A
23 RESIDENTIAL DWELLING SHALL BE CONNECTED
24 TO THE STREET BY A WALKWAY AS PROVIDED IN
25 I. THROUGH II. ABOVE, OR BY THE DWELLING'S
26 INDIVIDUAL DRIVEWAY, OR BY A SHARED
27 PARKING COURTYARD MEETING 21.07.060G.23.
28

29 C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS
30

31 I. THE MINIMUM WIDTH OF A REQUIRED
32 PEDESTRIAN WALKWAY SHALL BE FIVE FEET OF
33 UNOBSTRUCTED CLEAR WIDTH, EXCEPT WHERE
34 OTHERWISE STATED IN THIS TITLE. A WALKWAY
35 THAT PROVIDES ACCESS TO NO MORE THAN
36 FOUR RESIDENTIAL DWELLING UNITS MAY
37 PROVIDE AN UNOBSTRUCTED CLEAR WIDTH OF
38 THREE FEET.
39

40 II. WALKWAYS SHALL BE IMPROVED IN
41 ACCORDANCE WITH SUBSECTION 21.08.050H.
42

43 D. WALKWAYS AND PARKING
44

45 I. WHERE AN ON-SITE PEDESTRIAN WALKWAY
46 SYSTEM OR REQUIRED PEDESTRIAN AREA ABUTS

1 A PARKING LOT OR INTERNAL STREET OR
2 DRIVEWAY, THE PEDESTRIAN FACILITY SHALL BE
3 CLEARLY MARKED AND PHYSICALLY SEPARATED
4 FROM THE PARKING LOT OR DRIVE, THROUGH
5 THE USE OF AN UPRIGHT CURB OF SIX INCHES IN
6 HEIGHT, BOLLARDS SPACED A MAXIMUM OF SIX
7 FEET APART, OR OTHER PHYSICAL
8 BUFFER APPROVED BY THE TRAFFIC ENGINEER;
9 AND A CHANGE OF PAVING MATERIALS
10 DISTINGUISHED BY COLOR, TEXTURE, TEXTURED
11 EDGE, OR OTHER EDGE, OR STRIPING.
12

13 II. THE VEHICLE OVERHANG ESTABLISHED IN TABLE
14 21.07-9, *PARKING ANGLE, STALL AND AISLE*
15 *DIMENSIONS*, SHALL NOT ENCROACH INTO THE
16 MINIMUM REQUIRED WALKWAY WIDTH OR AREA.
17

18 III. WHERE AN ON-SITE PEDESTRIAN WALKWAY
19 CROSSES AN INTERNAL STREET OR DRIVEWAY,
20 THE CROSSWALK SHALL BE CLEARLY MARKED
21 AND DELINEATED THROUGH A CHANGE IN PAVING
22 MATERIALS DISTINGUISHED BY COLOR, TEXTURE,
23 TEXTURED EDGE, OTHER EDGE, OR STRIPING,
24 AND SHALL MEET THE REQUIREMENTS OF THE
25 AMERICANS WITH DISABILITIES ACT.
26

27 IV. MULTIFAMILY OR TOWNHOUSE DEVELOPMENTS
28 MAY PROVIDE A PARKING COURTYARD IN LIEU OF
29 REQUIRED WALKWAYS, WHERE SPECIFICALLY
30 ALLOWED IN SECTION 21.07.110 AND IN
31 CONFORMANCE WITH SUBSECTION 21.07.060F.23.
32

33 E. WALKWAYS, LANDSCAPING, AND OPEN SPACE
34 WALKWAYS SHALL BE CREDITED TOWARD A REQUIRED
35 PRIVATE OPEN SPACE WHERE THEY ARE CONTIGUOUS.
36 A WALKWAY THAT CROSSES A REQUIRED
37 LANDSCAPING BED (AT OR NEAR PERPENDICULAR)
38 SHALL BE CREDITED AGAINST THE REQUIRED
39 LANDSCAPING AREA AND AMOUNT OF PLANTING
40 MATERIAL.]
41

42 *** *** ***

43
44 **F. Building[PEDESTRIAN] Frontage Standards**

45
46 **1. Purpose**

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

- 8
- 9 A. ORGANIZE AND ORIENT BUILDINGS AROUND PUBLIC
10 STREETS AND ASSOCIATED FRONTAGES IN A WAY THAT
11 FRAMES STREETS AS POSITIVE PUBLIC SPACE,
12 PROMOTES PEDESTRIAN ACTIVITY, AND CONNECTS TO
13 MULTIPLE MODES OF TRANSPORTATION.
14 B. PROVIDE CLEARLY DEFINED, SAFE PEDESTRIAN
15 ACCESS TO BUILDING ENTRIES THAT INVITES PEOPLE
16 OF ALL ABILITIES AND MINIMIZES CONFLICTS WITH
17 VEHICLES AND PARKING.
18
19 C. PLACE ACTIVE INDOOR SPACES, ENTRANCES, AND
20 WINDOWS ON STREET-FACING BUILDING FACADES TO
21 IMPROVE THE VISUAL CONNECTION TO THE STREET
22 AND PROMOTE A SAFE, SECURE NEIGHBORHOOD.]

23

24 **2. Applicability**

25

26 Subsection 4. applies to all development except for the cases listed
27 below: [.DEVELOPMENT IN AREAS SUBJECT TO THE URBAN
28 NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS
29 ESTABLISHED IN SUBSECTION 21.07.010E. EFFECTIVE ON
30 NOVEMBER 1, 2025. SUBSECTION 5. APPLIES TO
31 DEVELOPMENT GENERALLY UNTIL NOVEMBER 1, 2025, AND
32 THEREAFTER IN THE OTHER AREAS OF THE MUNICIPALITY.
33 THE FOLLOWING ARE EXEMPT:]

- 34
- 35 a. Changes of use and other developments that comprise building
36 modification of less than 50 percent of the building replacement
37 value of the building(s) on the site.
38
39 b. Development in Girdwood, Chugiak-Eagle River, Downtown
40 (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning
41 districts.
42
43 c. Any residential development with 4 or fewer units [SINGLE-
44 FAMILY AND TWO-FAMILY DWELLINGS] constructed prior to
45 January 1, 2016, or on lots of 20,000 square feet or larger, or
46 in Class B zoning districts.

- 1
2 d. Uses without habitable floor area, such as utility substations.
3
4 e. Industrial uses
5
6 f. Buildings located more than 100 feet from applicable street
7 rights-of-way.
8

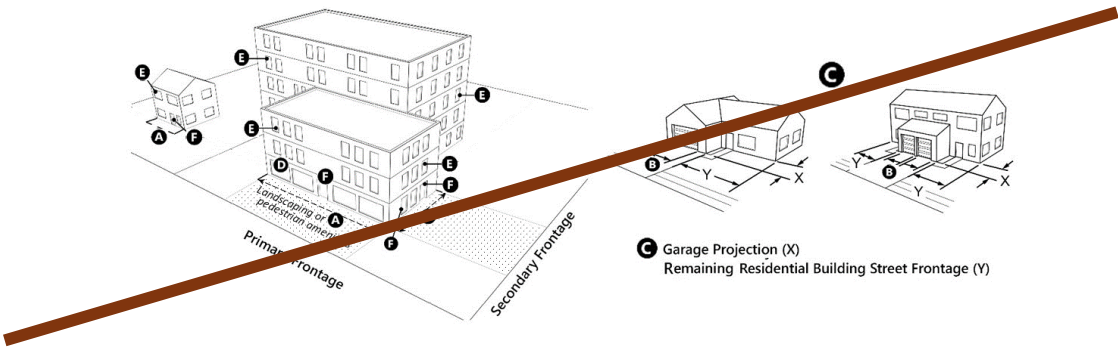
9 **3. Administrative Adjustments**

- 10
11 a. The Alternative Equivalent Compliance procedure in
12 21.07.010D. may be used to propose alternative means of
13 complying with the intent of this section.
14
15 b. The Director, with the concurrence of the Development
16 Services Director, and Traffic Engineer may approve
17 administrative relief if the applicant [THE DIRECTOR SHALL
18 APPROVE ADMINISTRATIVE RELIEF IF THE APPLICANT]
19 demonstrates the adjustment is necessary to compensate for
20 some practical difficulty of the site such as adverse impacts
21 from neighboring roadways. This includes reducing the window
22 area requirement by the amount needed to comply with 5-star
23 or affordable housing (21.15.040) energy rating requirements.
24 The department shall keep record of the approved exception
25 with written findings supporting the exception on file.
26
27 c. [THE DIRECTOR MAY APPROVE ADMINISTRATIVE RELIEF
28 FOR LAND USE PERMITS SUBMITTED FOR REVIEW
29 BEFORE NOVEMBER 1, 2025 IF THE APPLICANT
30 DEMONSTRATES IN WRITING AN UNDUE BURDEN
31 PLACED UPON THE AFFECTED DEVELOPMENTS AS A
32 RESULT OF STANDARDS SET FORTH IN TABLE 21.07-3].
33 The department shall keep record of the approved relief with
34 written findings supporting such relief on file. The denial
35 decision shall indicate the most appropriate alternative for the
36 applicant to pursue.
37

38 **[4. STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS**

1
2

THE STANDARDS OF TABLE 21.07-2 APPLY TO THE PRIMARY
FRONTAGE AND ONE SECONDARY FRONTAGE EFFECTIVE



3
4

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 GROUND-FLOOR STREET-FACING BUILDING ELEVATION ³	25% OF WALL AREA ON PRIMARY FRONTAGE 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

[TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS AS OF NOVEMBER 1, 2025]**SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES****STANDARD**

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

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.

²EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE.

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.]

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 21.15.0200 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 21.15.0200 or the window area of entrances (doors) with windows.

b. Covered, Visible Primary Entrance

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

1. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16 square feet, and

a permanent, sheltering roof covering at least 12 square feet.

2. The porch, stoop, or landing shall be distinguished from adjoining areas and vehicle parking by vertical separation, physical barrier, a change in surfacing material or by a distinct color.

3. At least one primary entrance per building shall be visible (via an unobstructed line of sight) from a street or a common private open space (21.07.030), the parking lot, or a shared parking courtyard (21.07.090N).

4. A vestibule can be used to meet the requirements of this section.

c. The director may provide relief from this standard for developments where it is not feasible. The director shall consult with the Fire Marshall when considering the provision of relief to visibility for the primary entrance in c.3 above. The department shall keep record of the approved relief with written findings supporting such relief on file.

[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.]	

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.
46

- 1 B. A MINIMUM OF TWO PEDESTRIAN FEATURES AS
2 DEFINED BY THIS TITLE (21.15.040) SHALL BE PROVIDED
3 ALONG THE ENHANCED WALKWAY, WITH AT LEAST ONE
4 FOR EVERY 50 FEET OF THE WALKWAY LENGTH.
5
6 C. ENHANCED ON-SITE WALKWAYS SHALL PROVIDE
7 CONTINUOUS DIRECT CONNECTIONS FROM BUILDING
8 PRIMARY ENTRANCE(S) TO SURROUNDING PUBLIC
9 STREETS AND SIDEWALKS AND BE PUBLICLY
10 ACCESSIBLE OR AVAILABLE TO ALL RESIDENTS OF THE
11 DEVELOPMENT.
12
13 5. ICE-FREE (SNOW MELTING) WALKWAY
14 AN ICE-FREE (SNOW MELTING) WALKWAY HAS A HEATED
15 SURFACE FOR THE FULL EXTENT OF THE WALKWAY CLEAR
16 WIDTH. THE WALKWAY SHALL BE MAINTAINED AS ICE-FREE AT
17 ALL TIMES IN AREAS REQUIRED TO BE PUBLICLY ACCESSIBLE,
18 AND OTHERWISE DURING ALL HOURS OF OPERATION OF AN
19 ESTABLISHMENT.
20
21 6. PLAZA OR COURTYARD
22
23 A. A PLAZA IS AN OPEN SPACE WHICH IS DESIGNED TO BE
24 USED FOR RELAXATION, CONVERSATION, EATING, OR
25 OTHER OUTDOOR ACTIVITIES.
26
27 B. A PLAZA SHALL CONTAIN AT LEAST ONE PEDESTRIAN
28 FEATURE AS DEFINED BY THIS TITLE FOR EACH 200
29 SQUARE FEET OF PLAZA OR COURTYARD AREA.
30
31 C. A PLAZA SHALL BE VISIBLE AND DIRECTLY ACCESSIBLE
32 FROM THE PUBLIC SIDEWALK AND AT NO POINT BE
33 MORE THAN FIVE FEET ABOVE NOR MORE THAN 12 FEET
34 BELOW THE CURB LEVEL OF THE NEAREST STREET.
35
36 D. A PLAZA SHALL BE UNOBSTRUCTED TO THE SKY
37 EXCEPT FOR CERTAIN PERMITTED OBSTRUCTIONS
38 SUCH AS CANOPIES OR AWNINGS, LANDSCAPING, OR
39 ORNAMENTAL FEATURES SUCH AS FOUNTAINS AND
40 FLAG POLES.
41
42 E. A PLAZA SHALL BE POSITIONED SO THAT AT LEAST TWO-
43 THIRDS OF ITS AREA RECEIVES ACCESS TO AT LEAST
44 FOUR HOURS OF DIRECT OR REFLECTED SUNLIGHT ON
45 MARCH 21 AND SEPTEMBER 21. A PLAZA OR
46 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
16 FOLLOWING:
17

18 A. THE RESIDENTIAL BUILDING(S) SHALL ENCLOSE A
19 CLEARLY DEFINED COURTYARD OPEN SPACE. THE
20 STRUCTURE(S) SURROUNDING THE HOUSING
21 COURTYARD MAY, FOR EXAMPLE, FORM AN O, L, OR U
22 SHAPED ENCLOSURE.
23

24 B. A COURTYARD SHALL COMPLY WITH THE PLAZA
25 REQUIREMENT FOR PEDESTRIAN FEATURES, AND WITH
26 THE COMMON PRIVATE OPEN SPACE STANDARDS OF
27 SECTION 21.07.030.
28

29 C. ALL INDIVIDUAL DWELLING UNITS AROUND THE
30 PERIMETER OF A COURTYARD SHALL HAVE WINDOWS,
31 ENTRANCES, AND/OR TRANSITIONAL SPACES SUCH AS
32 PORCHES OR BALCONIES THAT FACE THE COURTYARD.
33

34 D. A COURTYARD SHALL HAVE A SOLAR ORIENTATION AS
35 DEFINED BY THIS TITLE IN TERMS OF OPENINGS IN THE
36 COURTYARD AND THE LOWER HEIGHT OF
37 SURROUNDING BUILDINGS.
38

39 8. TRANSIT STOP OR TRANSIT SHELTER

40 A TRANSIT STOP OR TRANSIT SHELTER SHALL MEET OR
41 EXCEED THE MINIMUM DESIGN STANDARDS ESTABLISHED BY
42 THE TRANSIT FACILITIES DESIGN GUIDELINES IN THE *DESIGN*
43 *CRITERIA MANUAL*.
44

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

1 A PEDESTRIAN SHELTER IS A ROOF-LIKE STRUCTURE
2 EXTENDING OUT FROM THE BUILDING FACE THAT PROVIDES
3 YEAR ROUND OVERHEAD PROTECTION FROM PRECIPITATION
4 AND WIND, AND THAT CAN PROVIDE VISUAL INTEREST AND
5 WAYFINDING ORIENTATION TO PRIMARY ENTRANCES,
6 PASSENGER LOADING AREAS, OR WAITING AREAS.
7 PEDESTRIAN SHELTER MAY BE COMPOSED OF AWNINGS,
8 CANOPIES, MARQUEES, CANTILEVERED OVERHANGS,
9 COLONNADES, OR SIMILAR OVERHANGS ALONG THE
10 PEDESTRIAN ROUTE.
11

12 A. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
13 DIMENSION OF SIX FEET MEASURED HORIZONTALLY
14 FROM THE BUILDING WALL, OR SHALL EXTEND TO A LINE
15 TWO FEET FROM THE CURB LINE OF THE STREET OR
16 NEAREST MOTOR VEHICLE AREA, WHICHEVER IS LESS.
17

18 B. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
19 VERTICAL CLEARANCE OF EIGHT FEET AND A MAXIMUM
20 VERTICAL CLEARANCE OF 12 FEET, EXCEPT THAT A
21 PEDESTRIAN SHELTER THAT PROJECTS OUT MORE
22 THAN EIGHT FEET MEASURED HORIZONTALLY FROM
23 THE BUILDING WALL SHALL HAVE A MAXIMUM VERTICAL
24 CLEARANCE OF 16 FEET.
25

26 C. A PEDESTRIAN SHELTER MAY BE INDENTED AS
27 NECESSARY TO ACCOMMODATE STREET TREES,
28 LANDSCAPING BEDS, STREET LIGHTS, BAY WINDOWS,
29 OR SIMILAR BUILDING ACCESSORIES.
30

31 D. A PEDESTRIAN SHELTER SHALL NOT EXTEND OUT TO
32 WITHIN THREE FEET OF THE CENTER OF THE MAIN
33 TRUNK OF A STREET TREE. A PEDESTRIAN SHELTER
34 SHALL INCORPORATE ARCHITECTURAL DESIGN
35 FEATURES OF THE BUILDING FROM WHICH IT IS
36 SUPPORTED.
37

38 10. ARCADE (OR BUILDING RECESS)

39 AN ARCADE IS A COVERED PASSAGEWAY CREATED BY THE
40 OVERHANGING UPPER PORTION OF THE BUILDING ALONG A
41 SIDEWALK OR WALKWAY TO PROVIDE A SHELTERED AREA AT
42 GRADE LEVEL. AN ARCADE IS USUALLY SEPARATED FROM
43 THE ADJACENT STREET, SIDEWALK/WALKWAY, OR
44 PEDESTRIAN SPACE BY A LINE OF SUPPORTING COLUMNS OR
45 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.
- 46

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 PROVIDE BRIGHTNESS, 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

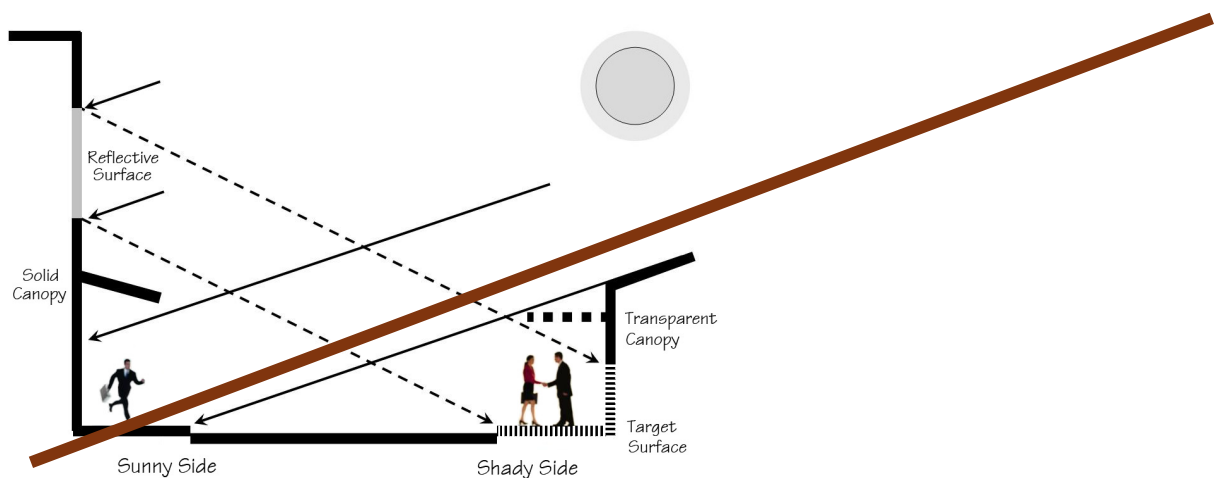
REFLECTED SUNLIGHT AS A PEDESTRIAN AMENITY IS CREATED BY A LIGHT-COLORED, PARTIALLY REFLECTIVE, UPPER-STORY FAÇADE SURFACE THAT REDIRECTS SUNLIGHT RADIATION TO PEDESTRIAN SPACES AND WALKWAYS TO BRIGHTEN OR INCREASE THE COMFORT LEVEL IN THOSE SPACES.

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.

7
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.

- 1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
- 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.

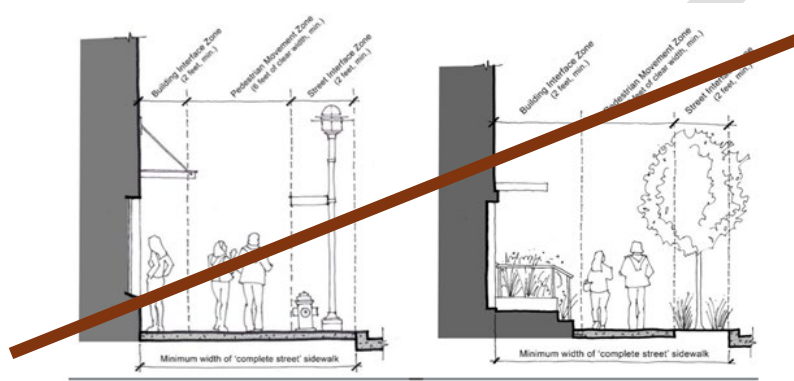
ENTRANCES AT BUILDING CORNERS FACING A STREET
MAY BE USED TO SATISFY THIS REQUIREMENT.

- 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:

- 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

- 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*.

- 1 II. EXISTING IMPROVEMENTS THAT MEET THE
2 STANDARDS OF THE ENHANCED STREET
3 SIDEWALK MAY BE COUNTED TOWARDS THE
4 REQUIREMENTS OF THIS SECTION, SUBJECT TO
5 APPROVAL BY THE DIRECTOR.
6
7 III. THE OWNER SHALL MAINTAIN LANDSCAPING AND
8 AMENITIES FOR THE ENHANCED STREET
9 SIDEWALK WITHIN THE RIGHT-OF-WAY.
10
11 IV. WHERE THE RIGHT-OF-WAY IS NOT ADEQUATE OR
12 CANNOT BE CONFIGURED TO ACCOMMODATE
13 THE ENHANCED STREET SIDEWALK, THEN THE
14 DEVELOPMENT SHALL BE SET BACK FROM THE
15 STREET FRONTAGE AS NECESSARY TO
16 ACCOMMODATE PART OF THE IMPROVEMENTS
17 WITHIN THE PROPERTY. A PUBLIC USE EASEMENT
18 SHALL BE RECORDED FOR ANY PART OF THE
19 DESIGNATED SIDEWALK WIDTH TO BE LOCATED
20 WITHIN THE SUBJECT PARCEL.]
21

22 [23. SHARED PARKING COURTYARD

23 A PARKING COURTYARD IS A PEDESTRIAN-ORIENTED
24 PARKING FACILITY FOR RESIDENTIAL DEVELOPMENTS THAT
25 USES THE PRINCIPLES OF A "WOONERF STREET" OR "PLAY
26 STREET." IT IS DESIGNED AND OPERATED AS A SHARED
27 SPACE TO ALLOW ALL RESIDENT USERS, NOT ONLY DRIVERS,
28 TO USE IT SAFELY. A PARKING COURTYARD THAT IS
29 CREDITED TOWARDS A RESIDENTIAL PEDESTRIAN FACILITY
30 REQUIREMENT OR MENU CHOICE OF THIS TITLE SHALL MEET
31 THE FOLLOWING STANDARDS:
32

- 33 A. AN ADMINISTRATIVE SITE PLAN REVIEW IS PERFORMED,
34 UNLESS A HIGHER LEVEL OF REVIEW IS ALREADY
35 REQUIRED;
36
37 B. THE PARKING COURTYARD SERVES NO MORE THAN
38 EIGHT DWELLING UNITS AND CONTAINS NO MORE THAN
39 12 PARKING SPACES (NOT INCLUDING GARAGE SPACES
40 IN INDIVIDUAL DWELLINGS);
41
42 C. THE PARKING COURTYARD IS A DEAD END AND DOES
43 NOT LEAD OR PROVIDE ACCESS TO OTHER DWELLING
44 UNITS, PARKING FACILITIES, OR STREETS;
45

- 1 D. A WALKWAY IS PROVIDED BETWEEN THE PARKING
2 COURTYARD AND THE STREET—THE COMMON ACCESS
3 DRIVEWAY DOES NOT QUALIFY AS A PEDESTRIAN
4 WALKWAY;
5
6 E. A SPECIAL PAVING SCHEME AND LANDSCAPE
7 TREATMENT IS APPLIED, AS APPROVED THROUGH THE
8 REVIEW;
9
10 F. THE SPACE IS DESIGNED FOR BOTH VEHICLES AND
11 PEOPLE, WITH AN EMPHASIS ON PEDESTRIANS AND
12 USABLE, SAFE, AND ATTRACTIVE PEDESTRIAN AND
13 PLAY SPACE, AS APPROVED THROUGH THE REVIEW;
14 AND
15
16 G. THE PARKING COURTYARD ACHIEVES THE INTENT OF
17 THIS TITLE FOR PEDESTRIAN ACCESS, AS DETERMINED
18 THROUGH THE REVIEW.]
19

20 *** **

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

25 *** **

26
27 **Section 7.** Anchorage Municipal Code 21.07.080 Development and Design
28 Standards, Off-Street Parking and Loading, is hereby amended to read as follows
29 *(the remainder of the section is not affected and therefore not set out):*
30

31 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

32 *** **

33 **21.07.080 LANDSCAPING, SCREENING, AND FENCES**

34 *** **

35 **E. Types of Landscaping**

36 Four types of landscaping may be required for a development, depending on
37 the use and zoning district of the property and adjacent properties, and the
38 portion of the property involved. These types of landscaping are: (1) site
39 perimeter landscaping; (2) parking lot landscaping—perimeter and interior;
40 (3) site enhancement landscaping applied in site interiors; and (4) tree
41 requirements for new residential development. Minimum requirements for
42 these landscaping types are set forth in subsections 21.07.080E.1. through
43 E.4. below and in table 21.07-4: *Landscaping Specifications*.
44
45
46

1

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

1 **a. Purpose**

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

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

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

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

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

35 iv. ____ Exceptions include:
36
37
38
39
40
41
42
43
44
45

- (A) At approved points of pedestrian and vehicle access; and
- (B) Adjacent to lots being developed under a common development plan, where the director 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

*** *** ***

1. 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.
- 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.

*** *** ***

9. Vehicular Access Location

*** *** ***

e. Garage Door Setbacks

Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9, 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] alley 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.

*** *** ***

11. Driveway Design and Dimensions

a. Parking Lot Entries/Driveway Approaches

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

b. Curb Openings and Public Walkway Crossings

- i. Curb cuts and curb returns at driveway openings to the street shall be provided as prescribed in the municipal driveway standards.
- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope [PRESCRIBED] as required by M.A.S.S. and A.D.A., and [EXCEPT THAT IN AREAS SUBJECT TO THE URBAN NEIGHBORHOOD CONTEXT STANDARDS (21.07.010E.),] public walkways on local streets shall be restored to a level running grade to the maximum extent [REASONABLY] feasible.

c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width

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

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

DRAFT

APPENDIX C

Agency Review Draft Ordinance, January 8, 2025

Page intentionally left blank.

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

*** *** ***

21.03.240 VARIANCES

*** **

J. Administrative Variances

*** **

[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, Transportation and Connectivity, 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

*** *** ***

21.04.020 RESIDENTIAL DISTRICTS

*** *** ***

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

*** *** ***

2. District-Specific Standards

*** *** ***

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

*** *** ***

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.]

*** *** ***

I. R-4: Multifamily Residential District

2. District-Specific Standards

*** *** ***

c. Floor Area Ratio (FAR)

*** *** ***

[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

*** *** ***

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

*** *** ***

3. Floor Area Ratio (FAR) Incentives

e. 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.16.]

- f. 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 SUBSECTION 21.07.060F.15.

Section 4. Anchorage Municipal Code 21.07.010 Development and Design Standards, General Provisions, 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

*** *** ***

21.07.010 GENERAL PROVISIONS

*** *** ***

D. Alternative Equivalent Compliance

*** *** ***

2. Applicability

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

- a. Subsection 21.06.030D.7.c., Height/Bulk Transitions;
- b. Subsection 21.06.030D.8., Height Transitions for Neighborhood Compatibility;
- c. Subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard;
- d. Reserved [SUBSECTION 21.07.060G., PEDESTRIAN AMENITIES];
- e. Subsection 21.07.080, Landscaping, Screening, and Fences;
- f. Subsection 21.07.090M.3., Structured Parking; Façade Treatment;
- g. Section 21.07.110, Residential Design Standards;

- 1
2 h. Section 21.07.120, Large Commercial Establishments;
3
4 i. Subsection 21.09.080, Building Design Standards (Girdwood);
5 and
6
7 j. Chapter 21.11, Downtown.
8

9 *** **

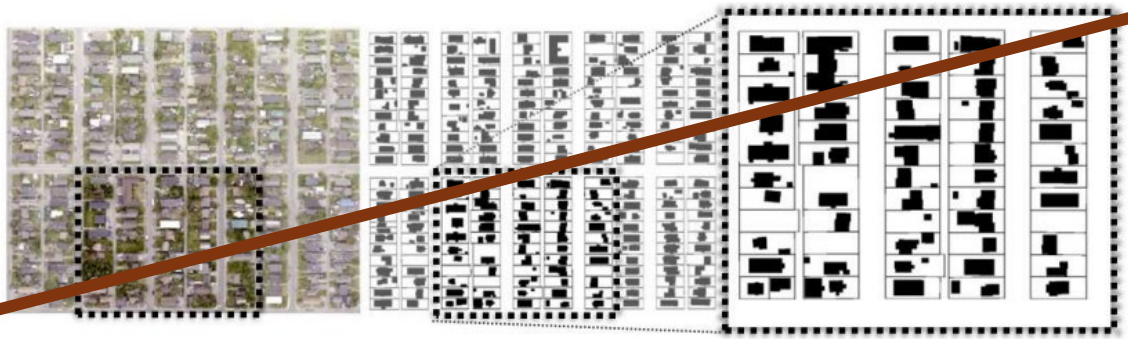
10
11 **E. [URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS**
12

13 1. PURPOSE

14 THIS SECTION ESTABLISHES AN URBAN NEIGHBORHOOD
15 DEVELOPMENT CONTEXT STANDARDS AREA THAT REFLECTS
16 THE EXISTING AND DESIRED CHARACTERISTICS OF
17 ANCHORAGE'S OLDER, URBAN NEIGHBORHOODS IDENTIFIED
18 BY THE COMPREHENSIVE PLAN, LAND USE PLAN MAP AS
19 TRADITIONAL NEIGHBORHOOD DESIGN AREAS. THIS SECTION
20 PROVIDES A BASIS FOR DEVELOPMENT REGULATIONS
21 TAILORED TO THE CHARACTERISTICS OF THESE
22 NEIGHBORHOODS AND FULFILLS THEIR ROLE AS
23 RECOMMENDED IN THE COMPREHENSIVE PLAN.
24

25 A. THIS AREA IS INTENDED TO INCLUDE ANCHORAGE'S
26 ORIGINAL URBAN NEIGHBORHOODS OF GOVERNMENT
27 HILL, SOUTH ADDITION, AND FAIRVIEW, AND POST-WARE
28 ERA (1950S-1960S) NEIGHBORHOODS SUCH AS
29 SPENARD, AIRPORT HEIGHTS, AND RUSSIAN JACK
30 PARK. IT ALSO INCLUDES TRANSIT-SUPPORTIVE
31 DEVELOPMENT CORRIDORS AND DESIGNATED MIXED-
32 USE CENTERS.
33

34 B. THIS AREA RECOGNIZES URBAN NEIGHBORHOOD
35 CHARACTERISTICS INCLUDING A MORE HIGHLY
36 INTERCONNECTED STREET SYSTEM, SMALLER LOT AND
37 BLOCK SIZES, AND ACCESS TO PEDESTRIAN FACILITIES
38 AND PUBLIC TRANSIT. SOME NEIGHBORHOODS HAVE
39 CONSISTENT OR FREQUENT SIDEWALKS AND ALLEYS.
40 BUILDINGS AND RESIDENCES OFTEN HAVE MODERATE
41 FRONT SETBACKS AND ORIENT TO THE STREET, WITH
42 LANDSCAPING OR WALKWAYS (INSTEAD OF PARKING)
43 COMPRISING MOST OF THEIR STREET FRONTAGE.
44 TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS AND
45 MIXED-USE CENTERS CONTRIBUTE TO A COMPACT,
46 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).

- 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).]



(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

*** *** ***

21.07.030 PRIVATE OPEN SPACE

*** **

D. Standards

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

*** **

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

*** **

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

*** **

Section 6. Anchorage Municipal Code 21.07.060 Development and Design Standards, Transportation and Connectivity, 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

*** **

21.07.060 TRANSPORTATION AND CONNECTIVITY

*** **

E. Standards for Pedestrian Facilities**2. Sidewalks**

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H.
- b. Street improvement projects and new streets in subdivisions in all class A zoning districts except for industrial districts shall install sidewalks both sides of all streets (local, collector, arterial, public or private, including loop streets). Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one side. Street improvement projects in industrial

zoning districts shall install a sidewalk on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile.

- c. The Traffic Engineer, with the concurrence of the Director and the Development Services Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The department shall keep record of the approved relief with written findings supporting such relief on file.

*** *** ***

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

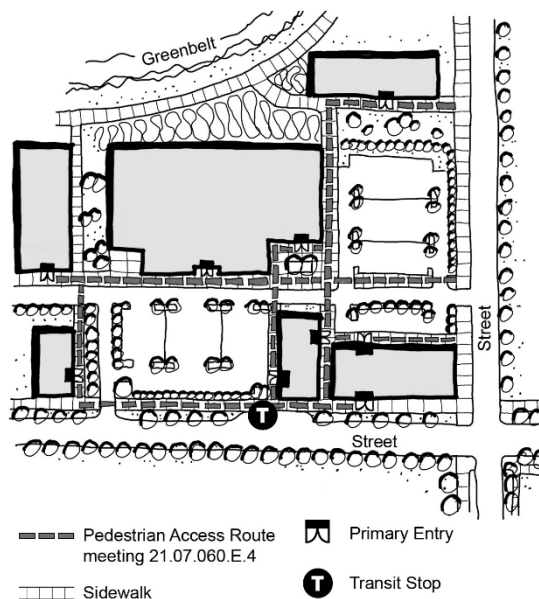
- i. In the R-4, R-4A, and commercial zoning districts.
- ii. In the DT zoning districts as set forth in the provisions of chapter 21.11, Downtown.
- iii. Along streets identified in Appendix A of the Anchorage Pedestrian Plan as “missing sidewalk” or “inadequate sidewalk”, with a total point rating of five or higher.
- iv. The Traffic Engineer, with the concurrence of the Director and the Development Services Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The department shall keep record of the approved relief with written findings supporting such relief on file.

*** *** ***

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 except those exempted in b below.
- b. Exempted from this section:

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



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 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. For residential developments with 4 dwelling units or fewer, the driveway can be used to fulfill all or a portion of this requirement.

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 21.07.090N.

d. Walkway Clear Width and Improvements

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

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

e. 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. 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 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

1 PEDESTRIAN FACILITY. THE WALKWAY ROUTE
2 SHALL BE CLEAR AND DIRECT, TO THE EXTENT
3 REASONABLY FEASIBLE.
4

5 II ALL PRIMARY BUILDING ENTRANCES ON A SITE
6 SHALL BE CONNECTED TO THE STREET BY A
7 CONVENIENT SYSTEM OF WALKWAYS. THIS
8 INCLUDES MULTIPLE PRIMARY ENTRANCES INTO
9 ONE BUILDING, AND PRIMARY ENTRANCES IN
10 SEPARATE BUILDINGS ON A SITE.
11

12 III. A WALKWAY SHALL CONNECT THE PRIMARY
13 ENTRANCES TO ANY TRANSIT STOP ABUTTING
14 THE SITE, WHERE ON AN ACTIVE TRANSIT ROUTE
15 WITH SCHEDULED SERVICE. THE WALKWAY
16 SHALL BE CLEAR AND DIRECT TO THE EXTENT
17 REASONABLY FEASIBLE.
18

19 IV. THE PRIMARY FRONT ENTRANCE OF A
20 RESIDENTIAL DWELLING SHALL BE CONNECTED
21 TO THE STREET BY A WALKWAY AS PROVIDED IN
22 I. THROUGH II. ABOVE, OR BY THE DWELLING'S
23 INDIVIDUAL DRIVEWAY, OR BY A SHARED
24 PARKING COURTYARD MEETING 21.07.060G.23.
25

26 C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS
27

28 I. THE MINIMUM WIDTH OF A REQUIRED
29 PEDESTRIAN WALKWAY SHALL BE FIVE FEET OF
30 UNOBSTRUCTED CLEAR WIDTH, EXCEPT WHERE
31 OTHERWISE STATED IN THIS TITLE. A WALKWAY
32 THAT PROVIDES ACCESS TO NO MORE THAN
33 FOUR RESIDENTIAL DWELLING UNITS MAY
34 PROVIDE AN UNOBSTRUCTED CLEAR WIDTH OF
35 THREE FEET.
36

37 II. WALKWAYS SHALL BE IMPROVED IN
38 ACCORDANCE WITH SUBSECTION 21.08.050H.
39

40 D. WALKWAYS AND PARKING
41

42 I. WHERE AN ON-SITE PEDESTRIAN WALKWAY
43 SYSTEM OR REQUIRED PEDESTRIAN AREA ABUTS
44 A PARKING LOT OR INTERNAL STREET OR
45 DRIVEWAY, THE PEDESTRIAN FACILITY SHALL BE
46 CLEARLY MARKED AND PHYSICALLY SEPARATED
47 FROM THE PARKING LOT OR DRIVE, THROUGH
48 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 fenestration 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:

- 1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
- 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**

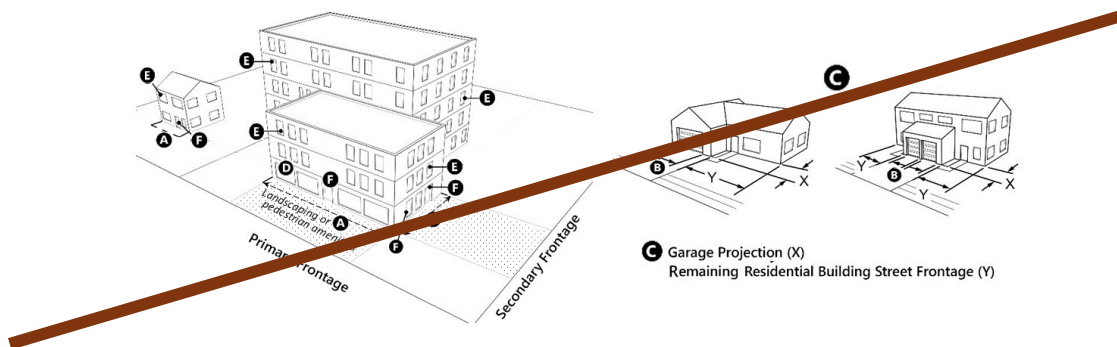
Subsection 4. applies to all development except for the cases listed below: [DEVELOPMENT IN AREAS SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS ESTABLISHED IN SUBSECTION 21.07.010E. EFFECTIVE ON NOVEMBER 1, 2025. SUBSECTION 5. APPLIES TO DEVELOPMENT GENERALLY UNTIL NOVEMBER 1, 2025, AND THEREAFTER IN THE OTHER AREAS OF THE MUNICIPALITY. THE FOLLOWING ARE EXEMPT:]

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

3. **Administrative Adjustments**

- a. The Alternative Equivalent Compliance procedure in 21.07.010D. may be used to propose alternative means of complying with the intent of this section.
- b. The director, with the concurrence of the development services director, and traffic engineer may approve administrative relief if the applicant [THE DIRECTOR SHALL APPROVE ADMINISTRATIVE RELIEF IF THE APPLICANT] demonstrates the adjustment is necessary to compensate for some practical difficulty of the site such as adverse impacts from neighboring roadways. This includes reducing the window area requirement by the amount needed to comply with 5-star or affordable housing (21.15.040) energy rating requirements. The department shall keep record of the approved exception with written findings supporting the exception on file.
- c. [THE DIRECTOR MAY APPROVE ADMINISTRATIVE RELIEF 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 GROUND-FLOOR STREET-FACING BUILDING ELEVATION ³	25% OF WALL AREA ON PRIMARY FRONTAGE 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
¹ EXCEPTION: 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. ² EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE. ³ 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.]	

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 21.15.0200 or primary entrances with or without windows

ii. 10% of all other street facing frontages, including a secondary frontage, shall be visual access windows as measured in 21.15.0200 or entrances with or without windows.

b. Covered, Visible Primary Entrance

All buildings are required to have a porch, stoop, or landing providing access to the primary entrance that is sheltered by a roof intended to give visual emphasis to the building entrance as an aid in wayfinding, and to help provide safe, convenient access from the street. Residential primary entrances shall meet the following standards:

1. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16 square feet, and a permanent, sheltering roof covering at least 12 square feet.

2. The porch, stoop, or landing shall be distinguished from adjoining areas and vehicle parking by vertical separation, physical barrier, a change in surfacing material or by a distinct color.

3. At least one primary entrance per building shall be visible (via an unobstructed line of sight) from a street or a common private open space (21.07.030), the parking lot, or a shared parking courtyard (21.07.090N).

4. A vestibule can be used to meet the requirements of this section.

c. The director may provide relief from this standard for developments where it is not feasible. The director shall consult with the Fire Marshall when considering the provision of relief to visibility for the primary entrance in c.3 above. The department shall keep record of the approved relief with written findings supporting such relief on file.

[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.	

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.
- 46
47 B. A MINIMUM OF TWO PEDESTRIAN FEATURES AS
48 DEFINED BY THIS TITLE (21.15.040) SHALL BE PROVIDED

1 ALONG THE ENHANCED WALKWAY, WITH AT LEAST ONE
2 FOR EVERY 50 FEET OF THE WALKWAY LENGTH.

3
4 C. ENHANCED ON-SITE WALKWAYS SHALL PROVIDE
5 CONTINUOUS DIRECT CONNECTIONS FROM BUILDING
6 PRIMARY ENTRANCE(S) TO SURROUNDING PUBLIC
7 STREETS AND SIDEWALKS AND BE PUBLICLY
8 ACCESSIBLE OR AVAILABLE TO ALL RESIDENTS OF THE
9 DEVELOPMENT.

10
11 5. ICE-FREE (SNOW MELTING) WALKWAY
12 AN ICE-FREE (SNOW MELTING) WALKWAY HAS A HEATED
13 SURFACE FOR THE FULL EXTENT OF THE WALKWAY CLEAR
14 WIDTH. THE WALKWAY SHALL BE MAINTAINED AS ICE-FREE AT
15 ALL TIMES IN AREAS REQUIRED TO BE PUBLICLY ACCESSIBLE,
16 AND OTHERWISE DURING ALL HOURS OF OPERATION OF AN
17 ESTABLISHMENT.

18
19 6. PLAZA OR COURTYARD

20
21 A. A PLAZA IS AN OPEN SPACE WHICH IS DESIGNED TO BE
22 USED FOR RELAXATION, CONVERSATION, EATING, OR
23 OTHER OUTDOOR ACTIVITIES.

24
25 B. A PLAZA SHALL CONTAIN AT LEAST ONE PEDESTRIAN
26 FEATURE AS DEFINED BY THIS TITLE FOR EACH 200
27 SQUARE FEET OF PLAZA OR COURTYARD AREA.

28
29 C. A PLAZA SHALL BE VISIBLE AND DIRECTLY ACCESSIBLE
30 FROM THE PUBLIC SIDEWALK AND AT NO POINT BE
31 MORE THAN FIVE FEET ABOVE NOR MORE THAN 12 FEET
32 BELOW THE CURB LEVEL OF THE NEAREST STREET.

33
34 D. A PLAZA SHALL BE UNOBSTRUCTED TO THE SKY
35 EXCEPT FOR CERTAIN PERMITTED OBSTRUCTIONS
36 SUCH AS CANOPIES OR AWNINGS, LANDSCAPING, OR
37 ORNAMENTAL FEATURES SUCH AS FOUNTAINS AND
38 FLAG POLES.

39
40 E. A PLAZA SHALL BE POSITIONED SO THAT AT LEAST TWO-
41 THIRDS OF ITS AREA RECEIVES ACCESS TO AT LEAST
42 FOUR HOURS OF DIRECT OR REFLECTED SUNLIGHT ON
43 MARCH 21 AND SEPTEMBER 21. A PLAZA OR
44 COURTYARD MAY BE CREDITED TOWARDS A
45 REQUIREMENT, MENU CHOICE, OR BONUS AS LONG AS
46 IT MEETS THIS STANDARD. THE DIRECTOR MAY
47 REDUCE THIS REQUIREMENT IN CASES WHERE
48 TOPOGRAPHY OR VEGETATION SHADOW THE SITE.

REDUCTIONS SHALL BE THE MINIMAL ACTION THAT WOULD ADDRESS THESE FACTORS.

F. PLAZAS SHALL NOT BE PAVED WITH ASPHALT.

7. HOUSING COURTYARD

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

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

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

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

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

8. TRANSIT STOP OR TRANSIT SHELTER

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

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

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

A. AN ARCADE SHALL BE DEVELOPED AS A CONTINUOUS COVERED SPACE EXTENDING ALONG A STREET, PLAZA, OR COURTYARD OR OTHER PEDESTRIAN OPEN SPACE. AN ARCADE SHALL BE OPEN FOR ITS ENTIRE LENGTH TO THE STREET OR PEDESTRIAN OPEN SPACE, EXCEPT FOR BUILDING COLUMNS.

- 1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
- B. AN ARCADE SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF NO LESS THAN 12 FEET, AND ON AVERAGE NO GREATER THAN 18 FEET.
 - C. AN ARCADE SHALL HAVE A MINIMUM HORIZONTAL WALKWAY CLEAR WIDTH OF EIGHT FEET BETWEEN THE BUILDING AND ANY SUPPORTING COLUMNS, AND A MAXIMUM COVERED WIDTH OF 20 FEET.
 - D. AN ARCADE SHALL NOT AT ANY POINT BE ABOVE THE LEVEL OF THE ADJACENT SIDEWALK, WALKWAY, OR PEDESTRIAN OPEN SPACE (WHICHEVER IS HIGHER). THE WIDTH AND SPACING OF THE SUPPORTING COLUMNS SHALL BE SUCH THAT MAXIMUM VISIBILITY IS MAINTAINED.
 - E. THE SPACING AND RHYTHM OF THE SUPPORTING COLUMNS SHALL RELATE TO THE STRUCTURAL OR ARCHITECTURAL PATTERN OF THE BUILDING AND SHALL BE CONSISTENT ALONG THE LENGTH OF THE ARCADE.
 - F. NO OFF-STREET PARKING SPACES, PASSENGER LOADING ZONES, DRIVEWAYS, OR OFF-STREET LOADING BERTHS ARE PERMITTED ANYWHERE WITHIN AN ARCADE OR WITHIN 10 FEET OF ANY PORTION THEREOF, UNLESS THE DECISION-MAKING BODY DETERMINES THAT SUCH ACTIVITY WILL NOT ADVERSELY AFFECT THE AIR QUALITY OR FUNCTIONING OF THE ARCADE. IN NO EVENT SHALL SUCH VEHICULAR AREAS BE ELIGIBLE FOR CREDIT AS PART OF THE ARCADE.
 - G. AN ARCADE SHALL BE PUBLICLY ACCESSIBLE AT ALL TIMES.
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 PROVIDE BRIGHTNESS, 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.

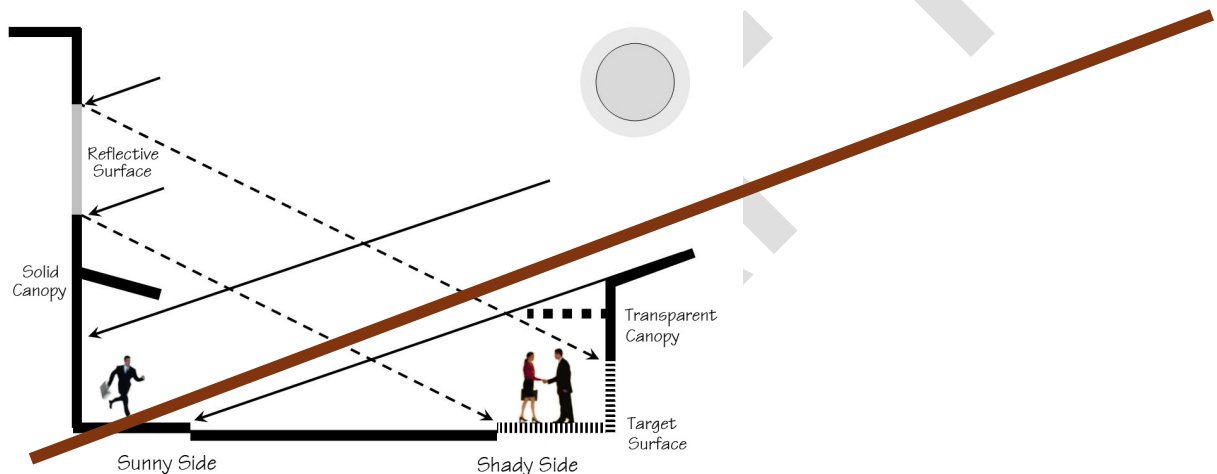
12. SUN POCKET (OR SUN TRAP)

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 FAÇADE THAT PROVIDES A COMFORTABLE TRANSITION BETWEEN INDOOR AREAS AND UNSHELTERED OUTDOOR SPACES.
- A. A SHELTERED TRANSITION SPACE SHALL BE A MINIMUM OF 400 SQUARE FEET.
- B. A SHELTERED TRANSITION SPACE SHALL COMPLY WITH THE DIMENSIONAL STANDARDS FOR PEDESTRIAN SHELTER OR ARCADE.
- C. A SHELTERED TRANSITION SPACE SHALL CONTAIN A MINIMUM OF ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE.

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

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

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

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

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

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
INCREASE THE WINDOWS AND/OR PRIMARY ENTRANCES ON STREET-FACING BUILDING ELEVATIONS WHICH ARE SUBJECT TO THE WINDOW REQUIREMENT IN 21.07.060F., BY AN ADDITIONAL FIVE (5) PERCENT OF THE WALL AREA.
 19. PEDESTRIAN FRONTAGE FREE OF PARKING IN FRONT IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS (21.07.010E.), PROVIDE A STREET FRONTAGE WITHOUT DRIVEWAYS, PARKING, OR LOADING FACILITIES IN FRONT OF AT LEAST 75% OF THE GROUND-FLOOR, STREET-FACING BUILDING ELEVATION. IN OTHER AREAS, PROVIDE SUCH A FRONTAGE IN FRONT OF AT LEAST 33% OF THE STREET-FACING BUILDING ELEVATION.
 20. SITE ENTRY FEATURE
HIGHLIGHT AND DEFINE A PEDESTRIAN ENTRANCE TO A DEVELOPMENT SITE USING THREE OR MORE OF THE FOLLOWING ELEMENTS:

- A. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND TREES, WHICH CLEARLY DISTINGUISHES AND HIGHLIGHTS THE SITE ENTRY.
 - B. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060G.6.
 - C. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM INCLUDING A COVERED ENTRY, WHEN THE PRIMARY ENTRANCE IS WITHIN 50 FEET OF THE SITE ENTRANCE.
 - D. SPECIAL PAVING, PEDESTRIAN WALKWAY AREA LIGHTING, ORNAMENTAL LIGHTING, AND/OR BOLLARDS.
 - E. ORNAMENTAL GATE AND/OR FENCE.
21. PEDESTRIAN-INTERACTIVE BUILDING
- A PEDESTRIAN-INTERACTIVE BUILDING IS INTENDED TO PROVIDE INTERIOR SPACES THAT ENGAGE THE SIDEWALK WITH STREET-FACING WINDOWS AND ENTRANCES, AND ACTIVITIES AND SERVICES THAT SUPPORT NEIGHBORHOOD RESIDENTS, AND GENERALLY CONTRIBUTE TO THE ACTIVITY LEVEL AND QUALITY OF THE PEDESTRIAN ENVIRONMENT OF THE NEIGHBORHOOD OR DISTRICT.
- A. A PEDESTRIAN-INTERACTIVE BUILDING SHALL PROVIDE A PRIMARY ENTRANCE FACING THE STREET. 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.,

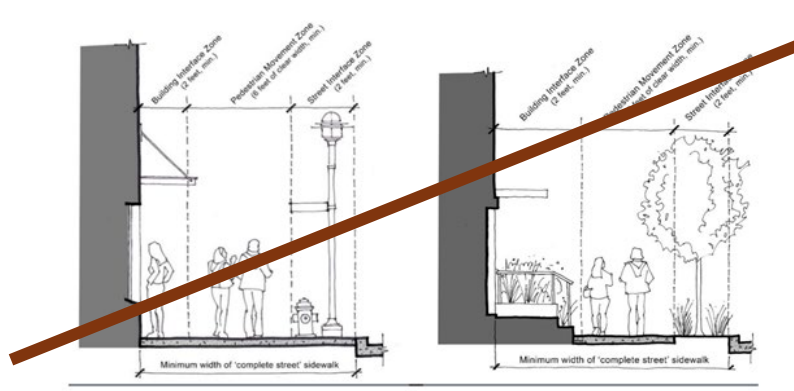
E. STREET-FACING WALL AREAS FOR RESIDENTIAL USES SHALL BE AT LEAST 20 PERCENT WINDOWS OR PRIMARY ENTRANCES.

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:

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

- 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*.
 - 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;
- 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

1 G. THE PARKING COURTYARD ACHIEVES THE INTENT OF
2 THIS TITLE FOR PEDESTRIAN ACCESS, AS DETERMINED
3 THROUGH THE REVIEW.]
4

5 *** **

6 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO
7 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20; AO 2022-
8 80(S), 11-22-2022; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)
9

10 *** **

11
12 **Section 7.** Anchorage Municipal Code 21.07.080 Development and Design
13 Standards, Off-Street Parking and Loading, is hereby amended to read as follows
14 *(the remainder of the section is not affected and therefore not set out):*
15

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

18 *** **

19 **21.07.080 LANDSCAPING, SCREENING, AND FENCES**
20

21 *** **

22
23 **E. Types of Landscaping**

24 Four types of landscaping may be required for a development, depending on
25 the use and zoning district of the property and adjacent properties, and the
26 portion of the property involved. These types of landscaping are: (1) site
27 perimeter landscaping; (2) parking lot landscaping—perimeter and interior;
28 (3) site enhancement landscaping applied in site interiors; and (4) tree
29 requirements for new residential development. Minimum requirements for
30 these landscaping types are set forth in subsections 21.07.080E.1. through
31 E.4. below and in table 21.07-4: *Landscaping Specifications*.
32

TABLE 21.07-4: LANDSCAPING SPECIFICATIONS			
	BED WIDTH OR AREA/LOCATION REQUIRED	PLANT MATERIALS REQUIRED	OPTIONAL DESIGN STANDARDS
SITE PERIMETER LANDSCAPING REQUIREMENTS			
Visual Enhancement Landscaping (L1)	Minimum average planting bed width: 8 feet as measured for each leg of the perimeter. Minimum planting bed width: 5 feet. No more than one-half the property line length or 50 feet, whichever is less, may have a planting bed width less than 8 feet in width. The maximum bed width used for the calculation of average bed width may not be greater than 12 feet.	Provide 1 tree and 6 shrubs per 20 linear feet of property line requiring visual enhancement landscaping. All areas within the planting bed shall be covered with living ground cover, turf, or mulch. All trees, shrubs, and ground covers shall be chosen for suitable hardiness and length of season for the specific area to be planted.	Use of raised planters, pedestrian amenities, and pedestrian scale lighting may be used to offset up to 1/3 of trees and 1/3 of shrubs, through an administrative site plan review. Up to 1/2 of total required shrubs may be substituted with perennial plantings at a ratio of three 1-gallon container perennials for every shrub required. Trees may be substituted with an equal number of shrubs at 6-foot minimum planting height in utility easements with overhead lines. <u>For parking lot perimeter landscaping for parking lots with 9 or fewer parking spaces: a non-drivable surface made up of elements providing a vertical barrier greater than 18" (such as bollards, large rocks, swales, or fences) may be substituted for the L1 landscape bed and landscape plantings.</u>
***	***	***	***

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
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 Landscaping Requirements

a.

Purpose

Parking lot landscaping softens the view and breaks up the visual impact of extensive paved surfaces associated with multifamily residential and nonresidential development. It also contributes to storm water management, provides orientation to entrances, increases outdoor comfort levels, and mitigates wind and dust in large parking lots. Parking lot landscaping

consists of parking lot perimeter landscaping and parking lot interior landscaping.

b. *Parking Lot Perimeter Landscaping*

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

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

iii. For parking lots with 9 or fewer spaces: Parking lot perimeter landscaping should be placed where the parking lot abuts the right-of-way. The parking lot perimeter landscaping shall meet L1 visual enhancement landscaping standards.

iv. Exceptions include:

- (A) At approved points of pedestrian and vehicle access; and
- (B) Adjacent to lots being developed under a common development plan, where the director 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

*** *** ***

1. 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.
- 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

1 written findings supporting such relief on file. Applicants
2 may also apply for an administrative variance as
3 provided in 21.03.240J. [AN ADMINISTRATIVE
4 VARIANCE FROM THE REQUIREMENTS OF THIS
5 SUBSECTION, AS PROVIDED IN 21.03.240J.7.]
6

- 7 iv. The traffic engineer may determine whether an alley is
8 improved to an appropriate access standard. If the
9 engineer determines that an alley is not appropriate for
10 access, then lots located along it shall be considered not
11 to have alley access and the alley access requirement
12 shall not apply.

13 *** *** ***

14

15 **11. Driveway Design and Dimensions**

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

17
18 Entries and driveway approaches providing access from the
19 street edge to the front property line shall conform to the
20 municipal driveway standards and this section 21.07.090H.11.
21 Access to streets owned by the state of Alaska requires
22 compliance with state driveway standards, as provided in
23 21.07.090H.9.
24

25 **b. Curb Openings and Public Walkway Crossings**

- 26
27
28 i. Curb cuts and curb returns at driveway openings to the
29 street shall be provided as prescribed in the municipal
30 driveway standards.
31

- 32 ii. Public walkways shall be maintained or restored to the
33 maximum running slope and cross-slope
34 [PRESCRIBED] as required by M.A.S.S. and A.D.A., and
35 [EXCEPT THAT IN AREAS SUBJECT TO THE URBAN
36 NEIGHBORHOOD CONTEXT STANDARDS
37 (21.07.010E.),] public walkways on local streets shall be
38 restored to a level running grade to the maximum extent
39 [REASONABLY] feasible.
40

41 **c. Driveway Approach (in ROW) as a Percentage of Lot** 42 **Frontage Width**

43
44 The total width of driveway approach from a street shall not
45 exceed 40 percent of the frontage of the lot, not to exceed 28
46 feet within residential zoning districts, or 33 percent of the
47 frontage if the platting authority or traffic engineer finds that
48 conditions warrant it, provided the following:

- i. The driveway approach is always allowed to have the minimum driveway width provided by subsection d. The traffic engineer may approve more than the minimum 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 21.07.090 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)

DRAFT

APPENDIX D

Comments Received

This page intentionally left blank.

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Division

Mayor Suzanne LaFrance

MEMORANDUM

Comments to Planning and Zoning Commission Applications/Petitions

DATE: January 30, 2025
TO: Daniel Mckenna-Foster, Senior Planner
FROM: Paul LaFrance, Private Development Engineer
SUBJECT: PZC Case 2025-0018

Case 2025-0018 – Review and Recommendation by Planning and Zoning Commission of an Ordinance of the Anchorage Assembly amending AMC 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.

PD Comments:

1. 21.07.060.E.2.c. – please reconsider the removal of this section. It is our impression that the cul-de-sac sidewalk requirements were working adequately and that the Development Community understood/accepted it. We think the removal of this will result in significantly more waiver requests because by default it requires sidewalk on both sides. We do recommend that you add/keep the proposed waiver text (waiver approval by Traffic Engineer, Planning Director, and Development Services Director).
2. 21.07.090.H.1.b. – Suggest defining an “improved” alley.
3. 21.07.090.H.1.b.iv. – Suggest changing “Traffic Engineer” to “Municipal Engineer” to determine whether an alley is improved to an appropriate access standard.
4. Advisory Comment – 21.03.100.E. 2 & 4 & 4a – Suggest changing “building official” to “Traffic Engineer, with the concurrence of the Director, and the Development Services Director”. Suggesting these changes to be consistent with other sections of Title 21.07.060.
5. Advisory Comment – See also 21.03.100.E.4.b-e – similar inconsistencies as #4 above with respect to the approval authority will result in these sections too.

Department Recommendations: The Private Development Division has no objection to the proposed changes subject to the above comments.



**Municipality of Anchorage
Project Management and Engineering**



MEMORANDUM

DATE: 2/19/2025

TO: Daniel Mckenna-Foster, Senior Planner, Long Range Planning

FROM: Brandon Telford, P.E., Engineering Manager, PM&E

SUBJECT: Comments on PZC Case 2025-018

Draft changes to the proposed AO for PZC Case 2025-018 are provided below and this memo is intended to serve as the explanation and justification for the draft changes.

21.07.060.E.2.a – Add a reference to the OSHP for determining functional classification

21.07.060.E.2.b – Clarify that sidewalks shall be installed in accordance with subsection d for Class A areas, pathways may be installed in place of sidewalks on both sides of a street provided adequate ROW remains for snow storage, and clarify sidewalk requirements for collector & arterial roads in industrial areas.

21.07.060.E.2.c – Proposed subsection c would allow waivers from the standards of this section to be approved by the Traffic Engineer with concurrence from the Planning Director and Director of Development Services. Subsection a indicates that sidewalks are to be designed to comply with the standards of the DCM and MASS; only the Municipal Engineer has the authority to waive those standards. In practice the Municipal Engineer provides responses to variances, documents those responses, and keeps responses on file. The preferred waiver authority should be the Municipal Engineer with concurrence from the Traffic Engineer. If there is justification for including concurrence from the Planning Director I have no objection, however historically the Planning Director has not had interest in deciding waivers for design standards within the right-of-way.

21.07.060.E.2.d

- Expand this section to apply to all streets (public and private) not just cul-de-sacs.
- Re-define average daily traffic (ADT) limits for providing no sidewalk, sidewalk on one side, and sidewalk on both sides.
 - Public perception of walkability has evolved and recognizes that in many cases low volume streets are walkable without sidewalks.
 - The Platting Board has a history of waiving sidewalks for streets with ADT greater than 150 vpd (see platting cases S12464 & S12763). The actions of the Platting Board suggest that the current standard of 150 vpd is not

compelling justification for constructing sidewalks. These proposed changes are intended to establish more compelling justification.

- The proposed changes would increase the ADT threshold for constructing a sidewalk on one side of a road or cul-de-sac from 150 vpd to 300 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct sidewalk on one side of a road or cul-de-sac will remain 150 vpd.
- Peak hour traffic on a residential road with an ADT of 300 vpd is approximately 30 trips, which is roughly equivalent to a vehicle every two minutes.
- The proposed changes would increase the ADT threshold for constructing sidewalks on both sides of a road or cul-de-sac from 500 vpd to 1,000 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct sidewalks on both sides of a road or cul-de-sac will remain 500 vpd.
- Constructing sidewalks on very low volume roads that are suitable for shared use by non-motorized users adds to the MOA's maintenance responsibilities, increasing the cost and manpower needed to maintain transportation infrastructure.
- Low volume local streets in the MOA, including streets that do not have sidewalks, have a very low occurrence of crashes involving death or serious injury. The proposed revisions for this subsection would allow limited capital and O&M resources to be focused on higher volume streets where crashes involving death or serious injury are more likely to occur.
- Remove references to speeds limited to 25 miles per hour by design or streets with a design speed greater than 25 miles per hour. Residential streets in Class A areas with volumes of less than 1,000 vpd are already limited to design speeds of 20-25 mph by design criteria.

21.07.060.E.2.f – Proposed subsection c makes this subsection unnecessary. If steep-slopes prevent sidewalks from being constructed in accordance with subsection d or e, the Municipal Engineer will have the authority to waive the sidewalk requirements with concurrence from the Traffic Engineer. It is preferable to have the viability of sidewalks in areas with steep-slopes evaluated for feasibility rather than provide a blanket exception.

21.07.060.E.2.g.iv. - See justification for 21.07.060.E.2.c

*** **

21.07.090.H.9.e

In June of 2004 the Anchorage Assembly passed AR No. 2004-108 which established Regulation 21.90 *Multiple Dwelling Unit Residential Development on a Single Lot or Tract* to address the many deficiencies that were being identified with site condo development. The deficiencies included inadequate emergency vehicle access, lack of sidewalks, poor parking, failing roads and driveways, and numerous drainage issues.

The new regulation established minimum standards for the construction of private streets within residential developments that include multiple dwelling units on a single lot or tract. The regulation included a minimum offset between garages and private streets of 22-feet.

In 2019 municipal staff proposed amendments to AMCR 21.90 to address criteria within code that was redundant with new Title 21, and to resolve some of the more significant concerns developers expressed about the regulation. The changes proposed by staff were generally supported by the development community. The changes were passed with AO 2019-132.

Included in the changes made in 2019 was the elimination of the minimum garage setback distance. At the time the staff member from Planning that led the amendment indicated that the setback was redundant with a setback that was established in new Title 21. However, after the AMCR 21.90 changes were approved by the Assembly it became clear that new Title 21 does not have a minimum garage setback for private streets. Instead, new Title 21 has a minimum front driveway separation landscape requirement that was misunderstood to be a setback requirement (AMC 21.07.110.C.7.b). This front driveway separation landscape requirement has recently been suspended by AO 2024-104.

A minimum garage setback distance is necessary to ensure that adequate site distance is provided for vehicles backing from garages into streets, and to ensure that vehicles parked in front of garages do not overhang into the street and block emergency vehicle access.

Providing a minimum site distance is critical both for the driver backing from a garage into a street to ensure that the driver can avoid backing into traffic and for drivers on the street to have an opportunity to see a vehicle backing from the garage in time to respond to a conflict. In addition, adequate site distance is necessary for pedestrians who may be using a sidewalk on the street to judge if it is safe to cross in front of an open garage door or for drivers to be able to see pedestrians leaving from an open garage door with adequate time to respond to possible conflict with the pedestrian. The typical site distance setback for residential driveways provides a minimum of 14.5 feet between the edge of the traveled way of the adjacent road and the eye of the driver in the driveway.

AMC 21.07.090 references the need to provide a garage door setback to allow for adequate sight distance but states the setback as a distance from public rights-of-way, although the minimum setback requirement stated is not representative of a setback that would meet sight distance needs.

AMC 21.07.090.H.9.e:

e. **Garage Door Setbacks**

Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9, *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 by at least four feet unless the traffic engineer approves otherwise, to ensure adequate sight distance for turning and maneuvering.

The minimum setback dimension of four-feet required by this provision is a product of the minimum turning and maneuvering distance needed along alleys and does not represent an adequate setback for providing sight-distance for garages that front on public streets. Alleys have a standard width of 20-feet but the turning and maneuvering distance needed for backing the standard passenger car (P) design vehicle into or out of a garage is 24-feet.

Any setback between the roadway and the garage for providing sight distance creates a space that may be utilized for parking. If head-in parking is attempted larger vehicles will overhang into the street and create encroachment hazards. A minimum setback of 22-feet has been found adequate to provide parking without significant overhang encroachment hazards.

The proposed changes to 21.07.090.H.9.e would:

- Clarify that the 4-foot setback applies to alleys and is intended to provide necessary turning and maneuvering space.
- Re-establish the minimum setback of 22-feet for a private street that was eliminated by AO 2019-132. The Traffic Engineer would have the authority to approve a modified setback distance.
 - This provides developers with a standard setback to plan for but still allows discretion for cases where sight distance may be adequate with a smaller setback.
- Clarify that where zoning requires a minimum building setback that is greater than the minimum 22-feet garage setback the building setback will dictate.
- Establish that for shared parking courtyards, no setback is required from traveled ways (this is currently not established by code or design criteria).
 - Vehicle turning and maneuvering is expected in a shared parking courtyard.
 - Shared parking courtyards are limited to 28 parking spaces which limits the number of potential conflicts from turning and maneuvering vehicles.

PROPOSED DRAFT CHANGES

Sec. 21.07.060 TRANSPORTATION AND CONNECTIVITY

E. Standards for Pedestrian Facilities

2. Sidewalks

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H. Functional classification (local, collector, arterial, etc.) shall be determined using the most current version of the OSHP.
- b. Street improvement projects and new streets in subdivisions in all class A zoning districts except for industrial districts shall install sidewalks in accordance with subsection d [BOTH SIDES OF ALL STREETS (LOCAL, COLLECTOR, ARTERIAL, PUBLIC OR PRIVATE, INCLUDING LOOP STREETS)]. Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one [SIDE] or both sides provided adequate right-of-way remains for snow storage. Street improvement projects in industrial zoning districts shall install a sidewalk on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile. Street improvement projects in industrial zoning districts shall install a sidewalk on both sides of all collector or arterial streets.
- c. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The Project Management & Engineering department shall keep record of the approved relief with written findings supporting such relief on file.
- d[c]. [In cul-de-sacs] For public and private streets within class A zoning districts, the following shall apply:
 - i. For streets or cul-de-sacs with fewer than [150] 300 average daily trips [AND WITH SPEEDS LIMITED TO 25 MILES PER HOUR BY DESIGN,] no sidewalks are required [ON THE CUL-DE-SAC STEM OR BULB].
 - ii. For streets or cul-de-sacs with 150 to 300 average daily trips that are located within a designated school walking boundary, a transit-supportive corridor, or are used to access a designated park (notwithstanding subsection c.i. above), a sidewalk on one side is required.

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

iv.iii] For streets or cul-de-sacs with more than [500] 1,000 average daily trips, or for streets or cul-de-sacs with 500 to 1,000 average daily trips that are [USED TO ACCESS A SCHOOL] located within a designated school walking boundary a transit-supportive corridor, or are used to access a designated park (notwithstanding [SUBSECTIONS C.I. AND] subsection c.iii. above), sidewalks on both sides [OF THE STEM] are required.

v.iv] Average daily trips shall be computed by the traffic engineer.

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

f[e]. [THE REQUIREMENTS OF 2.B. AND 2.C. SHALL NOT APPLY IN STEEP-SLOPE AREAS WHERE SIDEWALKS ON ONE SIDE OF THE STREET MAY BE APPROVED BY THE DIRECTOR TO REDUCE EXCESSIVE SLOPE DISTURBANCE, ADVERSE IMPACTS ON NATURAL RESOURCES, AND POTENTIAL SOIL EROSION AND DRAINAGE PROBLEMS.]

g[f]. Development on lots along existing streets in class A zoning districts shall install sidewalks on all lot frontages abutting streets in the following situations:

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

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

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

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

*** **

Sec. 21.07.090 OFF-STREET PARKING AND LOADING

H. Parking and Loading Facility Design Standards

9. Vehicular Access Location

e. Garage Door Setbacks

Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9, 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] alley 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.



MEMORANDUM

DATE: February 3, 2025

TO: Current Planning Division Supervisor,
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department

FROM: Randy Ribble PE, Assistant Traffic Engineer

SUBJECT: 2025-0018 Review and Recommendation by Planning and Zoning Commission of an Ordinance of the Anchorage Assembly amending AMC 21.03-21.04 and 21.07 to change standards related to site access, building frontage, driveways and how private properties connect to the public street.

Traffic Engineering recommends of the proposed ordinance that modifies design standards as it relates to site access, building frontage standards and driveway requirements with the following comments.

Traffic Engineering staff was involved with the working group that proposed these modifications to Title 21 that seem to limit development in regard to site access and pedestrian connectivity requirements. Traffic engineering supports the following modification include in the amendment.

- Determination by Traffic Engineer Department on condition and functionality of a platted alley way to support access to parcel for residential development.
- Ability to review justification and provide administrative relief by the department directors when a parcel is unable to meet the requirement to provide sidewalks due to the lack of available right of way, existing topology of the site that previously required developers to seek a formal variance
- Elimination of Urban Context zoning areas and making these requirements applicable throughout the Municipality
- Major modifications to the pedestrian frontage standards that made building design and placement difficult for majority of parcels.

Traffic Engineering is not supportive of the reduction to a 10-foot minimum driveway width currently proposed in 21.07.090 H11.d.iii which change the minimum width from 12 feet to 10 feet. Current Municipal Driveway Standards require a minimum width of 12 feet. Municipal Driveway Standards along with AMC 21.07.090 H.11.d.vi already allow for Traffic Engineer to allow for exceptions to this minimum width requirement. Traffic Engineering would recommend that the 12-foot minimum widths remain and allow for case by case exceptions to be approved in lieu of specified dimension.

website for up-to-date information at: <https://sewardglennconnection.com/>. You can also contact project manager Galen Jones (galen.jones@alaska.gov) for project information.

- **2025-0018 = Title 21 Amendments – Updated site standards**

- No objections to the proposed amendments.
- Any proposed pedestrian amenities, such as sidewalks or pathways must be entirely located within the right-of-way. This may require the dedication of property in areas where the amenities are to be installed, or the establishment of a Public Use Easement (PUE)
- All proposed facilities along DOT&PF owned and managed roads must receive approval from the DOT&PF Right-of-Way Division and must adhere to design standards.
- Any intersecting pathways connecting to DOT&PF right-of-way require approval from the DOT&PF Right-of-Way Division and must undergo a review process before an Approval to Construct (ATC) will be granted.
- DOT&PF supports the inclusion of the Director's Waiver, as it is expected to streamline the process of waiving the requirement for pedestrian walkways on DOT&PF roads when DOT&PF determines such facilities are not in the best interest of the department or the traveling public.

All properties accessing DOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all section line easements and DOT&PF road rights-of-way adjacent to their property. For assistance, the petitioner may contact the Engineering group within the Right of Way section in DOT&PF at (907) 269-0700. The petitioner is liable to remove any improvements within the easements and rights-of-way that impede the operation and maintenance of those facilities even if they are not shown on the plat, so it is in the petitioner's best interest to identify the exact locations and widths of any such easements or rights-of-way before they improve the property.

If any section line easements or road rights-of-way exist within the bounds of their plat, we recommend the petitioner dedicate them. If there is an existing right-of-way or easement, the petitioner is unable to develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

If there are any questions regarding these comments please feel free to contact me at (907) 269-0522 or mark.eisenman@alaska.gov.

Sincerely,



Mark Eisenman
Anchorage Area Planner, DOT&PF

John Thurber Comments

Site Access Standards

January 31, 2025

Vacant land is critical to increase housing in Anchorage. A significant number of small and medium vacant parcels are located in the inner core neighborhoods close to downtown.

New Development, Infill Development and Re-Development strategies can all contribute to multi-family housing production. New development projects in the outlying neighborhoods can provide large numbers of new units on parcels of significant size. Infill units can increase density in established neighborhoods. Re-development units can revitalize deteriorating neighborhoods. The Site Access conversations focused on new residential units developed under a common development plan where the relaxed standards respond to the requests of the development community. Infill and re-development received minimal attention.

Neighborhoods in Anchorage are not benign collections of isolated buildings. Rather our neighborhoods reflect varying patterns of development and offer varying benefits to a diverse range of residents. The 2040 Land Use Plan advanced the concept of the Traditional Urban Neighborhoods as integral to increasing housing production. The shared infill design principles for integrating new housing units resonated in neighborhood communities and now are ignored in this ordinance. This is a remarkable retreat.

Unfortunately, it is not possible to evaluate the impact of these lower standards as no metrics have been provided to evaluate the cost savings on new housing units. Whether or not the purported benefits spur additional housing units in the inner core neighborhoods remains to be seen.

Turnagain Community Council Board of Directors Comments on PZC 2025-0018, a Proposed 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.

The Turnagain Community Council (TCC) Board appreciates the opportunity to submit the following comments to the Planning and Zoning Commission on PZC 2025-0018, which proposes to amend 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.

A representative of the TCC Board of Directors participated in a working group established by the Municipality to provide recommendations on the proposed amendments. TCC appreciates the opportunity to do so, and supports this approach to engaging community stakeholders, particularly community councils, in the early discussion and recommendations to changes in Municipal land use regulations that are intended to facilitate construction/remodel of housing to help meet the city's housing needs. Such early participation helps us understand the nature of obstacles to building more housing, particularly multi-family, express our concerns about unintended adverse consequences of potential code changes on residential neighborhoods and streets, and work with stakeholders to develop workable solutions.

TCC understands that code changes during the last major Title 21 update and more recently related to site access issues created requirements that make it difficult to develop economically feasible multi-family housing. Some examples include sidewalks that connect to “nowhere” and window/façade requirements meant to provide a more inviting pedestrian experience but result in dysfunctional interior housing layouts. We understand that the intent of the code changes is to be less prescriptive, and provide more flexibility on the part of housing developers and the Municipal staff administrative review process.

Three areas of code relaxation remain of concern to TCC:

- **Further relaxation of on-site parking requirements which push more parking onto our crowded streets.** In many neighborhoods, on street parking creates public safety problems with access to driveways, forcing pedestrians further into active traffic lanes, and putting parked cars into active traffic lanes when snow storage narrows roads. It also interferes with winter snow removal and sets up competition for limited parking spaces.
- **Elimination of landscaping requirements.** While it is not clear how these code changes will reduce or eliminate landscaping requirements, some modicum of required landscaping helps reduce adverse impacts of larger multi-family housing units on the character of existing neighborhoods.
- **Return to the ugly box/jammed together housing of the 1970's and 1980's.** The Site Access working group field visits emphasized public safety problems associated with driveway access and pedestrian access along streets that were created during the multi-family housing boom of the 1970's and 1980's, in addition to some units that were extraordinarily unattractive. There is no guarantee that these code changes will not result in some ugly housing being build, but the Municipal administrative site review should take these concerns into consideration.

In general, the Turnagain Community Council Board supports the intent and substance of the ordinance code changes being suggested in PZC 2025-0018, subject to the following recommendations:

- **TCC does not support any relaxations of multi-family design standards that further reduce on-site parking requirements and forcing those cars to park on streets.**
- **As being suggested for other code change ordinances under consideration we recommend an addition to this ordinance that directs the Planning Department to provide an annual report analyzing the efficacy of this ordinance in encouraging multifamily development and unintended adverse consequences of the design standard suspension. Of particular concern to TCC is increasing the migration of on-site parking to on-street parking, aggravating increasing problems with snow removal and public safety. This is one of the topics being discussed by a current working group on ROW management. It would be helpful to have community council input on what an annual review might consider and understand what positive effects these code changes are having.**

Finally, we note that the whereas statements of ordinances changing land use code often cite provisions of the intent of the 2040 Land Use Plan. It was our understanding that after passage of the modified Home Initiative last June, there was an Assembly recommendation to initiate a public process to review and update the 2020 Comprehensive Plan and 2040 Land Use Plan. Such a review and update would help guide continued regulatory and zoning district changes, and we urge that progress be made to initiate this review and engage the community.

Thank you for consideration of the Turnagain Community Council's additional comments.

Cathy Gleason, President and Land Use Committee Co-Chair, Turnagain Community Council Board
Karen Pletnikoff, Vice Chair, Turnagain Community Council Board
Jon Isaacs, Board Member and Land Use Committee Co-Chair, Turnagain Community Council
Lamar Cotton, Turnagain Community Council Board Member

Public Comments: 2025-0018

Commenter	Email	Phone Number	Submitted
Tawny Klebesadel 6029 DeBarr Road Anchorage, AK 99504	TawnyKlebesadel@gmail.com	9077159424	2/6/2025 1:44:06 PM
Jon Isaacs 2418 Forest Park Drive, Anchorage, Anchorage, AK 99517	isaacsmj907@outlook.com	9072231959	2/10/2025 9:36:47 PM
<p>Turnagain Community Council Board of Directors Comments on PZC 2025-0018, a Proposed 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.</p> <p>The Turnagain Community Council (TCC) Board appreciates the opportunity to submit the following comments to the Planning and Zoning Commission on PZC 2025-0018, which proposes to amend 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.</p> <p>A representative of the TCC Board of Directors participated in a working group established by the Municipality to provide recommendations on the proposed amendments. TCC appreciates the opportunity to do so, and supports this approach to engaging community stakeholders, particularly community councils, in the early discussion and recommendations to changes in Municipal land use regulations that are intended to facilitate construction/remodel of housing to help meet the city's housing needs. Such early participation helps us understand the nature of obstacles to building more housing, particularly multi-family, express our concerns about unintended adverse consequences of potential code changes on residential neighborhoods and streets, and work with stakeholders to develop workable solutions.</p> <p>TCC understands that code changes during the last major Title 21 update and more recently related to site access issues created requirements that make it difficult to develop economically feasible multi-family housing. Some examples include sidewalks that connect to "nowhere" and window/facade requirements meant to provide a more inviting pedestrian experience but result in dysfunctional interior housing layouts. We understand that the intent of the code changes is to be less prescriptive, and provide more flexibility on the part of housing developers and the Municipal staff administrative review process.</p> <p>Three areas of code relaxation remain of concern to TCC:</p> <ul style="list-style-type: none"> • Further relaxation of on-site parking requirements which push more parking onto our crowded streets. In many neighborhoods, on street parking creates public safety problems with access to driveways, forcing pedestrians further into active traffic lanes, and putting parked cars into active traffic lanes when snow storage narrows roads. It also interferes with winter snow removal and sets up competition for limited parking spaces. • Elimination of landscaping requirements. While it is not clear how these code changes will reduce or eliminate landscaping requirements, some modicum of required landscaping helps reduce adverse impacts of larger multi-family housing units on the character of existing neighborhoods. • Return to the ugly box/jammed together housing of the 1970's and 1980's. The Site Access working group field visits emphasized public safety problems associated with driveway access and pedestrian access along streets that were created during the multi-family housing boom of the 1970's and 1980's, in addition to some units that were extraordinarily unattractive. There is no guarantee that these code changes will not result in some ugly housing being built, but the Municipal administrative site review should take these concerns into consideration. 			

In general, the Turnagain Community Council Board supports the intent and substance of the ordinance code changes being suggested in PZC 2025-0018, subject to the following recommendations:

- TCC does not support any relaxations of multi-family design standards that further reduce on-site parking requirements and forcing those cars to park on streets.
- As being suggested for other code change ordinances under consideration, we recommend an addition to this ordinance that directs the Planning Department to provide an annual report analyzing the efficacy of this ordinance in encouraging multifamily development and unintended adverse consequences of the design standard suspension. Of particular concern to TCC is increasing the migration of on-site parking to on-street parking, aggravating increasing problems with snow removal and public safety. This is one of the topics being discussed by a current working group on ROW management. It would be helpful to have community council input on what an annual review might consider and understand what positive effects these code changes are having.

Finally, we note that the whereas statements of ordinances changing land use code often cite provisions of the intent of the 2040 Land Use Plan. It was our understanding that after passage of the modified Home Initiative last June, there was an Assembly recommendation to initiate a public process to review and update the 2020 Comprehensive Plan and 2040 Land Use Plan. Such a review and update would help guide continued regulatory and zoning district changes, and we urge that progress be made to initiate this review and engage the community.

Thank you for consideration of the Turnagain Community Council's additional comments.

Cathy Gleason, President and Land Use Committee Co-Chair, Turnagain Community Council Board

Karen Pletnikoff, Vice Chair, Turnagain Community Council Board

Jon Isaacs, Board Member and Land Use Committee Co-Chair, Turnagain Community Council

Kathleen McCoy, Turnagain Community Council Board Member

Lamar Cotton, Turnagain Community Council Board Member

MEMORANDUM

DATE: January 13, 2025

TO: Elizabeth I. Appleby, AICP, Senior Planner, Current Planning Division,
Municipality of Anchorage Planning Division

Paul Hatcher, Senior Planner, Current Planning Division, Municipality of
Anchorage Planning Division

FROM: Alex Prosak, P.E., Civil Engineer II, Planning Section, AWWU

RE: Zoning Case Comments

Decision date: March 3, 2025

Agency Comments due: February 3, 2025

AWWU has reviewed the materials and has the following comments:

2025-0018 Review and Recommendation by Planning and Zoning Commission of an Ordinance of the Anchorage Assembly amending AMC 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.

1. AWWU has no comments or objections to this Assembly Ordinance.

If you have any questions pertaining to public water or sewer, please call (907) 786-5694 or send an e-mail to alex.prosak@awwu.biz.



Kimmel, Corliss A.

From: Wilson, Karleen K.
Sent: Wednesday, January 22, 2025 2:13 PM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2025-0018 Address Reviewing Agency Comments
Attachments: 2025-0018 Routing Coversheet.pdf

No comments from Addressing.

Regards,

Karleen Wilson

Addressing Official

907.343.8168 (desk)

907.343.8466 (shared Addressing)

[Official Address Map](#)

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Monday, January 13, 2025 11:21 AM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2025-0018 Request for Reviewing Agency Comments

ROW has the following comments for case number 2025-0018:

ROW has no comment or objections on the proposed action.

Regards,

Michael S Walters
Senior Plan Reviewer
Right of Way Section
michael.walters@anchorageak.gov
Office: 907-343-8226
Cell: 907-727-7637
Fax: 907-249-7910



Planning and Zoning Commission

March 3, 2025

Case #: **2025-0018**

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

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

☐ Comments submitted after the packet was finalized

☐ Additional information:

☒ Other: Addition to Appendix A comment table (pages 9-20).
MOA Traffic Engineering comment was left out.
Comment submitted is on page 123 of the staff packet.

Sent by email: X yes no

APPENDIX A

Commenter	Comment	Response
MOA Traffic Engineering Department	<p>Traffic Engineering recommends of the proposed ordinance that modifies design standards as it relates to site access, building frontage standards and driveway requirements with the following comments.</p> <p>Traffic Engineering staff was involved with the working group that proposed these modifications to Title 21 that seem to limit development in regard to site access and pedestrian connectivity requirements. Traffic engineering support the following modification include in the amendment.</p> <ul style="list-style-type: none"> • Determination by Traffic Engineer Department on condition and functionality of a platted alley way to support access to parcel for residential development. • Ability to review justification and provide administrative relief by the department directors when a parcel is unable to meet the requirement provide sidewalks due to the lack of available right of way, existing topology of the site that previously required developers to seek a formal variance • Elimination of Urban Context zoning areas and making these requirements applicable throughout the Municipality • Major modifications to the pedestrian frontage standards that made building design and placement difficult for majority of parcels. <p>Traffic Engineering is not supportive of the reduction to a 10-foot minimum driveway width currently proposed in 21.07.090 H11.d.iii which change the minimum width from 12 feet to 10 feet. Current Municipal Driveway Standards require a minimum width of 12 feet. Municipal Driveway Standards along with AMC 21.07.090 H.11.d.vi already allow for Traffic Engineer to allow for exceptions to this minimum width requirement. Traffic Engineering would recommend that the 12-foot minimum widths remain and allow for case by case exceptions to be approved in lieu of specified dimension.</p>	<p>The reduction from a 12-foot minimum width to 10-foot minimum width provides more flexibility but does not preclude a 12-foot driveway. Municipal driveway standards are based on policy from the Traffic Engineering Department, while this standard is based on the zoning code.</p>

Planning and Zoning Commission

March 3, 2025

Case #: **2025-0018**

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

Agenda Item #: **G.1.** Supplementary Packet #: **3**

☒ Comments submitted after the packet was finalized

- Cook Inlet Housing Authority-Tyler Robinson and Devin Kelly

☐ Additional information:

☐ Other:

Sent by email: X yes no

Mckenna-Foster, Daniel R.

From: Devin Kelly <DKelly@cookinlethousing.org>
Sent: Friday, February 28, 2025 2:07 PM
To: Perry, Susan; Mckenna-Foster, Daniel R.
Cc: trobinson@cookinlethousing.org; Babb, Melisa R.K.
Subject: PZC comments re: site access

[EXTERNAL EMAIL]

Hi Sue and Daniel,

Here's our comments on the site access case coming up Monday – is it too late to be sent along to the PZC commissioners? I'm also planning to attend the meeting and can read.

Thanks,
Devin

Devin Kelly
Senior Planner, Housing Initiatives
Cook Inlet Housing Authority
o: 907-793-3026 | c: 530-574-4230
dkelly@cookinlethousing.org

Dena'inaq etnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina)

I live and work on the land of the Dena'ina. (English)

Translation by Sondra Shaginoff-Stuart & Joel Isaak

Feb. 28, 2025

Anchorage Planning and Zoning Commission
Re: Case 2025-0018, Text Amendment to Title 21 Updating Standards for Site Access

Dear Commissioners,

Please accept this letter of support for the text amendments to Title 21 updating standards for site access. Cook Inlet Housing Authority (CIHA) is an Alaska Regional Housing Authority and Tribally Designated Housing Entity in the CIRI region. Our organization owns and operates more than 1,700 units of housing in Southcentral Alaska. We estimate we have built nearly half of all new multi-family construction (three units or more) in Anchorage since 2015.

Despite good intentions the original “site access” ordinance, AO 2023-50, broke the code for housing. The ordinance was so complicated that even experts like CIHA had trouble making sense of it. It was only after approval that we realized there were significant issues. Stringent restrictions on parking in front of buildings – at

any point between the building and street, regardless of landscaping buffers – made most Cook Inlet Housing Authority projects non-conforming. These developments are good for Anchorage and implement our comprehensive plan goals. They include CIHA’s first project in South Anchorage on the Old Seward Highway and major redevelopment efforts in Spenard and Muldoon. These projects strategically sited parking to account for issues like topography; the noise and condition of nearby roads; snow removal needs, funding availability, and surrounding streets with no on-street parking.



In 2017 CIHA built two triplexes in South Addition on East 12th Avenue. These triplexes illustrate the ideal type of development imagined by site access. There is no parking in front of the buildings on East 12th Avenue, just a walkway connecting front doors to the street. The parking is located behind the building on the alley. With an alley, site access is easy.



The reality is that about 90% of Anchorage lots are not on alleys. For comparison, CIHA built a duplex in 2015 on Wilshire Street in Central Spenard, a very narrow street with no alley (the lot backs up to 36th Avenue) and no on-street parking. CIHA provided two one-car garages that face the street and a little extra room for parking for the larger households that would be renting each unit. The building has about the same number of parking spaces as each of the triplexes on E. 12th Avenue. Yet this design failed the front parking design rules of the original AO 2023-50.



If CIHA were to change the Wilshire Street duplex or change the designs of our larger projects to meet the original AO 2023-50, that would mean smaller buildings, fewer places for people to live, or a lack of vehicle storage for people who often rely on cars. That in turn affects whether it even makes financial sense to build the project in the first place. These are policy decisions.

We appreciated the opportunity to participate in the 2024 working group. The amended site access proposal before you reflects a collaborative process, resulting in a much simpler set of rules that we can all understand. This effort balanced desires for safe, attractive and walkable neighborhoods with the realities of housing construction in Anchorage. It was a better process and resulted in better code.

Thank you for your time,

A handwritten signature in blue ink, appearing to read "Tyler Robinson".

Tyler Robinson
V.P., Community Development and Real Estate
Cook Inlet Housing Authority

A handwritten signature in blue ink, appearing to read "Devin Kelly".

Devin Kelly
Senior Planner, Housing Initiatives
Cook Inlet Housing Authority

Planning and Zoning Commission

**March 3, 2025
Meeting Minutes**

This page intentionally left blank.

PLANNING AND ZONING COMMISSION
Assembly Chambers
Z.J. Loussac Library
3600 Denali Street
Anchorage, Alaska

MINUTES OF
March 03, 2025
6:30 PM

*A work session on Case 2025-0018, Text Amendment to Title 21
updating standards to Site Access, was held prior to the meeting and conducted
by Daniel Mckenna-Foster with the MOA Long-Range Planning Division.*

<u>Present</u>	Andre Spinelli (Chair), Jared Gardner, Jim Winchester, Jeff Raun, Brandy Eber, Greg Strike
<u>Excused</u>	Radhika Krishna (Vice Chair), Scott Pulice
<u>Staff</u>	Daniel Mckenna-Foster, Mélisa Babb

A. ROLL CALL

B. MINUTES

1. Tuesday, February 18, 2025

COMMISSIONER RAUN moved to approve the minutes. COMMISSIONER WINCHESTER seconded.

AYE: Eber, Gardner, Raun, Spinelli, Strike, Winchester
NAY: None

PASSED

C. SPECIAL ORDER OF BUSINESS / EXECUTIVE SESSIONS

1. Disclosures

CHAIR SPINELLI disclosed in Case 2025-0018 that he participated in the working group but can remain impartial.

There were no objections to Chair Spinelli participating in Case 2025-0018.

2. Annual Election of Officers

COMMISSIONER RAUN moved to retain the current chair and vice chair.
COMMISSIONER WINCHESTER seconded.

AYE: Eber, Gardner, Raun, Spinelli, Strike, Winchester
NAY: None

PASSED

D. CONSENT AGENDA - None

- 1. Resolutions for Approval**
- 2. Introduction for Public Hearings**
- 3. Site / Landscape Plan Approval**
- 4. Time Extensions; Expedited Hearing Requests; Minor Conditional Use Amendments**
- 5. Other**

E. UNFINISHED BUSINESS AND ACTIONS OF PUBLIC HEARINGS - None

F. REGULAR AGENDA - None

- 1. Resolutions for Approval**
- 2. Introduction for Public Hearings**
- 3. Site / Landscape Plan Approval**
- 4. Time Extensions; Expedited Hearing Requests; Minor Conditional Use Amendments**
- 5. Other**

G. PUBLIC HEARINGS

- 1. CASE: 2025-0018 (DM)
PETITIONER: MOA – Long-Range Planning Division
REQUEST: Recommendation by Planning and Zoning Commission of an ordinance of the Anchorage Assembly amending AMC 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.**

DANIEL MCKENNA-FOSTER presented the staff report and recommendations on behalf of the Municipality's Long-Range Planning Division.

CHAIR SPINELLI opened the hearing to public testimony. The following individuals testified:

KEVIN CROSS
DEVIN KELLY, Cook Inlet Housing Authority
JON ISAACS, Turnagain Community Council
LAQUITA CHMIELOWSKI, DOWL

MR. MCKENNA-FOSTER thanked the members of the working group. This was a good collaborative process that may be used on other projects.

CHAIR SPINELLI closed the public hearing.

COMMISSIONER WINCHESTER moved in Case 2025-0018 to recommend to the Anchorage Assembly approval of the revised draft of Appendix B as submitted in Supplemental Packet 2. COMMISSIONER EBER seconded.

COMMISSIONER WINCHESTER intends to support the motion for the following reasons:

1. He expressed his appreciation for the collaborative nature of this project. There were various user groups that contributed their time and comments.
2. Several members of the working group testified this evening in support of the ordinance.
3. He commended Huddle AK for facilitating this and moving it forward.
4. This was one of the better outcomes of governance that he has seen.

CHAIR SPINELLI intends to support the motion. He thanked staff and those that participated in the working group.

AYE: Eber, Gardner, Raun, Spinelli, Strike, Winchester
NAY: None

PASSED

H. APPEARANCE REQUEST - None

I. REPORTS - None

1. **Chair**
2. **Secretary**
3. **Committee**

J. TITLE 21 DISCUSSION - None

K. COMMISSIONERS' COMMENTS



MUNICIPALITY OF ANCHORAGE

Assembly Information Memorandum

No. AIM 121-2025

Meeting Date: June 10, 2025

**From: ASSEMBLY VICE CHAIR ANNA BRAWLEY
ASSEMBLY MEMBER DANIEL VOLLAND**

Subject: Letter of Support for AO 2025-64, Site Access Update

For the Assembly's review and consideration, please see the attached letter of support for AO 2025-64 from Cook Inlet Housing Authority.

Prepared by: Legislative Services Office

Respectfully submitted: Anna Brawley, Assembly Vice Chair
District 3, West Anchorage

Daniel Volland, Assembly Member
District 1, Downtown Anchorage



May 27, 2025

Anchorage Assembly

Re: AO 2025-64, Site Access Update

Dear Anchorage Assembly members,

Please accept this letter of support for AO 2025-64, updating site access regulations. Cook Inlet Housing Authority (CIHA) is an Alaska Regional Housing Authority and Tribally Designated Housing Entity in the CIRI region. Our organization owns and operates more than 1,700 housing units in Southcentral Alaska. Members of our staff participated in the working group that resulted in the proposed ordinance. We support the AO and urge you to approve it.

AO 2025-64 simplifies a chapter of Title 21 that made it harder to build housing than other types of development, even *before* additional complicated standards were layered on in 2023. While well-intentioned, the most recent changes firmly broke the code for housing. Suddenly most CIHA developments built in the past decade could not be repeated, without significantly reducing density – less housing, in other words, in direct contradiction of our comprehensive plan goals. CIHA has spent considerable time working to roll back the changes. But we also saw a need to fix the code in favor of clear rules that more people (experts and non-experts alike) could understand, while supporting the housing we urgently need in Anchorage.

The working group process led to the better code we imagined. This collaborative effort focused on identifying our most pressing problems and the ways zoning code could – and could not – address them, building on a decade of experience using the new Title 21. The final ordinance reflects the broad diversity of development patterns in Anchorage, where only about 1 in 10 Anchorage lots have alley access and many lack on-street parking, especially in winter. The revised code itself is simpler, more accessible, and more workable.

We thank the Assembly members and staff who led this effort. It balanced desires for safe, walkable, attractive neighborhoods with the realities of building housing in Anchorage.

Thank you for your consideration,

Tyler Robinson
V.P., Community Development and Real Estate

Devin Kelly
Senior Planner, Housing Initiatives

