

Submitted by: Assembly Members Volland,  
Cross, and Dunbar  
Prepared by: Planning Department  
Reviewed by: Department of Law and  
Assembly Counsel's Office  
For reading: November 22, 2022

**ANCHORAGE, ALASKA  
AO No. 2022-80(S)**

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING**  
2 **ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING**  
3 **DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11,**  
4 **DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND**  
5 **AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION**  
6 **21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET**  
7 **PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE**  
8 **COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT,**  
9 **HOUSING, AND ACCESSIBLE LAND USE.**

10  
11 (Planning and Zoning Commission Case No. 2022-0026)

12  
13 **WHEREAS, a thriving city is a place full of people, that has a strong**  
14 **economy, a diverse transportation network everyone can safely use, and an**  
15 **attractive environment of buildings, public spaces, and natural features; and**  
16

17 **WHEREAS, surface parking lots have become a large portion of our city's**  
18 **total land area as the city's footprint continues to grow, leaving more of our**  
19 **land covered in asphalt and reducing available area for housing,**  
20 **development, and green spaces; and**  
21

22 **WHEREAS,** the *Anchorage 2040 Land Use Plan (2040 Plan)* assesses the  
23 housing and employment needs of current and future Anchorage residents and  
24 includes **a vision**, goals, policies, and actions to address these needs; and  
25

26 **WHEREAS,** Goal 3 of the *2040 Plan* establishes Anchorage's commercial centers  
27 and corridors as the places to accommodate new business growth and mixed-use  
28 housing opportunities through infill and redevelopment in a more efficiently-  
29 **developed**, walkable **community**~~[development pattern]~~; and  
30

31 **WHEREAS,** Goal 4 of the *2040 Plan* establishes Anchorage's neighborhoods as  
32 the places to provide a range of additional housing opportunities, meeting the  
33 housing needs of residents of all income levels and household types; and  
34

35 **WHEREAS,** off-street parking **minimums** and driveway access standards are  
36 often the costliest and most land-consuming zoning requirements for multi-unit  
37 housing, mixed-use, and business developments; and  
38

39 **WHEREAS,** minimum parking requirements~~[, where they exceed forecast~~  
40 **parking utilization,** are a barrier to the development of a range of housing types  
41 and businesses **and hinder adaptive re-use of existing buildings**; and

1  
2 **WHEREAS, [wider than necessary site access driveway and vehicle**  
3 **circulation aisle requirements combined with i]** inadequate treatment of  
4 pedestrian and bicyclist site access needs also impact the cost and range of  
5 housing types and business developments, and choices for travel mode; and  
6

7 **WHEREAS,** Action 4-3 of the *2040 Plan* calls for amendments to Title 21 to allow  
8 parking reductions by right for residential uses and to offer greater parking  
9 reductions in key development areas; and  
10

11 ~~**[WHEREAS, Action 4-6 of the 2040 Plan calls for amendments to Title 21 for**~~  
12 ~~**internal site circulation for vehicles and private lanes for compact infill**~~  
13 ~~**housing; and]**~~  
14

15 ~~**[WHEREAS, the 2040 Plan as well as neighborhood and district plans**~~  
16 ~~**recognize traditional urban neighborhoods and transit-supportive**~~  
17 ~~**development corridors in certain parts of the Anchorage Bowl as having**~~  
18 ~~**stronger street grid patterns, greater access to public transit and sidewalks,**~~  
19 ~~**lower rates of car ownership and parking utilization, and shorter distances**~~  
20 ~~**between trip destinations, which merit alternative parking, driveway, and**~~  
21 ~~**form-based regulations tailored to their urban contexts; and]**~~  
22

23 **WHEREAS,** the *Metropolitan Area Transportation Solutions (AMATS) 2040*  
24 *Metropolitan Transportation Plan* sets forth policies and actions under Goal 3 to  
25 develop an efficient multi-modal transportation system to reduce congestion,  
26 promote accessibility, and improve system reliability, including Action 3E-5 to  
27 pursue parking strategies that support multi-modal transportation options; and  
28

29 **WHEREAS,** the *AMATS Non-Motorized Plan (2022)* calls for short-term and long-  
30 term bicycle parking spaces and provides recommendations for their design and  
31 location; and  
32

33 **WHEREAS,** neighborhood and district plans support amending Title 21 parking  
34 and site access regulations, including but not limited to the *Spenard Corridor Plan*  
35 Policies 5.28, 5.29, 5.30, and 5.32 for flexible parking requirements, compact  
36 parking design, parking management solutions, and shared parking to create  
37 efficiencies to further redevelopment and investment goals; and the *Fairview*  
38 *Neighborhood Plan* Strategy 3.2 to reduce required on-site parking; and  
39

40 **WHEREAS,** amending Title 21 to remove~~**[streamline approvals for**~~  
41 ~~**administrative parking reductions from]**~~ the requirement to provide a  
42 minimum number of parking ~~**[required]**~~ spaces ~~**[and expand the menu of**~~  
43 ~~**available parking reduction strategies,]**~~ will provide ~~**[more]**~~ flexibility, allow  
44 builders to determine parking needs based on market demand, reduce costs,  
45 and make it easier to build~~**[facilitate]**~~ developments with efficient, compact site  
46 plans that balance site access for motorists, pedestrians, and bicyclists in context  
47 with the surrounding neighborhood; and  
48

49 ~~**[WHEREAS, amending Title 21 to replace five existing area-specific**~~

~~administrative parking reductions with by-right lower minimum parking requirements in urban neighborhood contexts near Downtown and transit-supportive development corridors will allow for more efficient land use, more flexibility to meet market demand, and more choice for parking management strategies in these key areas; and]~~

~~[WHEREAS, amending multifamily residential driveway access and circulation requirements will facilitate development within urban contexts that is true to neighborhood character and desired outcomes; and]~~

~~[WHEREAS, the Planning Department received and incorporated public comments on the policy direction before writing the proposed Title 21 text amendments, received and incorporated comments on the drafts of the proposed Title 21 amendments, maintained a webpage covering the proposed Title 21 amendments that included an online questionnaire, and project information and presentations; and]~~

WHEREAS, the Planning Department received and incorporated feedback from dozens of consultations and public meetings with the general public, private-sector development experts, design/architectural professionals, business organizations, neighborhoods, public agencies, and municipal committees and commissions; and

WHEREAS, this Substitute (S) version of AO 2022-80 is the result of a working group process initiated by Assembly members and including the municipal Planning Department in careful consideration of public, agency, and developer concerns regarding the draft ordinance; now, therefore,

## THE ANCHORAGE ASSEMBLY ORDAINS:

**Section 1.** Anchorage Municipal Code Chapter 21.04, Zoning Districts, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

### **21.04.020 Residential Districts**

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

\*\*\* \*\*

2. District-Specific Standards

\*\*\* \*\*

[E. *REDUCED PARKING RATIOS.* DEVELOPMENT IN THE R-3A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]

e[F]. *Enhanced* [street] sidewalk option[OPTION]. An enhanced [street-]sidewalk environment[ENVIRONMENT] may be provided in lieu of required sidewalks and side perimeter landscaping, as provided in 21.07.060F.16~~[G.19]~~[F.17].

f[G]. *Building height increases.*  
\*\*\*      \*\*\*      \*\*\*

g[H]. *Neighborhood protections.*  
\*\*\*      \*\*\*      \*\*\*

J. *R-4A: Residential Mixed-Use District.*  
\*\*\*      \*\*\*      \*\*\*

2. District-Specific Standards  
\*\*\*      \*\*\*      \*\*\*

[D. *REDUCED PARKING RATIOS. DEVELOPMENT IN THE R-4A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]*

d[E]. *Building height increase.*  
\*\*\*      \*\*\*      \*\*\*

(AO 2012-124(S), 2-26-13; AO No. 2015-100, § 1, 10-13-15; AO No. 2017-176, § 3, 1-9-18; AO No. 2019-58, § 2, 5-7-19)

**21.04.030 Commercial districts.**  
\*\*\*      \*\*\*      \*\*\*

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

[5. *REDUCED PARKING RATIOS. THE DEVELOPMENT IS ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]*

5[6]. *Enhanced [street] sidewalk option[OPTION]. An enhanced [street-]sidewalk environment[ENVIRONMENT] may be provided in lieu of required sidewalks and side perimeter landscaping, as provided in 21.07.060F.16~~[G.19]~~[F.17].*

*(Note to Code Revisor: Subsection 7 below, which was shown as deleted in AO 2022-80, is being restored to its current code language and re-numbered to Subsection 6 in the S-Version.)*

**6. Building placement and orientation. Buildings should be placed and oriented to the street, lining sidewalks and public spaces with frequent shops, entrances, windows with interior views, and articulated ground-level facades. The following standards apply:**

**a. Buildings shall have visual access windows and/or primary entrances on street-facing building elevations (up to a maximum of two elevations) for at least 15 percent of the non-residential ground floor wall area. Qualifying**

windows shall be no more than four feet above finished grade. Windows shall comprise at least ten percent of the wall area of the upper floor building elevation (above the ground floor). Exterior wall areas of building mechanical rooms are exempt. An elevation that is more than 150 feet away from the facing street shall be exempt, unless it is the only applicable elevation.

**b. Either:**

**i. Provide at least one primary entrance within 60 feet of a street sidewalk, or 90 feet for buildings over 25,000 square feet of gross floor area, and connected to the street by a clear and direct walkway; or**

**ii. Provide a prominent and inviting primary entrance that is visible from the street, connected by a direct walkway to the street, and highlighted by two of the following:**

**(A) Portico, overhang, canopy, or similar permanent feature projecting from the wall;**

**(B) Recessed and/or projected entrance that covers at least 80 square feet;**

**(C) Arches, peaked roof forms, terracing parapets, or other change of building roofline;**

**(D) Changes in siding material, or detail features such as tilework, to signify the entrance; or**

**(E) Entrance plaza, patio, or similar common private open space.**

**c. Buildings shall comply with the maximum setbacks established in Section 21.06.020, Tables of Dimensional Standards, and subsection 21.06.030C.5. The maximum setback may be reduced or eliminated with the concurrence of the director.**

[7. *BUILDING PLACEMENT AND ORIENTATION.* BUILDINGS SHOULD BE PLACED AND ORIENTED TO THE STREET, LINING SIDEWALKS AND PUBLIC SPACES WITH FREQUENT SHOPS, ENTRANCES, WINDOWS WITH INTERIOR VIEWS, AND ARTICULATED GROUND-LEVEL FACADES. THE FOLLOWING STANDARDS APPLY:

1  
2 A. BUILDINGS SHALL HAVE VISUAL ACCESS  
3 WINDOWS AND/OR PRIMARY ENTRANCES ON  
4 STREET-FACING BUILDING ELEVATIONS (UP TO  
5 A MAXIMUM OF TWO ELEVATIONS) FOR AT  
6 LEAST 15 PERCENT OF THE NON-RESIDENTIAL  
7 GROUND FLOOR WALL AREA. QUALIFYING  
8 WINDOWS SHALL BE NO MORE THAN FOUR FEET  
9 ABOVE FINISHED GRADE. WINDOWS SHALL  
10 COMPRISE AT LEAST TEN PERCENT OF THE  
11 WALL AREA OF THE UPPER FLOOR BUILDING  
12 ELEVATION (ABOVE THE GROUND FLOOR).  
13 EXTERIOR WALL AREAS OF BUILDING  
14 MECHANICAL ROOMS ARE EXEMPT. AN  
15 ELEVATION THAT IS MORE THAN 150 FEET AWAY  
16 FROM THE FACING STREET SHALL BE EXEMPT,  
17 UNLESS IT IS THE ONLY APPLICABLE  
18 ELEVATION.

19  
20 B. EITHER:

21 I. PROVIDE AT LEAST ONE PRIMARY  
22 ENTRANCE WITHIN 60 FEET OF A STREET  
23 SIDEWALK, OR 90 FEET FOR BUILDINGS  
24 OVER 25,000 SQUARE FEET OF GROSS  
25 FLOOR AREA, AND CONNECTED TO THE  
26 STREET BY A CLEAR AND DIRECT  
27 WALKWAY; OR

28  
29 II. PROVIDE A PROMINENT AND INVITING  
30 PRIMARY ENTRANCE THAT IS VISIBLE  
31 FROM THE STREET, CONNECTED BY A  
32 DIRECT WALKWAY TO THE STREET, AND  
33 HIGHLIGHTED BY TWO OF THE  
34 FOLLOWING:

35  
36 (A) PORTICO, OVERHANG, CANOPY, OR  
37 SIMILAR PERMANENT FEATURE  
38 PROJECTING FROM THE WALL;

39 (B) RECESSED AND/OR PROJECTED  
40 ENTRANCE THAT COVERS AT LEAST  
41 80 SQUARE FEET;

42 (C) ARCHES, PEAKED ROOF FORMS,  
43 TERRACING PARAPETS, OR OTHER  
44 CHANGE OF BUILDING ROOFLINE;

45 (D) CHANGES IN SIDING MATERIAL, OR  
46 DETAIL FEATURES SUCH AS  
47 TILEWORK, TO SIGNIFY THE  
48 ENTRANCE; OR

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

C. BUILDINGS SHALL COMPLY WITH THE MAXIMUM  
SETBACKS ESTABLISHED IN SECTION 21.06.020,  
TABLES OF DIMENSIONAL STANDARDS, AND  
SUBSECTION 21.06.030C.5. THE MAXIMUM  
SETBACK MAY BE REDUCED OR ELIMINATED  
WITH THE CONCURRENCE OF THE DIRECTOR.]

H. *Standards for Mixed-Use Development in the B-3 District.*

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**3. Building Placement and Orientation. Buildings are  
subject to the building placement and orientation  
standards for mixed-use development in the B-1A/B-1B  
districts in subsection 21.04.030G.6. above.**

[3. BUILDING PLACEMENT AND  
ORIENTATION. BUILDINGS ARE SUBJECT TO THE  
BUILDING PLACEMENT AND ORIENTATION  
STANDARDS FOR MIXED-USE DEVELOPMENT IN THE  
B-1A/B-1B DISTRICTS IN SUBSECTION 21.04.030G.7.  
ABOVE.]

[4. REDUCED PARKING RATIOS. THE DEVELOPMENT IS  
ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT  
OF THE MINIMUM NUMBER OF PARKING SPACES, AS  
PROVIDED IN SUBSECTION 21.07.090F.6.]

4[5]. Enhanced ~~[street]~~ sidewalk option[OPTION]. An enhanced  
~~[street]~~sidewalk environment[ENVIRONMENT] may be  
provided in lieu of required sidewalks and side perimeter  
landscaping, as provided in 21.07.060F.16[G.19][F.17].

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2017-58, § 1,  
4-11-17; AO No. 2019-11, § 2, 2-12-19)

**21.04.070 Overlay Zoning Districts.**

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C. *Commercial Center Overlay.*

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[4. REDUCED PARKING RATIOS. INSTEAD OF THE FIVE  
PERCENT REDUCTION PROVIDED IN SUBSECTIONS  
21.04.030G. AND H., ANY USE IS ELIGIBLE FOR A  
REDUCTION OF UP TO 10 PERCENT OF THE MINIMUM  
NUMBER OF PARKING SPACES, AS PROVIDED IN  
SUBSECTION 21.07.090F.6.]

4[5]. *Uses prohibited.*  
\*\*\*      \*\*\*      \*\*\*

5[6]. *Dimensional standards.*

a. The minimum front setback is reduced to five feet for building elevations that comply with 21.04.030G.7., Building Placement and Orientation.[A. THE MINIMUM FRONT SETBACK IS REDUCED TO FIVE FEET FOR BUILDING ELEVATIONS THAT COMPLY WITH 21.04.030G.7., BUILDING PLACEMENT AND ORIENTATION.]

b.[B.] Uses in the B-1B district are exempt from the gross floor area limitations of subsection 21.04.030C.2.b., provided that an individual use occupies no more than 60,000 square feet of gross floor area.

6[7]. *Building entrances.*  
\*\*\*      \*\*\*      \*\*\*

7[8]. *Sidewalks and walkways.*  
\*\*\*      \*\*\*      \*\*\*

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

~~[Section 2. Anchorage Municipal Code Chapter 21.07, Development and Design Standards, is hereby amended by adding a new Section 21.07.015, Neighborhood Development Context Areas, to read as follows (the remainder of the chapter is not affected and therefore not set out):~~

~~21.07      Development and Design Standards~~  
~~\*\*\*      \*\*\*      \*\*\*~~

~~21.07.015      Neighborhood Development Context Areas.~~

~~A. Purpose. This section establishes Neighborhood Development Context Areas that reflect the existing and desired characteristics of Anchorage's older, urban neighborhoods as identified in the Comprehensive Plan. The Neighborhood Development Context Areas are distinguished from one another and suburban parts of the Anchorage Bowl by their physical and functional characteristics such as: street, alley, and block patterns; building placement; how buildings and structures relate to surrounding buildings and streets; the diversity, distribution, and intensity of land uses; and availability of transportation access alternatives such as pedestrian facilities and public transportation. The areas mapped in this section provide the basis for development regulations tailored to the unique characteristics and strengths of these neighborhoods and fulfill their role as recommended in the Comprehensive~~



~~Plan. These areas are provided relief from some generally applicable development and design standards in this chapter 21.07 because of their unique characteristics.~~

~~B. Applicability~~

~~1. The neighborhood development context areas in this section apply as a basis for area-specific development standards in this chapter 21.07.~~

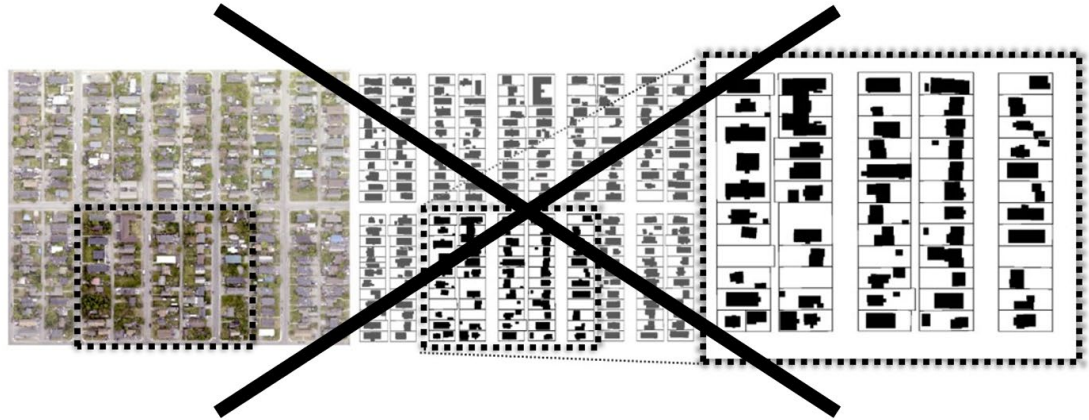
~~2. The neighborhood development context areas in this section shall not be used as a basis to change the allowed uses or review and approval procedures of the underlying zoning district, district-specific dimensional standards, or any other standards of this title besides the development and design standards of chapter 21.07.~~

~~3. The department shall provide and maintain maps showing the boundaries of the neighborhood development context areas at the parcel scale, in this title and in a publicly accessible location.~~

~~C. Neighborhood Development Context Areas Established. The following neighborhood development context areas are established and delineated in maps 21.07-1 through 21.07-4 in subsection 21.07.015D. Each subsection below is organized to describe general character: street, block, and access patterns; building placement and location; and mix of uses. The descriptions below are intent statements providing a basis for area-specific development standards elsewhere in this chapter 21.07.~~

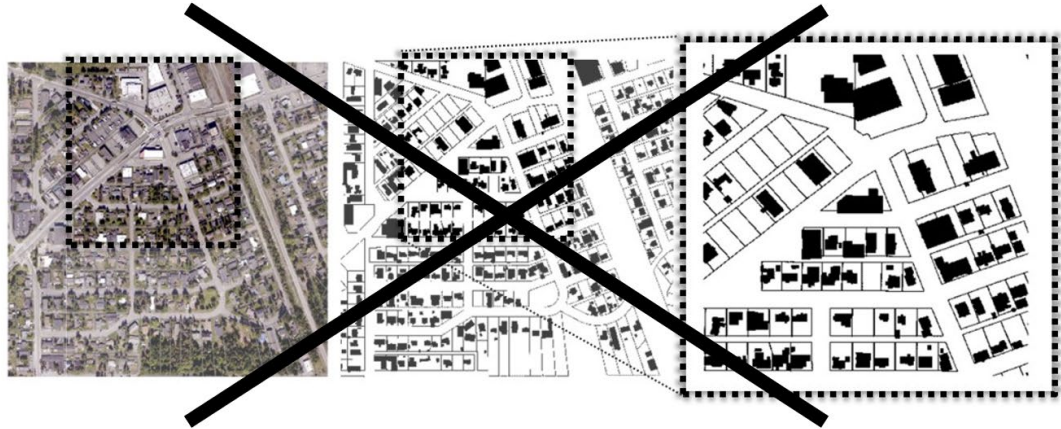
1. *Traditional Urban Neighborhood Context.*

~~The traditional urban neighborhood context includes Anchorage's original urban neighborhoods, such as Government Hill, South Addition, Fairview, and Mountain View. These neighborhoods are identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas. Properties within the Downtown (DT) zoning districts are not included because they are addressed in chapter 21.11. Traditional urban neighborhood contexts feature a regular street grid of city blocks, which provide pedestrian and vehicular connections at frequent, regular intervals. Block and lot sizes are small and block shapes are consistent and often the same size. Sidewalks are present on most streets, with few exceptions such as in western Government Hill. There is a consistent presence of alleys. Buildings and residences typically have moderate front setbacks and orient to the street, with landscaping or pedestrian access comprising a majority of the frontage. Parking tends to be located to the side or rear of buildings. There is a balance of pedestrian, bicycle, public transit, and automobile reliance.~~



**2. Edge Urban Neighborhood Context.**

~~The edge urban neighborhood context includes properties generally identified in the Comprehensive Plan, Land Use Plan Map, as traditional neighborhood design areas in Anchorage's post-war era (1950s-1960s) neighborhoods, such as Spenard, North Star, Midtown, Rogers Park, Airport Heights, Russian Jack Park, and University Area. Parts of South Addition, Fairview, and other neighborhoods also match this context. Edge urban neighborhoods feature a variety of interconnected street systems with smaller lot and block sizes than later subdivisions in more suburban parts of the Anchorage Bowl. Some edge urban areas feature a regular street grid of city blocks and others have a more relaxed and irregular street grid. Some neighborhoods have alleys and sidewalks. Buildings typically have moderate to somewhat deeper front setbacks. Buildings tend to orient toward the public street, although some front setbacks are deep enough to allow for a mix of landscaping and parking. Some edge urban neighborhood context areas include transit-supportive development corridors with elevated levels of public transportation service and enhanced pedestrian facilities.~~

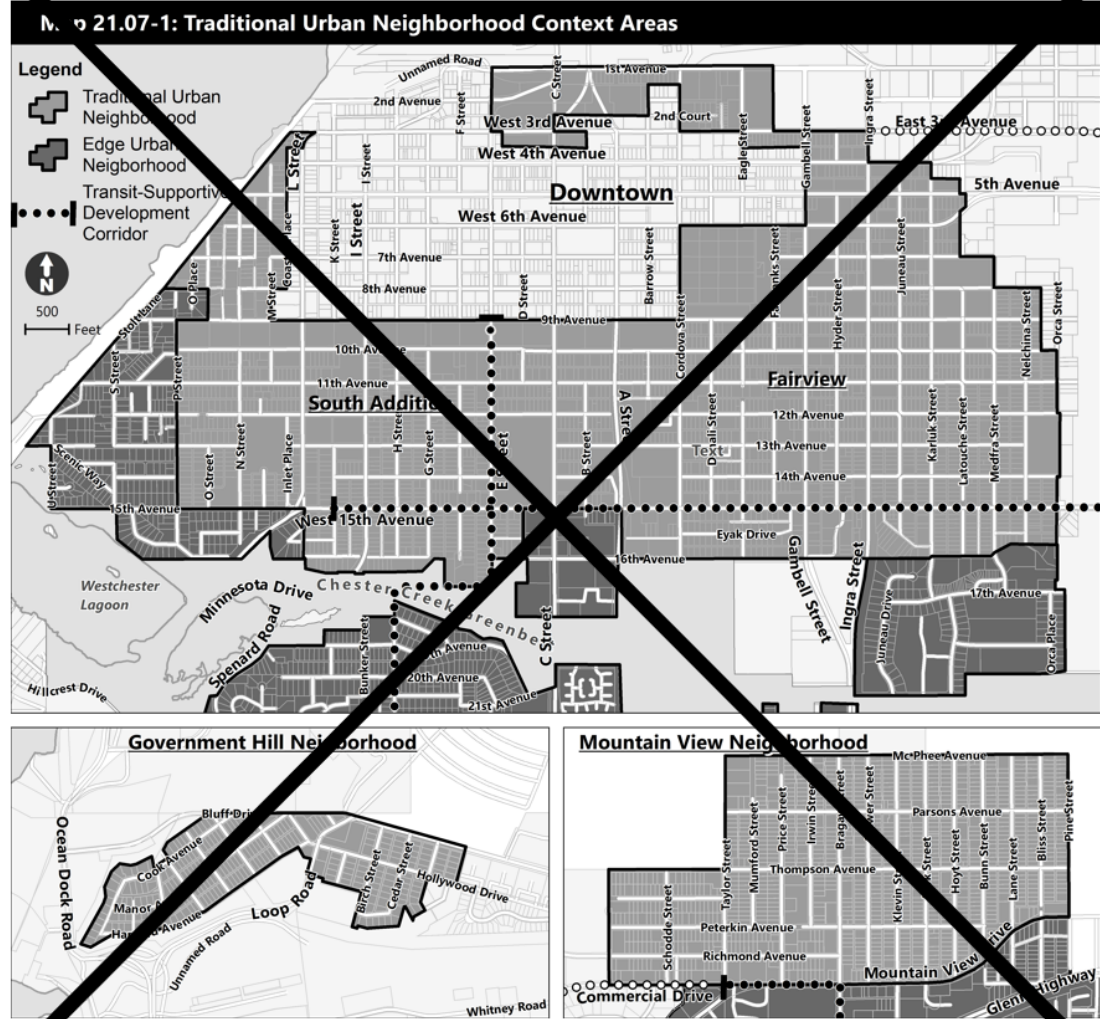


3. *Transit-Supportive Development Corridors.*  
Transit-supportive development corridors designated by  
the Comprehensive Plan extend through and outward  
from the edge urban neighborhood contexts. Transit-  
supportive development corridors are a half-mile wide,  
extending ¼ mile (approximately 5 to 10 minutes walking  
distance) on each side of the public transit route. These  
corridors feature a compact, pedestrian-friendly pattern  
of land use development. These corridors have elevated  
levels of municipal public transportation service with  
frequent headways between buses and higher ridership  
demand. These transit routes connect local and regional  
town centers, city centers, and other service/employment  
centers, such as the UMED District.

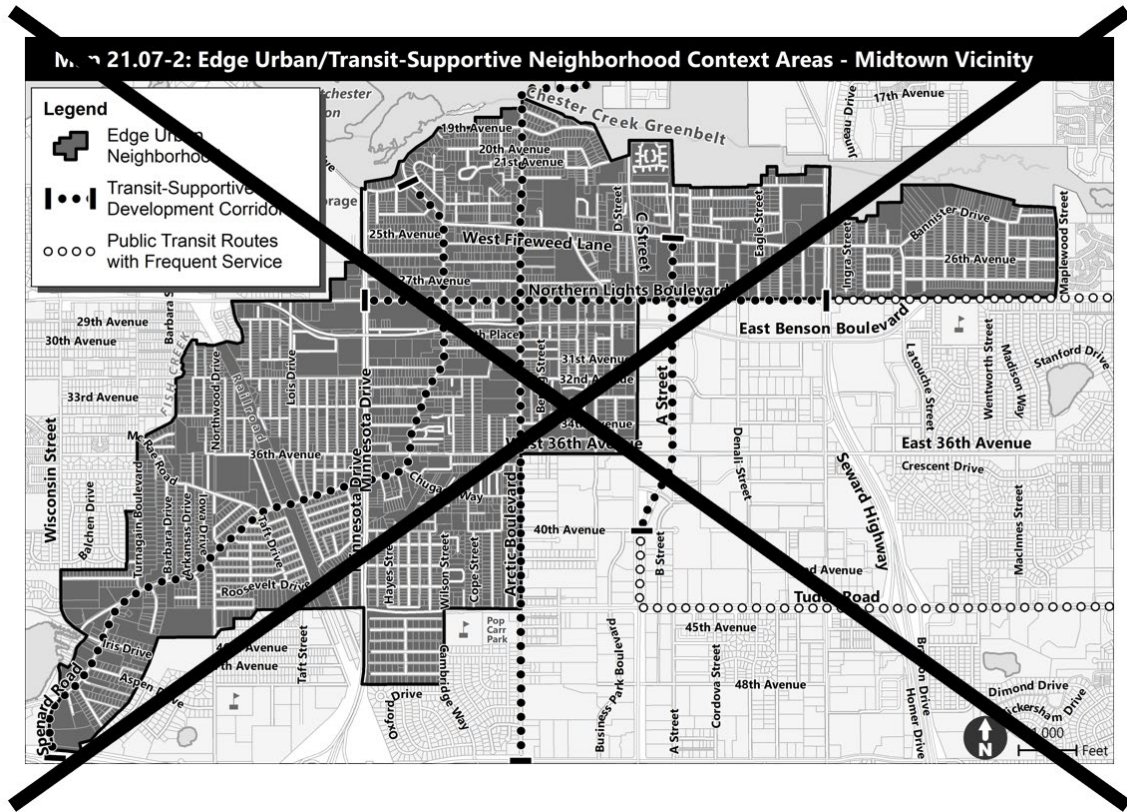
D. *Neighborhood Context Area Boundaries.*

1. The boundaries of the neighborhood development  
context areas are established in maps 21.07-1 through  
21.07-4.

2. The transit-supportive development corridors on maps  
21.07-2, 21.07-3, and 21.07-4 shall include all properties  
wholly or partially within ¼ mile of the street right-of-way  
centerline of the linear transit corridor feature shown on  
the map, except that: where a transit-supportive  
development corridor overlaps with a traditional urban or  
edge urban neighborhood context area, the traditional  
urban or edge urban neighborhood regulations of this  
title shall govern.]

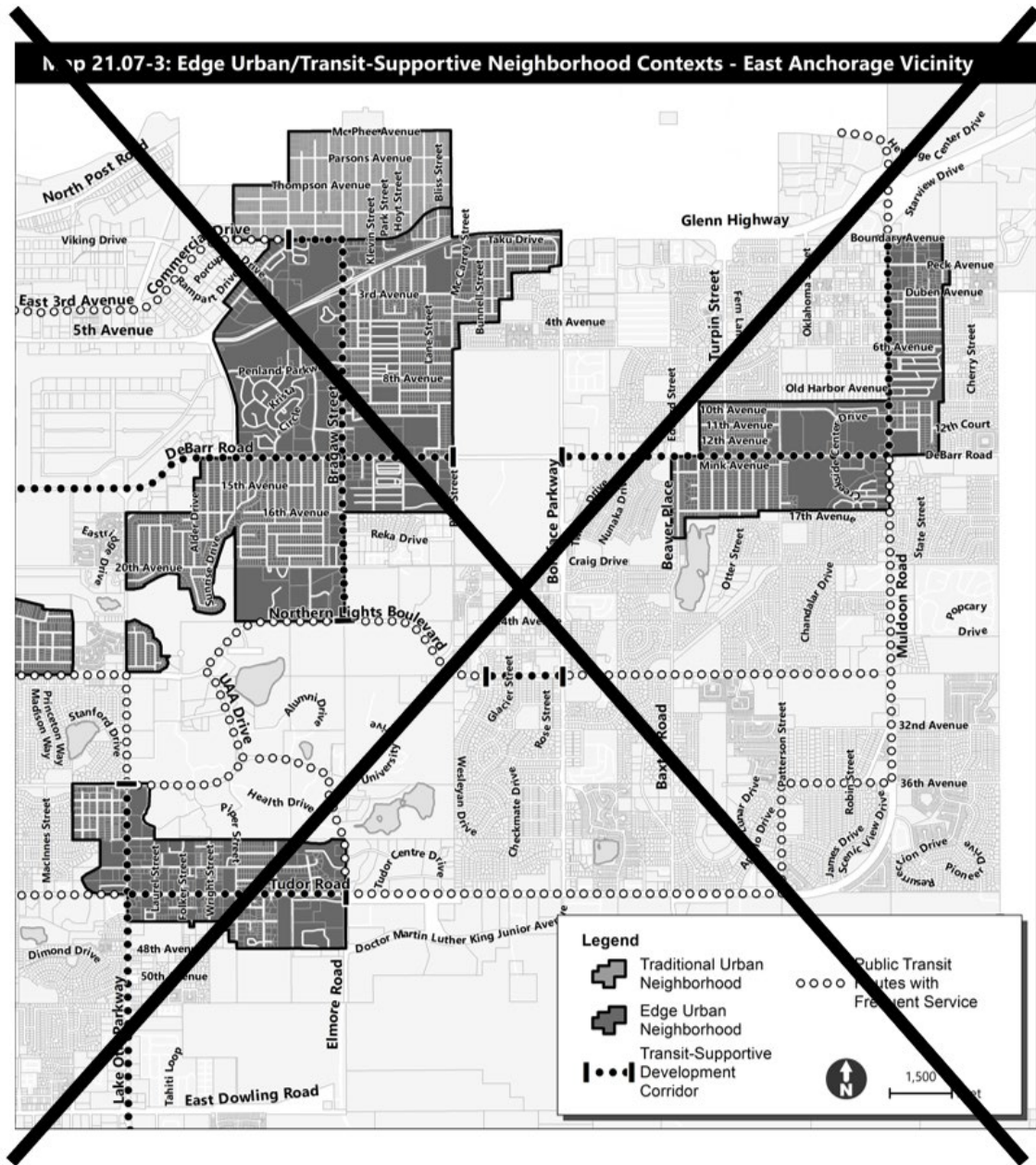


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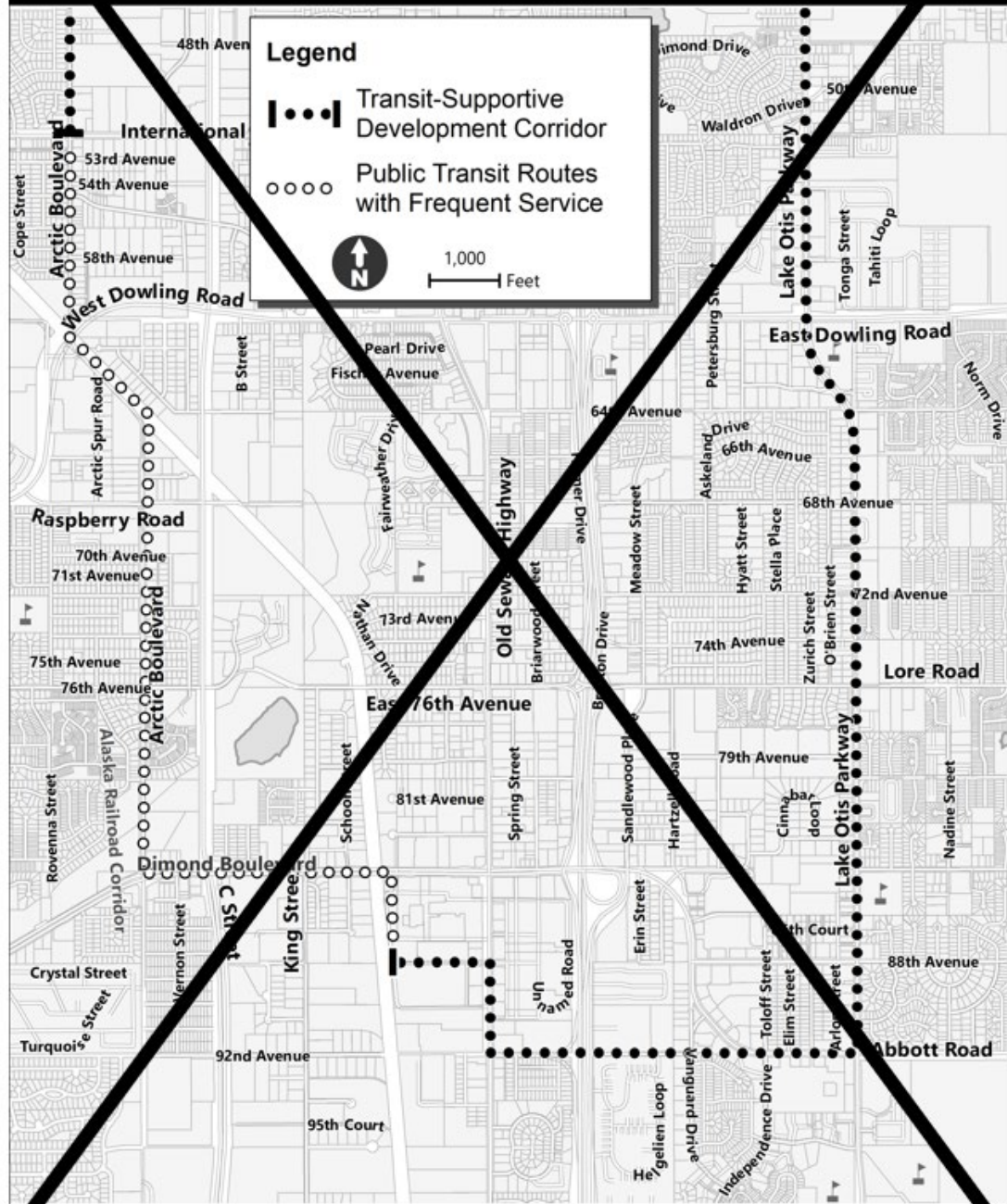


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### Map 21.07-4: Transit-Supportive Development Corridor - Lake Otis/Abbott/92nd



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2  
3  
4  
5  
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\*\*\*      \*\*\*      \*\*\*



**Section 2[3].** Anchorage Municipal Code Chapter 21.07, Development and Design Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

**21.07 Development and Design Standards**

\*\*\* \*\*\*

**21.07.060 Transportation and Connectivity**

\*\*\* \*\*\*

(Note to Code Revisor: All amendments to subsection 21.07.060E. in AO 2022-80 are reversed by this S-Version to retain the current adopted code language of this subsection, as shown below.)

E. Standards for Pedestrian Facilities.

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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 i~~ In all class A zoning districts except for industrial districts, ~~shall install~~ sidewalks ~~shall be installed~~ [SHALL BE INSTALLED] 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 side. ~~Street improvement projects i~~ In industrial zoning districts, ~~shall install~~ a sidewalk ~~shall be installed~~ [SHALL BE INSTALLED] 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.

\*\*\* \*\*\*

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 R-4, R-4A, commercial districts [DISTRICTS], and DT zoning districts.

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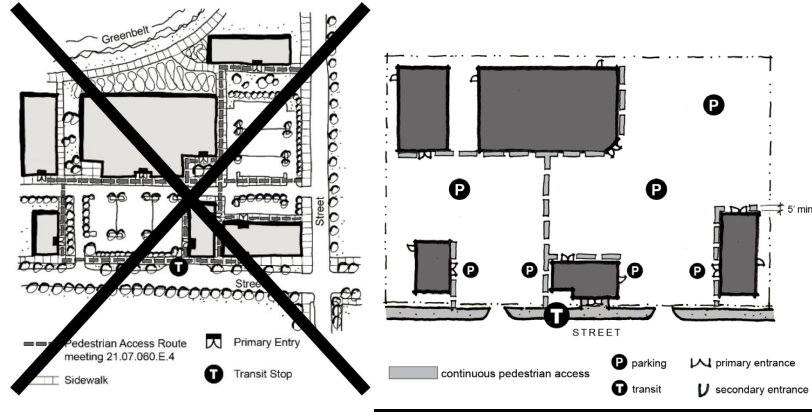
4. On-site pedestrian walkways.

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b. On-site pedestrian connections.

\*\*\* \*\*\*

- 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.



(Note to code revisor: Delete new illustration from AO 2022-80 at left and retain current adopted illustration at right.)

\*\*\* \*\*

- ~~iv. The primary front entrance of a residential dwelling shall be connected to the street by a walkway as provided in i. through ii. above, or by the dwelling's individual driveway, or by a shared parking courtyard meeting 21.07.060G.20.]~~

- c. Walkway clear width~~[and improvements]~~.

- ~~i. Walkway clear width.]~~ The minimum width of a required pedestrian walkway shall be five feet of unobstructed clear width, ~~excluding vehicular overhang,~~ [EXCLUDING VEHICULAR OVERHANG,] 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.]~~

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\*\*\* \*\*

**[F.] Pedestrian frontage standard.**

**1. Purpose. The pedestrian frontage standard promotes building placement and orientation toward neighborhood streets and sidewalks, facilitates pedestrian and bicycle access, supports lower parking utilization in urban neighborhood areas, and encourages alternative modes of transportation. Objectives include:**

**a. Define public streets and their associated frontage spaces as positive, useful features around which to organize and orient buildings in a manner that promotes pedestrian activity and connects to multiple modes of transportation.**

**b. Provide pedestrian access to building entries that is clearly defined, safe, and inviting for people of all abilities, and minimizes conflicts between pedestrians and vehicle parking.**

**c. Place active living spaces, entrances, and windows on street-facing building facades to improve the physical and visual connection from residences to the street.**

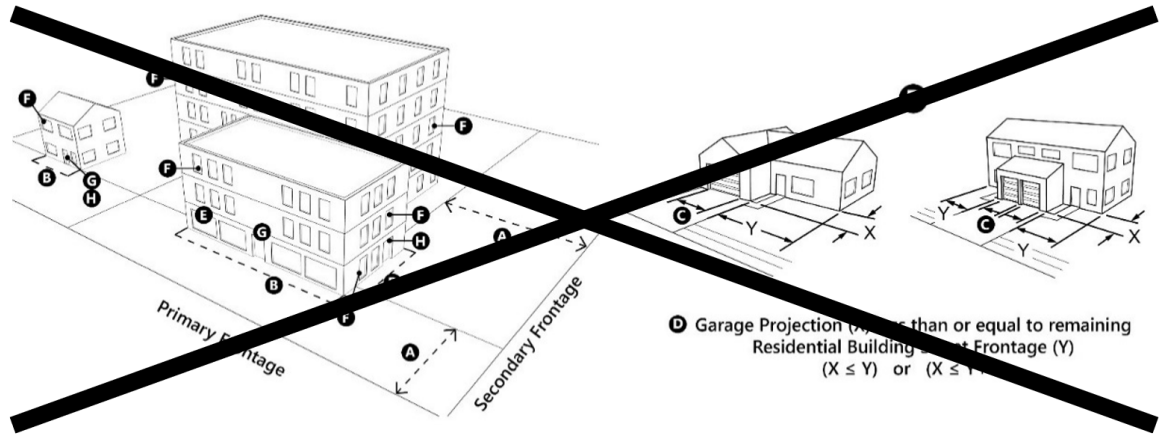
**d. Promote a safe, secure pedestrian and neighborhood environment through “eyes on the street” design elements, such as placement of windows, that foster opportunities for casual surveillance of the street and outwardly expressed proprietorship of the neighborhood.**

**2. Applicability. Subsection 3. applies to development in the traditional urban and edge urban neighborhood context areas established in 21.07.015. Subsection 4. applies to development in the other areas of the municipality. Exceptions and exemptions from this section 21.07.060F. include:**

**a. Changes of use and other developments that comprise building modifications of less than 50 percent of the total improvement value of the building(s) on the site.**

**b. Development in Girdwood, Downtown (DT), and Industrial zoning districts.**

- ~~c. 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. Non-residential uses without habitable floor area, such as utility substations.~~
- ~~e. The director shall reduce the window area requirement by the amount the applicant demonstrates is needed to comply with a 5-star energy rating or an affordable housing (21.15.040) financing institution's energy rating requirements.~~
- ~~f. The director shall approve administrative relief provided the applicant demonstrates the adjustment is necessary to compensate for some practical difficulty of the site. The department shall keep record of the approved exception with written findings supporting the approval on file.~~
- ~~g. The Alternative Equivalent Compliance procedure set forth in subsection 21.07.010D. may be used to propose alternative means of complying with the intent of this section.]~~
- ~~3. Standard for urban neighborhood contexts. The standards of table 21.07-2 apply to the primary frontage and at least one secondary frontage.]~~



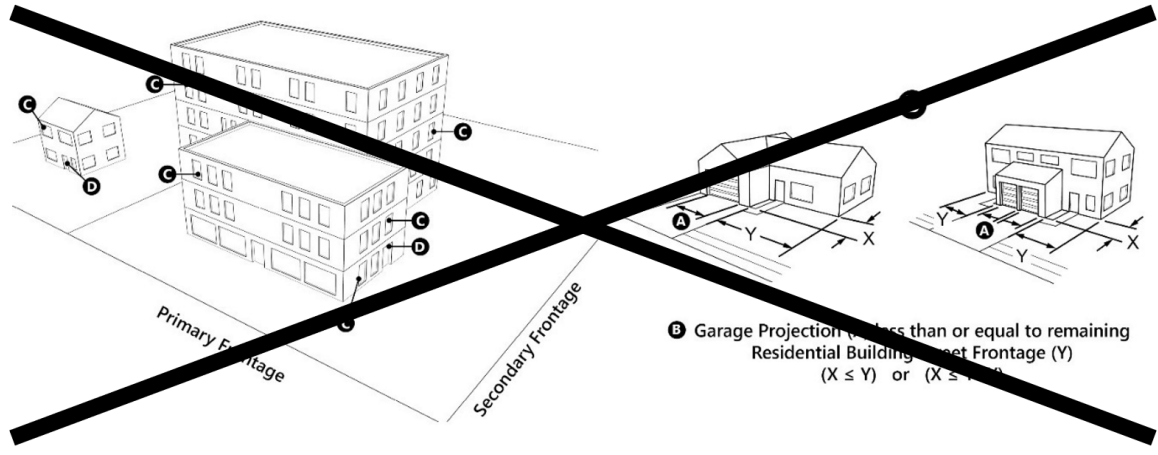
**[Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts]**

<u>Building and Parking Placement<sup>1</sup></u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>A. Maximum front setback (ground-floor only) in the R-4 and non-residential zoning districts<sup>1</sup></u>	<u>30 feet in Traditional Urban, and 60 feet in other areas</u>	<u>90 feet</u>
<u>B. Minimum percentage of the width of ground-floor street-facing building elevation(s) required to comply with max. setback in A<sup>1</sup></u>	<u>50%</u>	<u>50%</u>
<u>C. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)</u>	<u>50% in Traditional Urban, and 67% in other areas</u>	<u>67%</u>
<u>D. Maximum distance a garage may project out in front of the rest of the street-facing residential building elevation</u>	<u>No more than the width of the non-garage portion of the street-facing building elevation</u>	
<u>Building Orientation and Access</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>E. Minimum percentage of a non-residential ground-floor, street-facing building elevation required to be windows or primary entrances<sup>2,3</sup></u>	<u>30% in Traditional Urban, and 20% in other areas</u>	<u>15%</u>
<u>F. Minimum percentage of residential and upper-floor non-residential street-facing elevation required to be windows or primary entrances<sup>3</sup></u>	<u>15% in Traditional Urban, and 10% in other areas</u>	<u>10%</u>
<u>G. At least one primary entrance located within max. setback in A</u>	<u>Required</u>	<u>Not Required</u>
<u>H. Front primary entrances for residential dwellings meet 21.07.060G.15., Covered, Visible Residential Entrance</u>	<u>Required</u>	
<u>I. Minimum number of pedestrian amenities from 21.07.060G. in addition to 21.07.060G.15.</u>	<u>2 pedestrian amenities required per multifamily, mixed-use, townhouse, or group housing development</u>	
<sup>1</sup> Generally applicable standards and exceptions for maximum setbacks are provided in 21.06.030C.5.		
<sup>2</sup> Non-residential ground-floor windows used to meet these percentages shall be visual access windows (21.15.040) and have a sill height of no more than four feet above finished grade. Ground-floor wall area is defined in 21.15.040.		
<sup>3</sup> Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020P.]		

1  
2

3  
4

**[4. Standard for other areas and developments in the municipality. The standards of table 21.07-3 apply to the primary frontage and at least one secondary frontage.]**



**[Table 21.07-3: Pedestrian Frontage Standard – Other Areas and Developments]**

<u>Building and Parking Placement</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>A. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)</u>	<u>67%</u>	<u>75%</u>
<u>B. Maximum distance a garage may project out in front of the rest of a street-facing residential building elevation</u>	<u>No more than the width of the non-garage portion of the street-facing building elevation</u>	
<u>Building Orientation and Access</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>C. Minimum percentage of residential street-facing building elevation wall areas required to be windows or primary entrances.<sup>4</sup></u>	<u>Window(s) required, with no minimum percentage</u>	
<u>D. Front primary entrances to residential dwellings meet 21.07.060G.15., Covered, Visible Residential Entrance.</u>	<u>Required</u>	
<u>E. Minimum number of pedestrian amenities from 21.07.060G. in addition to 21.07.060G.15.</u>	<u>1 pedestrian amenity required per multifamily, mixed-use, townhouse, or group housing development</u>	
<u><sup>4</sup> Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020P.]</u>		

(Note to Code Revisor: The amendments to subsection 21.07.060F., Pedestrian Amenities, in AO 2022-80 are reversed by this S-Version to retain the current adopted code language of 21.07.060F., as shown below. Exception: The S-Version moves forward with the AO 2022-80 deletion of subsection 21.07.060F. 15., Bicycle Parking Facilities.)

**F[G][F]. Pedestrian amenities [menu].**

1. **Purpose.** The purpose of this section is to define and provide standards for pedestrian amenities that may be required[,] **or** [OR ]included in a menu of choices to meet a requirement, or listed as a special feature that can count toward a bonus incentive anywhere in this title. For example, another section of this title may list a pedestrian amenity as a special feature for which bonus floor area **[or a reduction in required parking]** may be granted. The standards contained in this section give predictability for applicants, decision-makers, and the community for the minimum acceptable standards for pedestrian amenities. It also ensures the amenities will improve and enhance the community to the benefit of all, and respond to the northern latitude climate. This title provides flexibility to encourage and allow for creativity and unique situations through the alternative equivalent compliance and minor modifications process.
2. **Applicability.** Pedestrian amenities shall meet the minimum standards of this section in order to be credited toward a requirement, menu choice, or **as a special feature bonus**[AS A SPECIAL FEATURE BONUS] incentive of this title, except where specifically provided otherwise in this title. 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 **[sub]section 21.07.060F[G][F].** **[The standards of this section apply only to pedestrian amenities that are counted toward a requirement, menu choice, or incentive under this title. It does not apply to amenities that do not receive credit for requirements in title 21.]**

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.060F.3., Walkway, restore the current code text that the original ordinance had deleted.)

3. **Walkway.** **A walkway is a surface that connects two points for pedestrian use, as defined in chapter 21.15. A walkway may be in a publicly dedicated pedestrian easement. Examples include pedestrian connections within one development site, mid-block, between**

**subdivisions, or leading from streets to public amenities,  
such as schools or parks.**

**a. A walkway shall have a minimum unobstructed  
clear width of five feet, except where otherwise  
stated in this title. A walkway that provides access  
to no more than four residential dwelling units may  
have an unobstructed clear width of three feet.**

**b. Walkways shall be improved in accordance with  
subsection 21.08.050H.**

[3. WALKWAY. A WALKWAY IS A SURFACE THAT  
CONNECTS TWO POINTS FOR PEDESTRIAN USE, AS  
DEFINED IN CHAPTER 21.15. A WALKWAY MAY BE IN A  
PUBLICLY DEDICATED PEDESTRIAN EASEMENT.  
EXAMPLES INCLUDE PEDESTRIAN CONNECTIONS  
WITHIN ONE DEVELOPMENT SITE, MID-BLOCK,  
BETWEEN SUBDIVISIONS, OR LEADING FROM STREETS  
TO PUBLIC AMENITIES, SUCH AS SCHOOLS OR PARKS.]

[A. A WALKWAY SHALL HAVE A MINIMUM  
UNOBSTRUCTED CLEAR WIDTH OF FIVE FEET,  
EXCEPT WHERE OTHERWISE STATED IN THIS  
TITLE. A WALKWAY THAT PROVIDES ACCESS TO  
NO MORE THAN FOUR RESIDENTIAL DWELLING  
UNITS MAY HAVE AN UNOBSTRUCTED CLEAR  
WIDTH OF THREE FEET.]

[B. WALKWAYS SHALL BE IMPROVED IN  
ACCORDANCE WITH SUBSECTION 21.08.050H.]

*(Note to Code Revisor: The S-Version's revisions to the following subsection  
21.07.060F.4., Primary Pedestrian Walkway, restore all the current code text of  
this subsection that AO 2022-80 amended.)*



1                    **4[3][4].**        **Primary Pedestrian**~~**Enhanced on-site**~~ [PRIMARY  
2 REDESTRIAN] ~~walkway.~~ **A primary pedestrian**~~**An**~~  
3 ~~**enhanced on-site**~~][A PRIMARY PEDESTRIAN] walkway is  
4 intended to provide an **unobstructed clear width of at least**  
5 **eight feet**~~**option for applicants to receive credit for**~~  
6 ~~**exceeding the minimum development standards for**~~  
7 ~~**walkways and improving pedestrian convenience,**~~  
8 ~~**comfort, and safety on the site. Enhanced on-site**~~  
9 ~~**walkways provide additional width**~~] [UNOBSTRUCTED  
10 CLEAR WIDTH OF AT LEAST EIGHT FEET] for pedestrian  
11 movement **with additional space incorporating features**  
12 **along the walkway such as storefront sidewalk space,**  
13 **room for residential stoops or building foundation**  
14 **plantings.**[WITH ADDITIONAL SPACE INCORPORATING  
15 FEATURES ALONG THE WALKWAY SUCH AS  
16 STOREFRONT SIDEWALK SPACE, ROOM FOR  
17 RESIDENTIAL STOOPS OR BUILDING FOUNDATION  
18 PLANTINGS,] and peripheral space that accommodates  
19 landscaping, furniture, and utilities. **As established generally**  
20 **in subsection F.1 and F. 2 above, the standards of this**  
21 **subsection apply only where the specific term "primary**  
22 **pedestrian walkway" is listed as a requirement, menu**  
23 **choice, or special feature that counts toward a bonus.**  
24 **This subsection is not a generally applicable requirement**  
25 **for other large walkways.** [AS ESTABLISHED GENERALLY  
26 IN SUBSECTION F.1 AND F. 2 ABOVE, THE STANDARDS  
27 OF THIS SUBSECTION APPLY ONLY WHERE THE  
28 SPECIFIC TERM "PRIMARY PEDESTRIAN WALKWAY" IS  
29 LISTED AS A REQUIREMENT, MENU CHOICE, OR  
30 SPECIAL FEATURE THAT COUNTS TOWARD A BONUS.  
31 THIS SUBSECTION IS NOT A GENERALLY APPLICABLE  
32 REQUIREMENT FOR OTHER LARGE WALKWAYS.]

33  
34                    a.        **A primary pedestrian walkway shall be developed**  
35 **as a continuous pedestrian route extending for at**  
36 **least 50 feet.**[A PRIMARY PEDESTRIAN WALKWAY  
37 SHALL BE DEVELOPED AS A CONTINUOUS  
38 PEDESTRIAN ROUTE EXTENDING FOR AT LEAST  
39 50 FEET.]

40  
41                    b.[B.] **A primary pedestrian**~~**An enhanced on-site**~~ [A  
42 PRIMARY PEDESTRIAN] walkway shall have **a**  
43 ~~**pedestrian movement zone with a continuous,**~~[N]  
44 **an** unobstructed **[walkway]** clear width of at least eight  
45 feet~~**, or six feet where providing access only to**~~  
46 ~~**four or fewer residential dwelling units.**~~ Where  
47 adjacent to a ground-floor building elevation it shall  
48 also have a **sidewalk storefront or**[SIDEWALK  
49 STOREFRONT OR] building interface zone a minimum

of two feet in width for ~~[building]~~ foundation landscaping or three feet in width of sidewalk [THREE FEET IN WIDTH OF SIDEWALK] 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 ~~four~~ two [FOUR] feet in width ~~[where abutting motor vehicle parking lots, circulation aisles, or driveways]~~ shall be incorporated as part of the walkway when abutting any street or vehicle area, to [SHALL BE INCORPORATED AS PART OF THE WALKWAY WHEN ABUTTING ANY STREET OR VEHICLE AREA,] ~~[. The buffer space shall.]~~ [TO] accommodate street ~~streets,~~ [STREET TREES,] landscaping beds, ~~[fencing or bollards,]~~ light poles, utilities, benches, and other objects to be kept clear of the walkway ~~[furnishings]~~ [OBJECTS TO BE KEPT CLEAR OF THE WALKWAY].

c.[b][C]. ~~— A minimum of two pedestrian features as defined by this title (21.15.040) shall be provided along the enhanced walkway, with at least one for every 50 feet of the walkway length] At least one pedestrian feature as defined by this title shall be provided for every 50 feet of length along a primary pedestrian walkway~~ [AT LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE SHALL BE PROVIDED FOR EVERY 50 FEET OF LENGTH ALONG A PRIMARY PEDESTRIAN WALKWAY].

d. A primary pedestrian walkway shall be illuminated with pedestrian scale lighting. [D. A PRIMARY PEDESTRIAN WALKWAY SHALL BE ILLUMINATED WITH PEDESTRIAN SCALE LIGHTING.]

e[~~c~~][E]. A primary pedestrian ~~[Enhanced on-site]~~ [A PRIMARY PEDESTRIAN] walkway ~~[s]~~ shall ~~[provide]~~ continuous, directly [LY] connect ~~[ions from building primary entrance(s)]~~ to surrounding public streets and sidewalks, [,] and be publicly accessible at all times ~~[or available to all residents of the development]~~ [AT ALL TIMES].

\*\*\*      \*\*\*      \*\*\*

(Note to Code Revisor: Delete Subsection 21.07.060F.15., Bicycle Parking Facilities, as shown below. Re-number subsequent subsections of 21.07.060F.)

[15. BICYCLE PARKING FACILITIES.

- A. REQUIRED BICYCLE PARKING OR A SIGN LEADING THERETO SHALL BE LOCATED IN AN AREA VISIBLE FROM A PRIMARY ENTRANCE AREA AND NO FARTHER FROM A PRIMARY ENTRANCE THAN THE CLOSEST MOTOR VEHICLE PARKING SPACE, NOT INCLUDING DESIGNATED ACCESSIBLE PARKING, CARPOOL, OR VANPOOL SPACES. IT MAY ALSO BE LOCATED INSIDE THE BUILDING SERVED, IN A LOCATION THAT IS EASILY ACCESSIBLE FOR BICYCLES.
- B. A REQUIRED BICYCLE PARKING SPACE SHALL INCLUDE A SECURELY FIXED STRUCTURE THAT ALLOWS THE BICYCLE WHEEL AND FRAME TO BE LOCKED TO THE FACILITY, AND THAT SUPPORTS THE BICYCLE FRAME IN A STABLE POSITION WITHOUT DAMAGE TO THE BICYCLE, OR SHALL BE IN A BICYCLE LOCKER, LOCKABLE BICYCLE ENCLOSURE, OR LOCKABLE ROOM.
- C. A REQUIRED BICYCLE PARKING SPACE SHALL BE A MINIMUM OF SIX FEET LONG AND TWO FEET WIDE.
- D. THE SURFACING OF BICYCLE PARKING FACILITIES SHALL BE DESIGNED AND MAINTAINED TO BE CLEAR OF MUD AND SNOW.
- E. BICYCLE PARKING SHALL NOT OBSTRUCT PEDESTRIAN WALKWAYS, BUILDING ACCESS, OR USE AREAS.]

**[14. ~~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.~~**

**15. ~~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. The entrance 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. The building entrance shall also be visible (via an unobstructed line of sight) from a street or face a common private open space (21.07.030) that is visible from a street.

16. Enhanced primary entrance. An enhanced building entry is intended to provide an option for applicants to receive credit for a 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.

**17. 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.5.**
- 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 scale lighting, and/or bollards.**
- e. Ornamental gate and/or fence.]**

*(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.060F.16., Pedestrian Interactive Use, restore all the current code text of this subsection that AO 2022-80 amended, except to re-number the subsection from F.16. to F.15.)*

**15[18][16].** *Pedestrian-interactive* **use[building]** [USE]. A pedestrian-interactive **use[building]** [USE] is intended to provide **ground-floor[interior]** [GROUND-FLOOR] spaces that **strongly**[STRONGLY] engage the sidewalk with street-facing windows and entrances, **feature[and]**[FEATURE] activities and services that support neighborhood residents, and generally contribute to the **[activity level and quality of the]** pedestrian-**oriented**[-ORIENTED] environment **[of the neighborhood or district]**. The standards that follow apply where the term "pedestrian-interactive **use[building]** [USE]" is listed in this title as a requirement, special feature for a bonus, or a menu choice.

- a. A pedestrian-interactive use shall be any of the following uses that are permitted in the district: retail and pet services; financial institution providing banking services open to the public with at least one employee on site; food or beverage service; personal service; cultural facility; or the frontage of entryways or stairways through which such uses are principally accessed;**
- b. Retail sales uses that are permitted in the district shall be considered pedestrian-interactive uses,**

**except for the following types of retail sales uses:  
fueling station; building materials store.**

**c. The following uses supporting residential neighborhood and housing development are also considered pedestrian-interactive uses when permitted in the district: residential dwellings with individual front entries along the street; elementary school; middle or high school; health services; child care center.**

[A. A PEDESTRIAN-INTERACTIVE USE SHALL BE ANY OF THE FOLLOWING USES THAT ARE PERMITTED IN THE DISTRICT: RETAIL AND PET SERVICES; FINANCIAL INSTITUTION PROVIDING BANKING SERVICES OPEN TO THE PUBLIC WITH AT LEAST ONE EMPLOYEE ON SITE; FOOD OR BEVERAGE SERVICE; PERSONAL SERVICE; CULTURAL FACILITY; OR THE FRONTAGE OF ENTRYWAYS OR STAIRWAYS THROUGH WHICH SUCH USES ARE PRINCIPALLY ACCESSED;

B. RETAIL SALES USES THAT ARE PERMITTED IN THE DISTRICT SHALL BE CONSIDERED PEDESTRIAN-INTERACTIVE USES, EXCEPT FOR THE FOLLOWING TYPES OF RETAIL SALES USES: FUELING STATION; BUILDING MATERIALS STORE.

C. THE FOLLOWING USES SUPPORTING RESIDENTIAL NEIGHBORHOOD AND HOUSING DEVELOPMENT ARE ALSO CONSIDERED PEDESTRIAN-INTERACTIVE USES WHEN PERMITTED IN THE DISTRICT: RESIDENTIAL DWELLINGS WITH INDIVIDUAL FRONT ENTRIES ALONG THE STREET; ELEMENTARY SCHOOL; MIDDLE OR HIGH SCHOOL; HEALTH SERVICES; CHILD CARE CENTER.]

**d[a][D].** A pedestrian-interactive **use[building]** [USE] shall provide a primary entrance facing the street. Entrances at building corners facing a street may be used to satisfy this requirement.

**e[b][E].** A pedestrian-interactive **use[building]** [USE] shall contain habitable floor area at least 24 feet deep extending along **[a minimum of 50 percent of ]**the **full[FULL]** length of the ground-floor, street-facing building elevation **[in—Urban—Neighborhood Contexts], [and 30 percent elsewhere] allowing for**

[ALLOWING FOR]~~]. The habitable floor area may include~~ pedestrian and vehicle[AND VEHICLE] entrances, entry lobbies or atriums, and stairwells.

**f. A pedestrian-interactive use shall comply with subsection 21.06.030C.5., Maximum Setbacks, but the exceptions of subsection 21.06.030C.5.d. shall not be available.**

[F. A PEDESTRIAN-INTERACTIVE USE SHALL COMPLY WITH SUBSECTION 21.06.030C.5., MAXIMUM SETBACKS, BUT THE EXCEPTIONS OF SUBSECTION 21.06.030C.5.D. SHALL NOT BE AVAILABLE.]

**g[e][G]. Street-facing ground-floor**[GROUND-FLOOR] wall areas of a **pedestrian-interactive**~~[non-residential]~~ [PEDESTRIAN-INTERACTIVE] use shall be **67[50]**[67] percent visual access windows, **except that such wall areas for dwellings shall be at least 20 percent visual access windows. [or primary entrances on the ground floor, and 20 percent windows above the ground floor.]** [, EXCEPT THAT SUCH]

**d. Street-facing** [WALL AREAS FOR] **residential uses**[DWELLINGS] **shall be at least 20 percent** [VISUAL ACCESS] **windows**~~[or primary entrances in Urban Neighborhood Contexts and 10 percent in other areas.]~~

**h[e][H].** Where a building has three or more street frontages, these criteria apply along only two of the frontages.

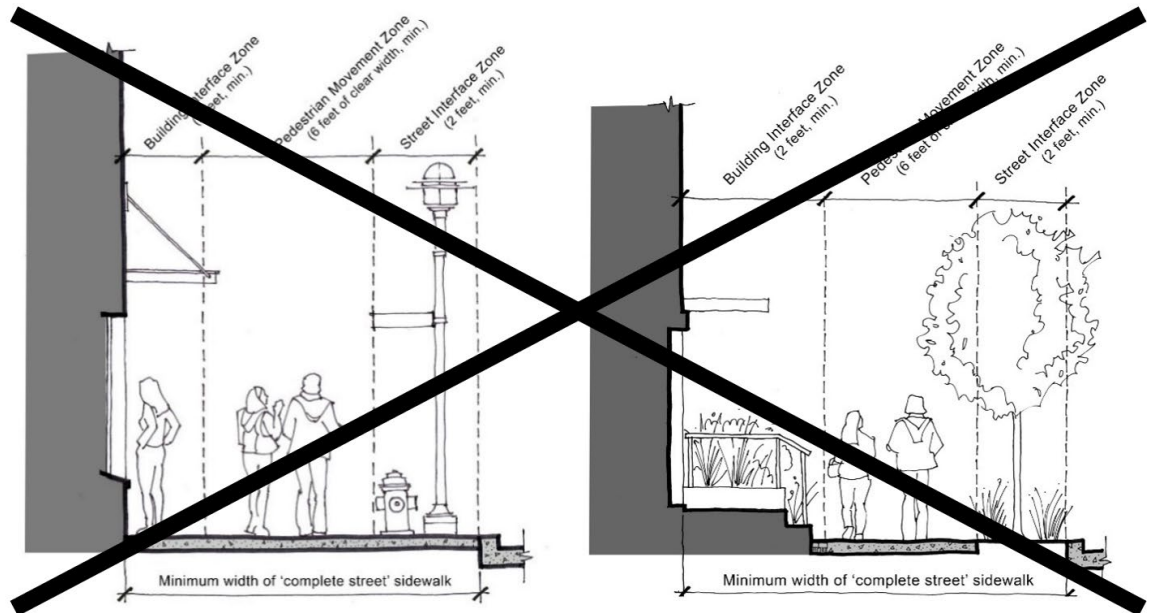
*(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.060F.17., Enhanced Sidewalk Option, restore all the current code text of this subsection that AO 2022-80 amended, except to re-number the subsection from F.17. to F.16.)*

**16[19]**[17]. Enhanced **street** sidewalk **option**[OPTION].

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]~~ **and access in mixed-use developments**[AND ACCESS IN MIXED-USE DEVELOPMENTS]. An enhanced **street**

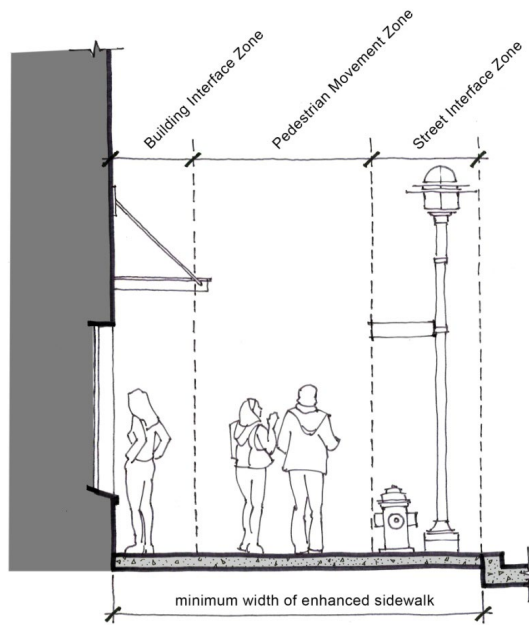
sidewalk environment[ENVIRONMENT] with “main  
complete”[MAIN] street” [(21.15.040)] style amenities may  
be provided in lieu of required site perimeter landscaping  
where it is logical to support a pedestrian zone[WHERE  
IT IS LOGICAL TO SUPPORT A PEDESTRIAN ZONE] as  
determined through an administrative site plan review, and  
subject to the following:

- a. The enhanced street] sidewalk width[cross-  
section] [WIDTH] 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 At  
least part of the development’s frontage along the  
enhanced sidewalk shall feature a principal  
building with a 20-foot maximum setback in  
compliance with subsection 21.06.030C.5. [AT  
LEAST PART OF THE DEVELOPMENT’S  
FRONTAGE ALONG THE ENHANCED SIDEWALK  
SHALL FEATURE A PRINCIPAL BUILDING WITH A  
20-FOOT MAXIMUM SETBACK IN COMPLIANCE  
WITH SUBSECTION 21.06.030C.5].





(Note to code revisor: Delete the pair of illustrations above and restore the current adopted illustration and caption as shown below.)



Enhanced ~~[Street]~~ Sidewalk[s] in a[A] Commercial ~~[and Residential]~~ Setting[s]

i. A public use easement shall be recorded for any part of the designated sidewalk to be located within the subject parcel

ii. Physical obstructions within the sidewalk's building interface zone, such as landscaping, entry stoops, or seating, shall extend no more than two feet into the minimum required 12 foot width, so that at least ten feet remain.

[I. A PUBLIC USE EASEMENT SHALL BE RECORDED FOR ANY PART OF THE DESIGNATED SIDEWALK TO BE LOCATED WITHIN THE SUBJECT PARCEL.

II. PHYSICAL OBSTRUCTIONS WITHIN THE SIDEWALK'S BUILDING INTERFACE ZONE, SUCH AS LANDSCAPING, ENTRY STOOPS, OR SEATING, SHALL EXTEND NO MORE THAN TWO FEET INTO THE MINIMUM REQUIRED 12 FOOT WIDTH, SO THAT AT LEAST TEN FEET REMAIN.]

b. The enhanced ~~[street]~~ sidewalk shall provide at least two-thirds the number of trees and shrubs [that would

~~otherwise have been~~ required for site perimeter landscaping.

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. **Improvements within the public right-of-way shall be consistent with the DCM and MASS.**

[II. IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSISTENT WITH THE DCM AND MASS.]

iii[III]. 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.

iv[iii][IV]. The owner shall maintain landscaping and amenities for the enhanced **[street]** sidewalk within the right-of-way, **and comply with the provisions for removal of snow and ice in AMC 24.80.090, 100, and 110**, AND COMPLY WITH THE PROVISIONS FOR REMOVAL OF SNOW AND ICE IN AMC 24.80.090, 100, AND 110].

v[iv][V]. 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.]**

**17[20]**[18]. *Parking courtyard.*

\*\*\*      \*\*\*      \*\*\*

(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)

**21.07.090 Off-Street Parking and Loading**

A. *Purpose.* This section **[ESTABLISHES OFF-STREET PARKING AND LOADING REQUIREMENTS ]**~~[to accommodate anticipated parking utilization in areas without public on-street parking management]~~ **[AS A NECESSARY PART OF THE DEVELOPMENT AND USE OF LAND, TO ENSURE THE SAFE AND ADEQUATE FLOW OF TRAFFIC IN THE PUBLIC STREET SYSTEM][, AND TO]** ensures that parking facilities~~[LOTS]~~ are designed to perform in a safe, efficient manner. It is also the intent of this section to attenuate the **[ADVERSE ]** visual, environmental, and economic impacts of parking facilities ~~[LOTS]~~, and **encourage** ~~[to balance the provision of adequate off-street parking with]~~ other modes of site access~~[that promote ]~~**[TO ACHIEVE][ A COMPACT AND EFFICIENT LAND USE PATTERN][, affordable housing, pedestrian-friendly environments, and other area-wide objectives]**. Specific objectives of this section **[PURPOSES]** include to:

1. **[ENSURE THAT OFF-STREET PARKING, LOADING, AND ACCESS DEMANDS WILL BE MET WITHOUT ]**~~[impacting adjoining and ]~~**[ADVERSELY AFFECTING OTHER ]**~~[NEARBY][properties,]~~ **LAND USES]**~~[,]~~ **AND NEIGHBORHOODS;**

~~[2.]~~ **Support**~~[Ensure ]~~the safe and adequate flow of traffic, pedestrians, and service vehicles in adjoining streets;

~~2~~~~[3]~~~~[2].~~ Provide for safe and orderly circulation and parking in parking and loading facilities, and minimize conflicts between pedestrians and vehicles;

~~[4]~~~~[3]~~~~[.~~ **ENCOURAGE THE EFFICIENT USE OF LAND]**~~[ AND ]~~~~[discourage]~~ **[AVOID]**~~[ THE ENCUMBRANCE OF MORE SPACE THAN IS NECESSARY FOR ]~~~~[anticipated ]~~~~[PARKING ]~~~~[utilization]~~~~[;]~~

~~[5.]~~ ~~Recognize, through parking reductions and lower parking requirements, the parking efficiencies of mixed-use development, mixed-income housing, pedestrian-friendly development patterns, proximity to public transportation, and other area-specific neighborhood characteristics;~~

~~[6.]~~ ~~Recognize, through area-specific exemptions from parking requirements, the parking efficiencies of public parking facilities, on-street parking management, and alternative travel mode incentives;~~

**[7][4]. IMPROVE THE VISUAL APPEARANCE OF PUBLIC STREET CORRIDORS BY ENCOURAGING BUILDINGS AND OTHER ATTRACTIVE SITE FEATURES TO BECOME MORE PROMINENT RELATIVE TO PARKING] [facilities] [LOTS] ~~[and driveways]~~];**

**~~[8. Manage the width and frequency of driveways along street frontages to provide adequate space for—and reduce conflicts with—snow clearing and snow storage in the right-of-way, on-street parking (where appropriate), and pedestrian facilities;]~~**

**3[9][5].** Provide for better pedestrian movement and encourage alternative modes of transportation consistent with cleaner air and water, greater transportation choice, and efficient infill and redevelopment by reducing [THE] expanses of parking [THAT MUST BE TRAVERSED BETWEEN DESTINATIONS]; **and**

[6. SUPPORT A BALANCED TRANSPORTATION SYSTEM THAT IS CONSISTENT WITH CLEANER AIR AND WATER, GREATER TRANSPORTATION CHOICES, AND EFFICIENT INFILL AND REDEVELOPMENT; AND]

**4[10].** Facilitate bicycle use by providing safe, secure, and convenient bike parking through minimum requirements for the type of bike parking facilities and the amount of bicycle spaces.~~]; and]~~

**[11][7] [. ALLOW FLEXIBILITY IN ADDRESSING VEHICLE PARKING, LOADING, AND ACCESS, INCLUDING] [PROVIDING FOR][ REDUCTIONS ][AND ALTERNATIVES] [TO ][MINIMUM][ PARKING REQUIREMENTS ][and mechanisms to manage parking needs while promoting development, reinvestment, and other community goals][.]**

B. *Applicability.*

1. *Generally.*

- a. The off-street parking and loading standards of this section 21.07.090 shall apply to all development in the municipality, including changes of use. **All areas used for off-street parking and loading shall meet the development and design standards of this section 21.07.090.**

b. Except for the off-street loading requirements of subsection 21.07.090G., all other requirements of this section shall apply to Girdwood, unless specifically preempted in chapter 21.09.

c. Except when specifically exempted, the requirements of this section shall apply to all temporary parking lots and parking facilities[LOTS] that are a principal use on a site.

2. ***[EXPANSIONS, RELOCATIONS, AND ENLARGEMENTS. A SITE TO WHICH A BUILDING IS RELOCATED SHALL PROVIDE] [THE] [REQUIRED PARKING AND LOADING SPACES] [per tables 21.07-7, 21.07-8, 21.07-11, and 21.07-14]. AN EXPANSION OR ENLARGEMENT THAT IS AN INCREASE IN THE FLOOR AREA OR OTHER MEASURE OF OFF-STREET PARKING AND LOADING REQUIREMENTS SHALL PROVIDE] [required parking and loading] [SPACES AS REQUIRED] [FOR THE INCREASE], except as provided otherwise in subsection 21.07.090F., Parking Reductions and Alternatives][.]***

[3. ***USE OF REQUIRED PARKING SPACES. REQUIRED PARKING SPACES SHALL BE AVAILABLE FOR THE PARKING OF PASSENGER AUTOMOBILES BY RESIDENTS, OCCUPANTS, CUSTOMERS, VISITORS, OR EMPLOYEES OF THE USE. REQUIRED PARKING SPACES] [shall][MAY] [NOT BE ASSIGNED, LEASED, OR RENTED IN ANY WAY TO A USE ON ANOTHER SITE, OR TO ANYONE WHO IS NOT A RESIDENT, OCCUPANT, CUSTOMER, GUEST, OR EMPLOYEE, EXCEPT FOR SHARED PARKING SITUATIONS] [as provided in subsection 21.07.090F.5][.]***[SEE SUBSECTION 21.07.090F.16. ALSO,] ***[R][R][REQUIRED PARKING SPACES SHALL NOT BE USED FOR THE PARKING OF EQUIPMENT OR FOR STORAGE OF GOODS OR ] [INOPERABLE][ VEHICLES.]***

[4.] ***Regulation of Parking Space Use.*** The providers of ***[REQUIRED]*** off-street parking spaces may reasonably control the users thereof by means that may include, but are not limited to, restricting all parking to the users of the facility; parking lot attendants; control gates; tow-away areas; areas for exclusive use by employees, tenants, or staff; areas restricted for use by customers or visitors; and imposing time limitations on users. Fees may be charged for the use of required parking[, ]***[however required parking shall not in any way be made unavailable for the use served, except as provided otherwise in this title]***[SUBJECT TO

APPROVAL OF THE TRAFFIC ENGINEER. PRIOR TO APPROVAL OF THE PERMIT THE TRAFFIC ENGINEER MAY REVIEW ALL METHODS OF CONTROL AND MAY DISAPPROVE OF ANY RESTRICTION SUCH AS FEES THAT ADVERSELY AFFECTS THE PURPOSE OF THIS SECTION]. The municipality may enforce any approved parking plan or restrictions through any of the code enforcement provisions set forth in chapter 21.14, Enforcement.

**3[5].** *Parking Nonconformities.* When a site is out of compliance with this section **21.07.090[AS TO THE NUMBER OF REQUIRED OR ALLOWED PARKING SPACES]**, section 21.13.060, *Characteristics of Use*, applies.

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

(Note to Code Revisor: Subsection C.4. below was not included in AO 2022-80 as introduced by the Assembly but is included in the S-Version and deleted as shown. Subsection C.5. is re-numbered to C.4.)

4. **[OCCUPANCY LOAD FACTORS. WHERE PARKING REQUIREMENTS FOR ASSEMBLY ROOMS OR OTHER USES ARE BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23, THE OCCUPANCY LOAD FACTORS OF AMC TITLE 23 SHALL NOT BE ADJUSTED.]**

**[5.]** *Additional computation standards.*

a. *Off-Street Loading Space.* Required off-street loading space shall not be included as off-street parking spaces in computation of required or allowed number of off-street parking spaces, unless approved by the traffic engineer.

b. **[FLEET VEHICLE PARKING. FOR THE PURPOSE OF CALCULATING PARKING REQUIREMENTS, FLEET VEHICLE PARKING SHALL NOT COUNT AGAINST EITHER THE MINIMUM OR MAXIMUM REQUIREMENTS.]**

**[c.]** *Areas that Do Not Count Toward [MINIMUM BUT NOT] Maximum Parking Requirements.* For the purpose of calculating parking requirements, the following types of parking spaces shall not count against the maximum parking requirement[, **BUT SHALL COUNT TOWARD THE MINIMUM REQUIREMENT**]:

- i. Accessible parking spaces;
  - ii. Parking spaces set aside for p[P]assenger loading [ZONES SPACES ]including taxicab stands and ride hailing service spaces, provided that such spaces are not required by the traffic engineer pursuant to subsection 21.07.090I.;
  - iii. Vanpool and carpool parking spaces;
  - iv. Stacked, tandem, and full-time attendant (valet) parking spaces in conformance with subsection 21.07.090H.9[42].;
  - v. User-paid parking such as unbundled parking;
  - vi. Parking spaces with electric vehicle supply equipment (EVSE) for EV charging;
  - vii. **Fleet vehicle parking;**
- viii[vii][IV]. Parking spaces provided as the required parking for a use on another parcel through a municipally approved shared parking or off-site parking agreement; and
- ix[viii][V]. Parking structures, underground parking, and parking within, above, or beneath the building(s) it serves.

**~~[d.] Reductions to Required Parking Not Applicable to Accessible Parking Spaces or Passenger Loading. The following types of parking spaces shall not be reduced by the area-specific parking requirements or exemptions established in 21.07.090E.2. or the parking reductions and alternatives in 21.07.090F.:~~**

- ~~i. Required accessible (ADA) parking spaces pursuant to subsection 21.07.090J.~~**
- ~~ii. Required passenger loading spaces pursuant to subsection 21.07.090I.]~~**

D. *Parking Lot Layout and Design Plan.*

1. *Applicability.* For all commercial, commercial marijuana, mixed-use, industrial, community, multifamily, and townhouse residential developments **that provide off-street parking**, the applicant shall submit a parking facility layout, circulation,

and design plan for review and approval by the traffic engineer. The plan shall contain sufficient detail to enable the traffic engineer and the director to verify compliance with this section 21.07.090. Subject to approval of the traffic engineer, the parking layout and design plan may be combined with other plans required under this title, such as the landscaping plan required in 21.07.080, Landscaping, Screening, and Fences.

*(Note to Code Revisor: Subsection D.1. above was not included in AO 2022-80 as introduced by the Assembly but is included in the S-Version and is amended as shown.)*

2. *Minimum Plan Requirements.*

- a. The parking facility layout, circulation, and design plan shall be prepared by a design professional and stamped by a professional registered with the Alaska State Board of Registration for Architects, Engineers, and Land Surveyors, except that parking lots with fewer than 20 parking spaces shall be exempt.
- b. The parking facility layout, circulation, and design plan shall include:
  - i. Location of permanent or temporary snow storage areas with calculations per 21.07.040F.;
  - ii. Location of required landscaping areas, refuse screening, and fences;
  - iii. Location of required pedestrian sidewalks and walkways per 21.07.060E. Show dimensions for sidewalk widths and grades with spot elevations;
  - iv. Off-street parking and loading calculation for all uses located on the site per tables 21.07-~~5[7]~~[4] and 21.07-~~7[11]~~[6];
  - v. Parking space and loading berth locations. Include number of spaces provided, typical space dimensions, and grades per 21.07.090H.;
  - vi. Where loading facilities or on-site refuse collection are provided, show commercial truck circulation and truck turning radii when required by the traffic engineer;



vii[VI]. Show all parking facility[AREA] circulation patterns including location of curbed end islands at end of parking rows. Provide dimensions for the width of the circulation aisles, and show grades with spot elevations[ **PER 21.07.090H.**];

viii[VII]. Location of accessible parking spaces and access aisles per 21.07.090J.;

ix[VIII]. Location of passenger loading zones and spaces [IF REQUIRED ]per 21.07.090I.;

x. Emergency access, fire lanes, and refuse collection;

xi[IX]. Vehicle drive-throughs, vehicle queueing spaces and dimensions including vehicle-to-vehicle separation if required per 21.07.090 L.;

xii[X]. Number, location and dimensions of bicycle parking spaces if required per 21.07.090K.;

xiii[XI]. Driveways to streets and alleys. Provide dimensions for throat width/depth, landing grades, and driveway slope including spot elevations. Show sight distance triangles per the m[M]unicipal d[D]riveway s[S]tandards;

xiv[XII]. On site traffic control signage and locations. Provide a sign summary table that indicates Sign ID, MUTCD/ATMS sign designation, description, and the direction the sign is facing;

xv[XIII]. Required parking lot lighting locations, lighting calculations and glare statement, except that parking lots with fewer than 10 parking spaces serving three- and four-unit multifamily uses are exempt from providing a lighting engineering plan; and

xvi[XIV]. Location of significant drainage elements such as manholes, catch basin, and drainage swales.

- c. The traffic engineer shall ensure that provisions have been made for minimum interference with street traffic flow and safe interior vehicular and pedestrian circulation, transit, and parking.

E. *Off-Street Parking Requirements*

1. *Minimum Number of Spaces Required.* **Off-street parking spaces are not required, except:**

- a. **Accessible (ADA) parking spaces may be required, as provided in subsection 21.07.090J.;**
- b. **Passenger loading spaces may be required, as provided in subsection 21.07.090I.;**
- c. **Bicycle parking spaces may be required, as provided in subsection 21.07.090K.; and**
- d. **All areas used for off-street parking shall be constructed as parking facilities that meet the standards of section 21.07.090H., *Parking and Loading Facility Design Standards.***

[UNLESS OTHERWISE EXPRESSLY STATED IN THIS TITLE, O]~~[Q]~~**FF-STREET PARKING SPACES SHALL BE PROVIDED IN ACCORDANCE WITH this subsection 21.07.090E.**[TABLE 21.07-4, OFF-STREET PARKING SPACES REQUIRED, AND SUBSECTION E.2. BELOW][. REDUCTIONS ][, EXEMPTIONS][ AND ALTERNATIVES TO THE ]~~[requirements of this subsection ]~~[REQUIRED MINIMUM NUMBER OF PARKING SPACES][ ARE PROVIDED IN SUBSECTION 21.07.090F., ]~~[Parking Reductions and Alternatives ]~~[BELOW][.]

2. ~~**Area-specific Parking Requirements. Lower parking requirements for specific areas that have less parking utilization and more alternative transportation options are set forth in table 21.07-7.**~~[MINIMUM OF THREE PARKING SPACES. WHERE A USE IS REQUIRED TO PROVIDE OFF-STREET PARKING AND THE AMOUNT SPECIFIED IN TABLE 21.07-4 WOULD RESULT IN FEWER THAN THREE SPACES BEING REQUIRED FOR THE USE, THE USE SHALL PROVIDE AT LEAST THREE PARKING SPACES INCLUDING ONE VAN-ACCESSIBLE PARKING SPACE PURSUANT TO SUBSECTION 21.07.090J. WHERE THERE ARE MULTIPLE USES LOCATED ON A SITE, THE USES MAY SHARE THE ACCESSIBLE SPACE AS LONG

AS THE REQUIREMENTS OF SUBSECTION 21.07.090J.1. ARE MET. PARKING REDUCTIONS IN SUBSECTION 21.07.090F. SHALL ALSO COMPLY WITH THIS SUBSECTION E.2. THE MINIMUM OF THREE PARKING SPACES SHALL NOT APPLY TO USES IN THE DT DISTRICTS, RESIDENTIAL HOUSEHOLD LIVING USES, COMMUNITY GARDENS, PARKS AND OPEN SPACE, UTILITY SUBSTATIONS, OR FUELING STATIONS AND FOOD AND BEVERAGE KIOSKS THAT ARE EXCLUSIVELY FOR DRIVE-THROUGH CUSTOMERS.]

**TABLE 21.07-7: AREA-SPECIFIC PARKING REQUIREMENTS**

<u>Areas</u>	<u>Applicability</u>	<u>Minimum Spaces Required</u>
<u>Downtown (DT) zoning districts</u>	<u>All Developments</u>	<u>No off-street parking is required, as provided in 21.11.070F.</u>
<u>Traditional Urban Neighborhood Context (Section 21.07.015D., Map 21.07-1.)</u>	<u>All Developments</u>	<u>65% of the minimum spaces required in table 21.07-8.</u>
<u>Edge Urban Neighborhood Context (Section 21.07.015D., Maps 21.07-1 thru -3.)</u>	<u>All Developments</u>	<u>75% of the minimum spaces required in table 21.07-8.</u>
<u>Transit Supportive Development Corridors outside of Traditional Urban and Edge Urban Neighborhood Context areas (Section 21.07.015D., Maps 21.07-1 thru -4.)</u>	<u>All Developments</u>	<u>90% of the minimum spaces required in table 21.07-8.</u>
<u>Parking Benefit Districts established pursuant to Title 9, Traffic</u>	<u>All Developments</u>	<u>No off-street parking is required, subject to subsection 21.07.090E.7.</u>
<u>Girdwood</u>	<u>See section 21.09.070L. for area-specific parking requirements in Girdwood.]</u>	

**[3. Use-specific parking requirements. All development in the Municipality not addressed in the area-specific parking requirements in table 21.07-7 shall provide off-street parking spaces in accordance with table 21.07-8.]**

(Note to Code Revisor: Delete Table 21.07-4: Off-Street Parking Spaces Required, in full, as shown below.)

**[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED]**  
**[(“DU” = DWELLING UNIT; “SF” = SQUARE FEET; “GFA” = GROSS FLOOR AREA)]**

<u>[USE CATEGORY]</u>	<u>[USE TYPE]</u>	<u>[MINIMUM SPACES REQUIRED]</u>	<u>[SEE LOADING SUBSECTION 21.07.090G.]</u>
<u>[RESIDENTIAL USES]</u>			
<u>[HOUSEHOLD LIVING]</u>	<u>[DWELLING, MIXED-USE, MULTIFAMILY,</u>	<u>[1 PER STUDIO OR EFFICIENCY OR ONE BEDROOM DU</u>	<u>[X]</u>

[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	SINGLE-FAMILY ATTACHED, TWO-FAMILY, AND TOWNHOUSE]	ADD 0.5 SPACES FOR EACH ADDITIONAL BEDROOM ADD 0.25 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU WITH SINGLE-FAMILY OR TWO-FAMILY STYLE CONSTRUCTION ADD 0.15 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU WITH TOWNHOUSE STYLE CONSTRUCTION ADD 0.10 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU, WITH A MINIMUM OF 1 GUEST SPACE ADD 0.10 GUEST PARKING SPACES FOR EACH MIXED-USE DU, WITH A MINIMUM OF 1 GUEST SPACE]	
	[DWELLING, SINGLE-FAMILY DETACHED ]	[2 PER DU UP TO 2,400 SQUARE FEET; 3 PER DU OVER 2,400 SQUARE FEET, INCLUDING ANY UNFINISHED AREA WHICH MAY BE CONVERTED TO LIVING AREA]	
	[ACCESSORY DWELLING UNIT (ADU)]	[SEE SUBSECTION 21.05.070D.]	
	[ALL OTHER HOUSEHOLD LIVING USES]	[2 PER DU]	
[GROUP LIVING]	[ASSISTED LIVING FACILITY (9+ CLIENT CAPACITY)]	[1 PER 4 BEDS PLUS 1 PER 350 SF OF OFFICE AREA PLUS REQUIREMENT FOR DWELLING, IF LOCATED IN A DWELLING]	[X]
	[CORRECTIONAL COMMUNITY RESIDENTIAL CENTER]	[1 PER 2,000 SF GFA]	[X]
	[HABILITATIVE CARE FACILITY]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 800 SF GFA]	[X]
	[ROOMINGHOUSE]	[0.6 PER GUESTROOM]	[X]
	[TRANSITIONAL LIVING FACILITY]	[1 PER 2 BEDS PLUS 1 PER 4 PERSONS IN PRINCIPAL ASSEMBLY AREA BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
[COMMUNITY USES]			
[ADULT CARE]	[ADULT CARE FACILITY, 3-8 PERSONS]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 2,000 SF GFA (PLUS REQUIREMENT FOR PRINCIPAL USE, IF APPROVED AS ACCESSORY USE)]	
	[ADULT CARE FACILITY, 9+ PERSONS]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 2,000 SF GFA]	[X]
[CHILD CARE]	[CHILD CARE HOME]	[NO ADDITIONAL REQUIREMENTS BEYOND THOSE REQUIRED FOR THE DWELLING UNIT IF THE ESTABLISHMENT IS FOR FEWER THAN 9 CHILDREN AND IS NOT LOCATED IN A DWELLING, THEN THE REQUIREMENT IS AS PROVIDED IN SUBSECTION 21.07.090E.2.]	
	[CHILD CARE CENTER, 9-15 CHILDREN]	[1 SPACE IN ADDITION TO WHAT IS REQUIRED FOR THE DWELLING]	

[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[CHILD CARE CENTER, MORE THAN 15 CHILDREN]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF CHILDREN, PER 800 SF GFA]	
[COMMUNITY SERVICE]	[CEMETERY OR MAUSOLEUM]	[SEE SUBSECTION 21.07.090E.3.]	
	[COMMUNITY CENTER OR RELIGIOUS ASSEMBLY]	[1 PER 5 PERSONS IN PRINCIPAL ASSEMBLY AREA BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[CREMATORIUM]	[1 PER 4 PERSONS IN THE MAIN CHAPEL BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	
	[FAMILY SELF-SUFFICIENCY SERVICE]	[1 PER 300 SF GFA]	
	[GOVERNMENT ADMINISTRATION AND CIVIC BUILDINGS]	[1 PER 300 SF GFA]	[X]
	[HOMELESS AND TRANSIENT SHELTER]	[1 PER 300 SF ADMINISTRATIVE AREA, AND 1 PER 20 PILLOWS]	
	[NEIGHBORHOOD RECREATION CENTER]	[SEE SUBSECTION 21.07.090E.3.]	
	[SOCIAL SERVICE FACILITY]	[1 PER 300 SF GFA]	
[CULTURAL FACILITY]	[AQUARIUM]	[1 PER 500 SF GFA]	[X]
	[BOTANICAL GARDENS]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[LIBRARY]	[1 PER 400 SF GFA]	[X]
	[MUSEUM OR CULTURAL CENTER]	[1 PER 400 SF GFA]	[X]
	[ZOO]	[1 PER 5,000 SF OF SITE AREA]	[X]
	[ALL OTHER USES]	[1 PER 400 SF GFA OR 1 PER 10,000 SF OF SITE AREA FOR OUTDOOR USES]	[X]
[EDUCATIONAL FACILITY]	[BOARDING SCHOOL]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[COLLEGE AND UNIVERSITY]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[COMPUTER-AIDED LEARNING CENTER]	[1 PER 300 SF OF ENCLOSED FLOOR SPACE]	[X]
	[ELEMENTARY SCHOOL AND MIDDLE SCHOOL]	[1 PER 6 STUDENTS, BASED ON STATE OF ALASKA EED CAPACITY PROVISIONS]	[X]
	[HIGH SCHOOL]	[6 PER CLASSROOM WHERE THE TRAFFIC ENGINEER HAS REASON TO BELIEVE THAT, BASED ON SIMILAR OR COMPARABLE SCHOOLS, PARKING STUDY DATA, OR OTHER INFORMATION, THAT PARKING DEMAND FOR THE PROPOSED HIGH SCHOOL DEVELOPMENT IS LIKELY TO EXCEED THE REQUIREMENT, THE TRAFFIC ENGINEER MAY REQUIRE UP TO 1 PARKING SPACE PER 3 STUDENTS, BASED ON STATE OF ALASKA EED CAPACITY PROVISIONS.]	[X]

[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[INSTRUCTIONAL SERVICES]	[6 PER CLASSROOM, PLUS 1 PER 300 SQUARE FEET OF DANCE OR OTHER TRAINING AREA]	[X]
	[VOCATIONAL OR TRADE SCHOOL]	[1 PER 2 STUDENTS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
[HEALTH CARE FACILITY]	[HEALTH SERVICES, INCLUDING OUTPATIENT MEDICAL AND DENTAL OFFICES, CO-LOCATED WITH A HOSPITAL/ HOSPITAL CAMPUS OTHER HEALTH SERVICES, INCLUDING OUTPATIENT MEDICAL AND DENTAL OFFICES]	[1 PER 250 SF GFA]  [1 PER 300 SF GFA]	[X]
	[HOSPITAL/ HEALTH CARE FACILITY]	[1 PER 2 BEDS, BASED ON MAXIMUM CAPACITY, PLUS 1 PER 350 SF OF OFFICE AND ADMINISTRATIVE AREA]	[X]
	[NURSING FACILITY]	[1 PER 4 BEDS, BASED UPON MAXIMUM CAPACITY.]	[X]
[PARK AND OPEN AREA]	[COMMUNITY GARDEN]	[1 PER 5,000 SF OF LOT AREA]	
	[PARK, PUBLIC OR PRIVATE]	[SEE SUBSECTION 21.07.090E.3. PLAYFIELDS (SOCCER, BASEBALL, ETC.) SHALL HAVE MINIMUM OF 25 SPACES PER FIELD, UNLESS OTHERWISE APPROVED BY THE TRAFFIC ENGINEER, FOR UP TO FOUR FIELDS. FACILITIES WITH MORE THAN FOUR FIELDS SHALL BE SUBJECT TO THE DETERMINATION OF THE TRAFFIC ENGINEER.]	
[PUBLIC SAFETY FACILITY]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	
[TRANSPORTATION FACILITY]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	[X]
[UTILITY FACILITY]	[UTILITY FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[UTILITY SUBSTATION, WIND ENERGY CONVERSION SYSTEM]	[SEE SUBSECTION 21.07.090E.3.]	
[COMMUNICATION STRUCTURES]	[ALL USES]	[NONE]	
[COMMERCIAL USES]			
[AGRICULTURAL USES]	[COMMERCIAL HORTICULTURE]	[SEE SUBSECTION 21.07.090E.3.]	[X]

[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
[ANIMAL SALES, SERVICE & CARE]	[ANIMAL BOARDING]	[1 PER 800 SF GFA]	
	[ANIMAL SHELTER]	[1 PER 400 SF GFA]	
	[LARGE DOMESTIC ANIMAL FACILITY, PRINCIPAL USE]	[1 PER 4 SEATS OR 1 PER STALL, WHICHEVER IS GREATER]	
	[RETAIL AND PET SERVICES]	[1 PER 350 SF GFA]	[X]
	[VETERINARY CLINIC]	[1 PER 600 SF GFA]	[X]
[ASSEMBLY]	[CIVIC/CONVENTION CENTER]	[1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[CLUB/LODGE/MEETING HALL]	[1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
[ENTERTAINMENT AND RECREATION]	[AMUSEMENT ESTABLISHMENT BOWLING ALLEY BINGO PARLOR  INDOOR SHOOTING RANGE]	[INDOOR ENTERTAINMENT FACILITY: 1 PER 300 SF GFA 4 PER BOWLING LANE 1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.  1 PER TARGET AREA, OR 1 PER 5 SEATS, WHICHEVER IS GREATER]	
	[ENTERTAINMENT FACILITY, MAJOR]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[FITNESS AND RECREATIONAL SPORTS CENTER]	[1 PER 300 SF GFA]	[X]
	[GENERAL OUTDOOR RECREATION, COMMERCIAL]	[SEE SUBSECTION 21.07.090E.3.]	
	[GOLF COURSE]	[4 PER GREEN]	
	[GOLF DRIVING RANGE]	[0.5 PER TEE]	
	[MOTORIZED SPORTS FACILITY]	[1 PER 2 SPECTATOR SEATS IN A STRUCTURE SUCH AS A GRANDSTAND, STADIUM; OR 1 PER 2,000 SF OF SITE AREA; WHICHEVER IS GREATER]	[X]
	[MOVIE THEATER]	[1 PER 4 PERSONS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[NIGHTCLUB]	[1 PER 3 PERSONS BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23]	[X]
	[SHOOTING RANGE, OUTDOOR]	[1 PER TARGET AREA, OR 1 PER 5 SEATS, WHICHEVER IS GREATER]	
	[SKIING FACILITY, ALPINE]	[SEE SUBSECTION 21.07.090E.3.]	
	[THEATER COMPANY OR DINNER THEATER]	[1 PER 4 PERSONS BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23]	[X]
[FOOD AND BEVERAGE SERVICE]	[BAR]	[1 PER 100 SF GFA]	[X]
	[FOOD AND BEVERAGE KIOSK]	[0 PER ESTABLISHMENT, PLUS VEHICLE QUEUING SPACES]	

[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[RESTAURANT]	[1 PER 100 SF GFA FOR SEATING AREA 1 PER 125 SF GFA FOR DRIVE-THROUGH RESTAURANTS SEATING AREA (PLUS VEHICLE QUEUING SPACES) 1 PER 400 SF GFA FOR KITCHEN AREA 1 PER 1000 SF GFA FOR STORAGE AREA]	[X]
[OFFICE]	[BROADCASTING FACILITY]	[1 PER 350 SF GFA]	
	[FINANCIAL INSTITUTION]	[1 PER 350 SF GFA (PLUS VEHICLE QUEUING SPACES IF DRIVE-THROUGH IS PROVIDED)]	[X]
	[OFFICE, BUSINESS OR PROFESSIONAL]	[1 PER 350 SF GFA]	[X]
[PERSONAL SERVICE, REPAIR, AND RENTAL]	[BUSINESS SERVICE ESTABLISHMENT]	[1 PER 500 SF GFA]	[X]
	[FUNERAL SERVICES]	[1 PER 4 PERSONS IN MAIN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[GENERAL PERSONAL SERVICES]	[1 PER 400 SF GFA]	[X]
	[SMALL EQUIPMENT RENTAL]	[1 PER 400 SF GFA]	[X]
[RETAIL SALES]	[AUCTION HOUSE]	[1 PER 300 SF GFA]	[X]
	[BUILDING MATERIALS STORE]	[1 PER 600 SF GFA AND OUTDOOR DISPLAY AREA]	[X]
	[CONVENIENCE STORE]	[1 PER 350 SF GFA]	[X]
	[FARMERS MARKET]	[SEE SUBSECTION 21.07.090E.3.]	
	[FUELING STATION]	[1 PER ATTENDANT FOR STAND-ALONE FUELING STATIONS; ALSO REFER TO SUBSECTION 21.07.090L.2. FOR QUEUING REQUIREMENT]	
	[FURNITURE AND HOME APPLIANCE STORE]	[1 PER 800 SF GFA]	[X]
	[GENERAL RETAIL]	[1 PER 350 SF GFA]	[X]
	[GROCERY OR FOOD STORE]	[1 PER 250 SF GFA]	[X]
	[LIQUOR STORE]	[1 PER 400 SF GFA]	[X]
	[PAWNSHOP]	[1 PER 350 SF GFA]	[X]
[VEHICLES AND EQUIPMENT]	[AIRCRAFT AND MARINE VESSEL SALES]	[1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA; 1 PER 400 SF INDOOR FLOOR AREA]	[X]
	[VEHICLE PARTS AND SUPPLIES]	[1 PER 400 SF GFA; 1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA]	[X]
	[VEHICLE – LARGE AND SMALL, SALES VEHICLE – LARGE AND SMALL, RENTAL]	[1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA; 1 PER 400 SF INDOOR FLOOR AREA 1 PER 400 SF OF INDOOR FLOOR AREA]	[X]



[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[VEHICLE SERVICE AND REPAIR, MAJOR AND MINOR]	[0.5 PER CAR WASH BAY; 4 PER OTHER SERVICE BAY (PROVIDED THAT ALL VEHICLES IN CUSTODY OF OPERATOR OF BUSINESS FOR PURPOSE OF SERVICE, REPAIR OR STORAGE SHALL BE STORED ON PREMISES OR ON A SEPARATE OFF-STREET PARKING LOT OR BUILDING)]	
[VISITOR ACCOMMODATIONS]	[CAMPER PARK]	[1 SPACE PER 10 RECREATIONAL VEHICLE OR TENT CAMPING SPACES]	
	[EXTENDED-STAY LODGINGS]	[1 PER GUESTROOM OR ONE BEDROOM UNIT; 1.25 PER TWO BEDROOM UNIT; 1.5 PER THREE BEDROOM OR MORE UNIT; PLUS 1 PER 4 PERSONS IN MEETING ROOMS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
	[HOSTEL]	[1 PER 600 SF GFA]	
	[HOTEL, MOTEL AND INN]	[0.9 PER GUESTROOM, PLUS 1 PER 4 PERSONS IN MEETING ROOMS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
	[RECREATIONAL AND VACATION CAMP]	[SEE SUBSECTION 21.07.090E.3.]	
[MARIJUANA USES]			
[MARIJUANA USES]	[MARIJUANA CULTIVATION FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[MARIJUANA MANUFACTURING FACILITY]	[1 PER 400 SF GFA]	[X]
	[MARIJUANA TESTING FACILITY]	[1 PER 350 SF GFA]	
	[MARIJUANA RETAIL SALES ESTABLISHMENT]	[1 PER 350 SF GFA]	[X]
[INDUSTRIAL USES <sup>11</sup> ]			
[INDUSTRIAL SERVICE <sup>11</sup> ]	[DATA PROCESSING FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[DRY CLEANING ESTABLISHMENT]	[1 PER 750 SF DRY CLEANING PLANT AREA PLUS 1 PER 600 SF OF CUSTOMER SERVICE AREA]	[X]
	[GENERAL INDUSTRIAL SERVICE, CONTRACTOR AND SPECIAL TRADES, LIGHT]	[1,000-3,000 SF GFA: 1 PER 750 SF GFA; ADD 1 SPACE PER EACH 1,000 SF GFA ABOVE 3,000 SF GFA, UP TO 5,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 5,000 SF GFA, UP TO 50,000 SF GFA; ADD 1 SPACE PER EACH 2,000 SF GFA ABOVE 50,000 SF GFA]	[X]
	[GOVERNMENTAL SERVICE]	[1 PER 600 SF GFA]	[X]
	[HEAVY EQUIPMENT, SALES AND RENTAL]	[1 PER 400 SF INDOOR FLOOR AREA]	[X]
	[RESEARCH LABORATORY]	[1 PER 350 SF GFA]	[X]

[TABLE 21.07-][8][4]: OFF-STREET PARKING ][REQUIREMENTS BY LAND USE ][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
[MANUFACTURING AND PRODUCTION <sup>11</sup> ]	[COMMERCIAL FOOD PRODUCTION]	[1 PER 400 SF GFA FOR CATERING; 1 PER 800 SF GFA FOR FOOD PROCESSING]	[X]
	[COTTAGE CRAFTS]	[1 PER 600 SF GFA]	
	[MANUFACTURING (GENERAL, HEAVY, AND LIGHT)]	[1,000-3,000 SF GFA: 1 PER 750 SF GFA; ADD 1 SPACE PER EACH 1,000 SF GFA ABOVE 3,000 SF GFA, UP TO 5,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 5,000 SF GFA,]	[X]
	[NATURAL RESOURCE EXTRACTION]	[SEE SUBSECTION 21.07.090E.3.]	
[MARINE FACILITY <sup>11</sup> ]	[AQUACULTURE]	[SEE SUBSECTION 21.07.090E.3.]	
	[FACILITY FOR COMBINED MARINE AND GENERAL CONSTRUCTION]	[SEE SUBSECTION 21.07.090E.3.]	
	[MARINE OPERATIONS]	[SEE SUBSECTION 21.07.090E.3.]	
	[MARINE WHOLESALING]	[1 PER 800 SF GFA]	[X]
[WAREHOUSE AND FREIGHT MOVEMENT <sup>11</sup> ]	[BULK STORAGE OF HAZARDOUS MATERIALS]	[SEE SUBSECTION 21.07.090E.3.]	
	[IMPOUND YARD]	[1 PER 500 SF GFA, PLUS 1 PER 5,000 SF OF OUTDOOR STORAGE AREA]	
	[MOTOR FREIGHT TERMINAL]	[SEE WAREHOUSE OR WHOLESALE ESTABLISHMENT]	[X]
	[SELF-STORAGE FACILITY]	[1 PER 75 SELF-STORAGE UNITS, PLUS VEHICLE QUEUING SPACES FOR SECURITY GATE. AISLES SUITABLE FOR TEMPORARY LOADING AND UNLOADING MAY BE COUNTED AS REQUIRED PARKING SPACES IN ACCORDANCE WITH TABLE 21.07-4 AS DETERMINED BY THE TRAFFIC ENGINEER.  1 PER 75 VEHICLE/BOAT STORAGE SPACES]	[X]
	[STORAGE YARD]	[1 PER 2,000 SF OF OUTDOOR STORAGE AREA]	
	[WAREHOUSE OR WHOLESALE ESTABLISHMENT, GENERAL OR LIGHT]	[1,000-10,000 SF GFA: 1 PER 1,000 SF GFA; ADD 1 SPACE PER EACH 1,250 SF GFA ABOVE 10,000 SF GFA, UP TO 50,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 50,000 SF GFA,]	[X]
[WASTE AND SALVAGE]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	
[NOTES: <sup>11</sup> THE OFF-STREET PARKING REQUIREMENTS FOR INDUSTRIAL USES IN THIS SCHEDULE A SHALL NOT INCLUDE SPACE DEVOTED TO OFFICE OR OTHER NON-INDUSTRIAL RELATED USE. WHERE A WAREHOUSING OR INDUSTRIAL FACILITY CONTAINS OFFICE OR OTHER NON-INDUSTRIAL RELATED USE, OFF-STREET PARKING FOR SUCH SPACES SHALL BE COMPUTED USING THE REQUIREMENTS SET FORTH IN THIS TABLE.]			

1  
2  
3  
4

[4][3]. [USES NOT LISTED OR THAT HAVE NO SPECIFIC REQUIREMENT. IN THE CASE OF A USE OR CATEGORY OF USES NOT LISTED IN TABLE 21.07-4, OR THAT IS

1 LISTED WITHOUT A SPECIFIC PARKING REQUIREMENT,  
2 THE REQUIREMENTS FOR OFF-STREET PARKING  
3 FACILITIES SHALL BE DETERMINED BY THE DIRECTOR  
4 AND THE TRAFFIC ENGINEER. SUCH DETERMINATION  
5 SHALL BE BASED UPON THE REQUIREMENTS FOR THE  
6 USE SPECIFIED IN TABLE 21.07-4 THAT IS MOST  
7 NEARLY COMPARABLE TO THE UNSPECIFIED USE,  
8 TRAFFIC ENGINEERING PRINCIPLES, AND/OR PARKING  
9 STUDIES. ANY PARKING STUDY PREPARED BY THE  
10 APPLICANT SHALL INCLUDE ESTIMATES OF PARKING  
11 DEMAND BASED ON RECOMMENDATIONS OF THE  
12 INSTITUTE OF TRANSPORTATION ENGINEERS (ITE), OR  
13 OTHER ACCEPTABLE ESTIMATES AS APPROVED BY  
14 THE TRAFFIC ENGINEER, AND SHALL INCLUDE OTHER  
15 RELIABLE DATA COLLECTED FROM USES OR  
16 COMBINATIONS OF USES THAT ARE THE SAME AS OR  
17 COMPARABLE WITH THE PROPOSED USE.  
18 COMPARABILITY SHALL BE DETERMINED BY DENSITY,  
19 SCALE, BULK, AREA, TYPE OF ACTIVITY, AND  
20 LOCATION. THE STUDY SHALL DOCUMENT THE  
21 SOURCE OF DATA USED TO DEVELOP THE  
22 RECOMMENDATIONS.]  
23

24 *(Note to Code Revisor: The content of the following subsection 21.07.090E.4. was*  
25 *not included in AO 2022-80. It is included in the S-Version and amended as shown*  
26 *below. It is re-numbered to 21.07.090E.2.)*  
27

28 **[5]**[4]. *Maximum number of spaces permitted.*  
29

- 30 a. *Purpose.* The purpose of this subsection is to establish  
31 an upper limit on the number of parking spaces allowed  
32 **[IN ORDER]** to promote efficient use of land, enhanced  
33 urban design, a safe and walkable pedestrian  
34 environment, alternative modes of transportation, and  
35 to protect air and water quality. Exceptions and  
36 flexibility procedures are provided where the required  
37 limit on the number of parking spaces is problematic for  
38 a certain use.  
39
- 40 b. *Applicability.* For any use categorized as a community  
41 or commercial use in table 21.05-1, Table of Allowed  
42 Uses, the maximum number of off-street vehicle  
43 parking spaces shall be as provided below. Temporary  
44 parking, the uses “parking lot, principal use” and  
45 “parking structure, principal use”, and uses in the  
46 Educational Facility, Parks and Open Areas,  
47 Transportation Facility, and Utility Facility use  
48 categories are exempt.  
49

- 1                   c.     *Maximum Number of Spaces.*     Developments  
2                   **shall[MAY]** provide a maximum of one parking space  
3                   per 250 square feet of gross floor area, **except as**  
4                   **provided in e[, OR 125 PERCENT OF THE MINIMUM**  
5                   **NUMBER OF PARKING SPACES REQUIRED IN**  
6                   **TABLE 21.07-4, WHICHEVER IS GREATER]**.  
7  
8                   d.     *Increased Landscaping in Large Parking Lots.*  
9                   Development sites with more than 200 parking spaces  
10                  **[REQUIRED IN TABLE 21.07-4 AND THAT ARE**  
11                  **PROPOSED BY THE APPLICANT TO HAVE AT**  
12                  **LEAST 25 PERCENT MORE THAN THE MINIMUM**  
13                  **NUMBER OF PARKING SPACES REQUIRED IN**  
14                  **TABLE 21.07-4]** shall increase the overall amount of  
15                  area devoted to parking lot interior landscaping area to  
16                  an area equal to at least 12 percent of the parking lot,  
17                  including parking, internal circulation, and appurtenant  
18                  driveways. This shall apply to uses which utilize the  
19                  exceptions offered in subsection **2[4].e.** below.  
20  
21                  e.     *Exceptions.*  
22  
23                  i.     Restaurants **[WITHOUT A DRIVE-THROUGH],**  
24                  dinner theaters, and bars may provide up to **one**  
25                  **parking space per 100 square feet of gross**  
26                  **floor area [200 PERCENT OF THE MINIMUM**  
27                  **NUMBER OF PARKING SPACES REQUIRED**  
28                  **IN TABLE 21.07-4].** **Health services uses**  
29                  **may provide up to one parking space per 200**  
30                  **square feet of gross floor area. Community**  
31                  **centers, religious assemblies,**  
32                  **crematoriums, assembly uses, and**  
33                  **entertainment and recreation uses may**  
34                  **provide a maximum of 1 parking space per 3**  
35                  **seats or persons in the principal assembly**  
36                  **area based on the maximum occupancy**  
37                  **provisions of AMC Title 23.**  
38  
39                  ii.    If application of the maximum parking standard  
40                  would result in fewer than six parking spaces,  
41                  the development shall be allowed six parking  
42                  spaces.  
43  
44                  iii.   Exceptions to the maximum parking  
45                  requirement may be allowed by the traffic  
46                  engineer and the director in situations that meet  
47                  all of the following criteria:  
48

(A) The applicant provides a parking demand study of similar sites in the municipality that demonstrates that parking demand cannot be accommodated within the maximum number of parking spaces allowed or through **[ANY OF THE AVAILABLE] parking congestion reduction strategies [AND ALTERNATIVES]** such as on-street parking, shared parking with nearby uses, or incentives for alternatives to single-occupancy vehicle use; and

(B) The request is the minimum necessary variation from the standards.

**[6][5]. [PARKING LOCATION. EXCEPT AS PROVIDED IN SUBSECTION 21.07.090F., ALL REQUIRED PARKING SHALL BE ON THE SAME LOT AS THE USE SERVED.] [HOWEVER, REQUIRED PARKING MAY BE ON AN ABUTTING OR ADJACENT LOT PROVIDED THE ZONING DISTRICT IN WHICH THE LOT IS LOCATED ALLOWS FOR OFF-STREET PARKING AS A PERMITTED PRINCIPAL USE, SITE PLAN REVIEW USE, OR CONDITIONAL USE; IN WHICH CASE THERE SHALL BE A PARKING AGREEMENT WHICH MEETS THE REQUIREMENTS OF SUBSECTION F.1. BELOW.]**

**[7. REQUIREMENTS FOR DEVELOPMENTS IN PARKING BENEFIT DISTRICTS**  
**THE FOLLOWING AREA-SPECIFIC PARKING REGULATIONS APPLY TO ALL DEVELOPMENTS LOCATED IN PARKING BENEFIT DISTRICTS ESTABLISHED PURSUANT TO TITLE 9:**

**A. NO OFF-STREET PARKING IS REQUIRED, EXCEPT THAT ACCESSIBLE (ADA) PARKING SPACES REQUIRED BY 21.07.090J. SHALL BE PROVIDED.**

**B. DEVELOPMENT PROJECTS THAT RESULT IN 10 OR MORE DWELLING UNITS, NEW CONSTRUCTION OF 10,000 OR MORE SQUARE FEET OF GROSS FLOOR AREA, OR BUILDING RENOVATIONS INVOLVING A CHANGE OF USE OF 50,000 OR MORE SQUARE FEET OF NON-RESIDENTIAL GROSS FLOOR AREA, SHALL PROVIDE ONE OR MORE PARKING REDUCTION STRATEGIES FROM SUBSECTION 21.07.090F. STRUCTURED PARKING, INDUSTRIAL USES, AND**

**AFFORDABLE HOUSING UNITS THAT MEET  
21.07.110F., ARE EXEMPT FROM THIS  
REQUIREMENT.**

**I. THE APPLICANT SHALL SELECT PARKING  
REDUCTION STRATEGIES FROM  
SUBSECTION 21.07.090F.1., TABLE 21.07-9  
THAT AMOUNT TO A TOTAL REDUCTION  
OF AT LEAST 10 PERCENT USING THE  
“REDUCTION AMOUNT” COLUMN IN TABLE  
21.07-9. THE TOTAL REDUCTION  
REQUIRED SHALL INCREASE AN  
ADDITIONAL 1 PERCENT FOR EACH 10  
OFF-STREET PARKING SPACES NOT USED  
FOR A PARKING REDUCTION STRATEGY IN  
THE DEVELOPMENT. IN NO CASE SHALL  
THE TOTAL REDUCTION BE REQUIRED TO  
EXCEED 25 PERCENT.**

**II. THE REQUIREMENTS OF 21.07.090F. FOR  
RECEIVING PARKING REDUCTIONS APPLY.**

**III. THE APPLICANT MAY PROPOSE  
STRATEGIES NOT INCLUDED IN TABLE  
21.07-9, SUBJECT TO 21.07.090F.8,  
DISCRETIONARY PARKING REDUCTIONS.]**

**F. Parking *usage* reductions; [AND] alternative *transportation*  
incentives.**

**1. Purpose. Incentivize and improve access to walking,  
bicycling, ride-sharing, and public transit for residents,  
employees, and visitors of developments, in order to:**

- a. Save development costs through less parking;**
- b. Support efficient use of land and development;**
- c. Relieve traffic and parking congestion; and**
- d. Reduce parking conflicts between neighbors.**

**2. Applicability. This subsection is effective beginning  
January 1, 2024, and applies to multifamily developments  
with 20 or more dwelling units, and commercial and  
community service developments of 20,000 or more  
square feet of gross floor area. Affordable housing units  
and senior housing units are exempt.**

- 3. Standard. Applicants shall select one choice from the alternative transportation incentives in Table 21.07-4, or propose an alternative under subsection 4.**

<b>Table 21.07-4: Alternative Transportation Amenities and Incentives</b>	
<b>Parking Management</b>	
<b><u>Unbundled Parking</u></b>	<b><u>Off-street parking for the use consists only of unbundled parking as defined in 21.15.040.</u></b>
<b><u>Parking Cash-out</u></b>	<b><u>The non-residential use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program.</u></b>
<b>Pedestrian Amenities</b>	
<b><u>Additional Bicycle Parking</u></b>	<b><u>The development provides twice the number of bicycle parking spaces required by subsection 21.07.090K.</u></b>
<b><u>Pedestrian Amenities</u></b>	<b><u>The development provides two of the following pedestrian amenities from subsection 21.07.060F. that are not otherwise required for the development: primary pedestrian walkway, transit stop or shelter, pedestrian-interactive use, enhanced sidewalk.</u></b>
<b>Transportation Programs</b>	
<b><u>Rideshare Program</u></b>	<b><u>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.</u></b>
<b><u>Car Share Program</u></b>	<b><u>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.</u></b>
<b><u>Free Transit Pass</u></b>	<b><u>The employer or property owner sponsors public transit passes cost-free to all employees or residents.</u></b>

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

- 5. Recorded agreement. The property owner shall enter into a recorded agreement with the municipality that guarantees the maintenance and continuation of the alternative transportation amenity or incentive. The Municipality shall provide the format (template) for the agreement and record the agreement at the district recorder's office as a covenant that runs with the land.**

(Note to Code Revisor: Delete the remainder of section 21.07.090F. in its entirety, as follows:)

**[Parking reductions allowed. This subsection 21.07.090F. allows administrative reductions to—]**  
[THE TRAFFIC ENGINEER AND DIRECTOR MAY APPROVE

REDUCTIONS AND ALTERNATIVES TO PROVIDING][ THE  
NUMBER OF OFF-STREET PARKING SPACES  
REQUIRED BY ][~~subsection 21.07.090E.~~ ][TABLE 21.07-4,  
AND/OR TO THE CIRCULATION AND DIMENSIONAL  
STANDARDS OF SUBSECTIONS H.8. AND H.9., IN  
ACCORDANCE WITH THE FOLLOWING STANDARDS.][  
~~Developments are allowed to apply the reductions  
shown in Table 21.07-9, provided the following:~~

- ~~a. The development meets the additional  
requirements set forth in Table 21.07-9;~~
- ~~b. The property owner enters into a parking  
agreement with the Municipality of Anchorage as  
provided in 21.07.090F.2.;~~
- ~~c. Multiple parking reductions are calculated as  
provided in F.3.;~~
- ~~d. Pedestrian access improvements are provided as  
set forth in 21.07.090F.4.; and~~
- ~~e. Proposals for larger percentage reductions than  
shown, that modify any of the provisions for the  
reductions shown, or that propose other types of  
parking reductions from those in in table 21.07-9,  
may be approved subject to a discretionary review  
and approval by the traffic engineer and director as  
provided in subsection 21.07.090F.8.,  
Discretionary Parking Reductions.]~~

**Table 21.07-9: Parking Reductions and Alternatives**

<u>Type of Reduction</u>	<u>Applicability</u>	<u>Additional Requirements</u>	<u>Reduction Amount</u>
<del>[A. Shared Vehicle Programs: Participation in one or more of the shared vehicle programs below may substitute for required parking spaces, provided that information about the programs is available in a location visible to all residents and employees.]</del>			
<u>Carpool Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner sponsors a carpool program that is available to all employees and provides designated carpool parking spaces signed for exclusive use by the carpool program.</u>	<u>Each carpool space may count as two spaces toward meeting the minimum number of required parking spaces; up to a 2% reduction in the number of required parking spaces.</u>
<u>Rideshare Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner participates in a rideshare program that is available to all employees at no cost and provides designated rideshare parking spaces that meet the passenger loading space dimensional standards of 21.07.090I.2. and are signed for</u>	<u>Each rideshare space may count as six spaces toward meeting the minimum number of required parking spaces; up to a 5% reduction in the number of required parking spaces.</u>



		<u>exclusive use by the rideshare program;</u>	
<u><b>Car-Share Program</b></u>	<u>Residential development sites located in the Neighborhood Development Contexts<sup>1</sup> or within ¼-mile of the centerline of a right-of-way of a public transit route with frequent service mapped in 21.07.015D.</u>	<u>The property owner sponsors memberships to an active car-share program for all households or group living residents on the site and provides designated car-share spaces that are signed for exclusive use.</u>	<u>Each carshare space may count as five spaces toward meeting the minimum number of required parking spaces, up to a 10% reduction in the number of required parking spaces.</u>
<u><b>Transit Pass Benefits</b></u>	<u>Any development site in the Neighborhood Development Contexts<sup>1</sup> or within ¼-mile of the centerline of a right-of-way of a public transit route with frequent service mapped in 21.07.015D.</u>	<u>The property owner sponsors public transit passes cost-free to all employees or residents.</u>	<u>10% reduction in the number of required parking spaces.</u>
<u><b>B. Pedestrian and Transit Amenities: Developments that provide improved conditions for walking and bicycling are eligible for reductions in the minimum number of required parking spaces, as provided below:</b></u>			
<u><b>Additional Bicycle Parking</b></u>	<u>Non-residential use, group living use, and any household living use with four or more dwelling units</u>	<u>The development provides more than the minimum number of required bicycle parking spaces. Each bicycle space meets the standards of 21.07.090K.4.</u>	<u>Each four bicycle parking spaces count as one automobile parking space, with a minimum allowed reduction of one space and a maximum of a 10% reduction in the number of required automobile parking spaces.</u>
<u><b>Enhanced On-Site Walkway</b></u>	<u>Any development site in the Neighborhood Development Contexts<sup>1</sup> or within ¼-mile of the centerline of a right-of-way of a public transit route with frequent service mapped in 21.07.015D.</u>	<u>The development provides an enhanced on-site walkway per 21.07.060G.3.</u>	<u>2% reduction in the number of required parking spaces</u>
<u><b>Enhanced Street Sidewalk</b></u>		<u>The development provides an enhanced street sidewalk per 21.07.060G.19.</u>	<u>2% reduction in the number of required parking spaces</u>
<u><b>Transit Stop or Shelter</b></u>	<u>Any use in the Neighborhood Development Contexts<sup>1</sup> or on a public transit route with frequent service mapped in 21.07.015D.</u>	<u>Based on a determination of need by the public transportation department, the development provides a public use easement or transit stop improvements per 21.07.060G.7.</u>	<u>2% reduction in the number of required parking spaces</u>
<u><b>Nearby Public Transit Route with frequent Service to a Transit-Supportive Development Corridor</b></u>	<u>Development sites located within one-half mile from the centerline of a right-of-way of a transit-supportive development corridor or a public transit route with frequent service shown on maps 21.07-1 to 21.07-4 in section 21.07.015D. This distance shall be measured on publicly accessible streets or trails.</u>	<u>The development site is located outside of the ¼-mile radius of the Transit-Supportive Development Corridor and is not within any other Neighborhood Development Context<sup>1</sup>. The development meets the area-specific bicycle parking requirements in subsection 21.07.090K., Table 21.07-14.</u>	<u>10% reduction in the number of required parking spaces for sites located within 1,320 feet (1/4 mile) of the right-of-way centerline. 8% reduction for sites within 1,650 feet. 6% reduction for sites within 1,980 feet. 4% reduction for sites within 2,310 feet. 2% reduction for sites within 2,640 feet (half-mile).</u>

<u><b>Other Pedestrian Amenities</b></u>	<u><b>Any development site in the Neighborhood Development Contexts<sup>+</sup> or within ¼-mile of the centerline of a right-of- way of a public transit route with frequent service mapped in 21.07.015D.</b></u>	<u><b>The development provides one or more additional pedestrian amenities from section 21.07.060G, not otherwise required by this title.</b></u>	<u><b>1% reduction in the number of required parking spaces for each pedestrian amenity.]</b></u>
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[Table 21.07-9: Parking Reductions and Alternatives]			
[Type of Reduction]	[Applicability]	[Additional Requirements]	[Reduction Amount]
***      ***      *** (table continued from previous page)			
[C. Parking Pricing: Developments that offer the parking pricing strategies below are eligible for reductions in the minimum number of required parking spaces.			
Parking Cash-out	Non-residential uses	The use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program. The cash-out value of the parking space is allowed to be up to one-year in duration.	10% reduction in the number of required parking spaces.
Unbundled Parking	Household living uses and non-residential uses	All parking accessory to the use is unbundled parking as defined in 21.15.040, by which the parking spaces are leased or sold separately from the rental or purchase fees for the dwelling units or building space.	10% reduction in the number of required parking spaces.
D. Housing: Housing units with characteristics that reduce parking utilization are eligible for reductions in the minimum number of required parking spaces, as provided below.			
Affordable Rental Housing	Household living uses	Rental housing units that meet the standards of 21.07.110G., Standards for Affordable Housing, are rented at rates affordable to lower income households.	Each affordable dwelling unit is eligible for a 25% reduction in the number of required parking spaces.
Senior Housing	Residential uses	Housing that meets the definition of senior housing (21.15.040) and is solely occupied by persons 62 years or older.	Each senior housing unit is eligible for a 25% reduction in the number of required parking spaces.
E. Shared and Off-site Parking Facilities: Properties that utilize off-site parking facilities or shared parking between uses are eligible for reductions to the minimum number of required parking spaces, as provided below.			
Shared Parking		See section 21.07.090F.5.	
Off-site Parking		See section 21.07.090F.6.	
Nearby Public Parking		See section 21.07.090F.7.	
F. Prioritization of Other Goals: Developments with the following public benefit features are eligible for a reduction in the minimum number of parking spaces, as follows:			
Land Banking	Any development that sets aside an area to provide for the future construction of deferred parking spaces.	The area set aside is landscaped with site enhancement landscaping or pedestrian amenities. The applicant provides an alternate site plan for approval that accommodates the deferred parking, landscaping, pedestrian facilities, and other site elements that would be required by this title without the land banking.	The development may set aside the land area that would otherwise be needed in order to provide up to 25% of the number of required parking spaces.
Adaptive Reuse of Older Buildings	Any use located in the Neighborhood Development Contexts <sup>1</sup> , except not drive-through service or vehicle-related uses.	The development is a building expansion, alteration, or change of use, in an existing building that was originally permitted prior to June 13, 1978. The development does not convert housing units to non-residential uses.	Exemption from the first 10 percent increase in the total number of spaces required on the development site, for a maximum allowed exemption of five parking spaces. A parking reduction for adaptive reuse shall be used only once per individual building.
Historic and Cultural Landmark Preservation	Any use that involves preservation of a landmark listed in the Anchorage local landmarks register.	The development does not decrease the number of parking spaces that existed on the site as of [effective date of this ordinance] to	25% reduction in the number of required parking spaces.

		<u>less than the number otherwise required by this title.</u>	
<sup>4</sup> <u>Neighborhood Development Contexts include the Traditional Urban Neighborhood, Edge Urban Neighborhood, and Transit-Supportive Development Context areas delineated in section 21.15.015.</u>			

**[2][1].] [Parking agreements.] [A][H] PARKING REDUCTION][s] [OR ALTERNATIVE SHALL] [REQUIRE A WRITTEN PARKING AGREEMENT BETWEEN THE PROPERTY OWNER(S) AND THE MUNICIPALITY][, subject to the following standards:] [EXCEPT WHERE EXPRESSLY STATED OTHERWISE.]**

**[A. RECORDATION. THE MUNICIPALITY SHALL RECORD THE PARKING AGREEMENT AT THE DISTRICT RECORDER'S OFFICE AS A COVENANT THAT RUNS WITH THE LAND AND IS BINDING ON THE OWNER AND ALL SUCCESSORS AND ASSIGNS FOR AS LONG AS THE REQUIRED NUMBER OF OFF-STREET PARKING SPACES IS NOT PROVIDED AS A RESULT OF THE PARKING REDUCTION ][OR ALTERNATIVE. ALL PARTIES INVOLVED IN THE PARKING REDUCTION OR ALTERNATIVE SHALL PARTICIPATE IN THE PARKING AGREEMENT][. RECORDATION OF THE AGREEMENT SHALL TAKE PLACE BEFORE ISSUANCE OF AN ENTITLEMENT][that is contingent upon][REQUIRING][ A PARKING REDUCTION][ OR ALTERNATIVE].**

**[B. CONTENT. THE FORM][at (template)] [AND CONTENT][ OF THE PARKING AGREEMENT SHALL BE] [provided by the municipality, as] [APPROVED BY THE] [traffic engineer and] [DIRECTOR. ][The parking agreement][IT] [SHALL GUARANTEE INSTALLATION AND MAINTENANCE OF ANY REQUIRED IMPROVEMENTS BY THE] [property] [OWNER, AND][OR] [THE OWNER'S CONTINUED PARTICIPATION IN ANY PARKING MANAGEMENT STRATEGY REQUIRED FOR A PARKING REDUCTION. ][The parking agreement shall be accompanied by a site plan showing the parking and facilities required for the parking reduction.]**

**[c. Additional Content for Agreements Subject to Discretionary Review. Discretionary parking reductions subject to 21.07.090F.8. shall be preceded by a formal letter requesting the reduction for concurrence by the traffic engineer and director. The letter shall include justification**

~~for the parking reduction, including any parking demand study if prescribed by the traffic engineer.]~~  
[THE PARKING AGREEMENT SHALL] ~~[include a contingency plan, and shall guarantee]~~ [ASSURE]  
[FUTURE IMPLEMENTATION OF] ~~[the]~~ [A]  
[CONTINGENCY PLAN BY THE] ~~[property]~~  
[OWNER IF SO ORDERED BY THE TRAFFIC ENGINEER. THE CONTINGENCY PLAN MAY INCLUDE STRATEGIES SUCH AS] ~~[.]~~

~~[i. A deferred parking site plan]~~ [INSTALLATION OF PARKING,] ~~[.]~~

~~[ii. P]~~ [PAYMENT TO THE MUNICIPALITY FOR THE FULL COST OF PROVIDING THE REQUIRED PARKING] ~~[.]~~

~~[iii. T]~~ [TRANSPORTATION DEMAND MANAGEMENT PROGRAMS] ~~[.]~~ [OR]

~~[iv. O]~~ [OTHER PARKING MANAGEMENT STRATEGIES IDENTIFIED IN THE PARKING REDUCTIONS OR ALTERNATIVES] [OF THIS SECTION] ~~[.]~~

~~[d]~~ [C]. TERMINATION. ~~[The municipality may terminate the parking agreement if it is demonstrated that the parking reduction does not support the parking utilization for the site, or if the development is in violation of the parking agreement. The traffic engineer or planning director may require a contingency plan per AMC 21.07.090F.1.c. and a new parking agreement, or the site may be required to provide all parking per AMC 21.07.090E.]~~ [IF FOR ANY REASON THE PARKING AGREEMENT TERMINATES, OWNERS AND ALL SUCCESSORS AND ASSIGNS WHO ARE PARTIES TO THE PARKING AGREEMENT SHALL COMPLY WITH ALL PROVISIONS OF THIS TITLE GOVERNING THE REQUIRED NUMBER OF OFF-STREET PARKING SPACES.]

### ~~[3]~~ [2]. CALCULATION OF PARKING REDUCTIONS.]

[A.] ~~[Calculation of]~~ [MULTIPLE REDUCTIONS. A DEVELOPMENT MAY BE ELIGIBLE FOR ] ~~[more than one parking reduction listed in this section 21.07.090F.]~~ [MULTIPLE REDUCTIONS FROM THE REQUIRED NUMBER OF PARKING SPACES.] [ THE

TOTAL IMPACT OF ~~][multiple—]~~ **PARKING REDUCTIONS** ~~][on a development's parking requirement ]~~ **[SHALL BE] [the sum of the individual reductions]** ~~][CALCULATED AS BEING MULTIPLICATIVE AND NOT ADDITIVE WHERE A DEVELOPMENT IS ELIGIBLE FOR MORE THAN ONE. FOR EXAMPLE, IF ONE REDUCTION IS 20 PERCENT, AND A SECOND REDUCTION IS AN ADDITIONAL 15 PERCENT, THEIR COMBINED REDUCTION SHALL BE CALCULATED AS 80 PERCENT TIMES 85 PERCENT EQUALS 68 PERCENT, FOR A 32 PERCENT AGE POINT TOTAL REDUCTION, RATHER THAN ADDING 20 PERCENT PLUS 15 PERCENT EQUALS 35 PERCENT. THIS IS BECAUSE THE 15 PERCENT REDUCTION APPLIES TO A BASE THAT IS ALREADY REDUCED 20 PERCENT]~~ **[.]**

**[b. Maximum Nondiscretionary Reduction. A request for a greater than 25 percent reduction in the required amount of parking from one or more reductions listed in table 21.07-9 shall be subject to discretionary review by the traffic engineer and director, except that the following reductions listed in table 21.07-9 are not subject to this percentage limitation:**

- i. Housing (Table 21.07-9).**
- ii. Land Banking (Table 21.07-9).**
- iii. Shared parking (21.07.090F.5.).**
- iv. Off-site parking (21.07.090F.6.).**

**[c][B][.][— Rounding — of — Fractional][MINIMUM] [REDUCTION][s] [CREDIT OF ONE SPACE][.] [Rounding of fractional numbers shall occur only after subtracting the parking reduction(s) from the minimum number of required parking spaces, as provided in 21.07.090C.1][IF THE TOTAL APPROVED REDUCTION FROM THE REQUIRED NUMBER OF PARKING SPACES FOR A DEVELOPMENT IS CALCULATED TO BE A REDUCTION OF LESS THAN ONE PARKING SPACE, IT SHALL BE CREDITED AS A REDUCTION OF ONE PARKING SPACE][.]**

**[4][3][.]** **[Pedestrian Access Improvements Required]**  
[QUALIFYING SITE DEVELOPMENT] [.] **Developments shall improve pedestrian access as provided below, in order to be eligible for parking reductions.** [USES SHALL PROVIDE THE FOLLOWING ENHANCEMENTS TO BE ELIGIBLE FOR ANY REDUCTIONS IN THE NUMBER OF REQUIRED PARKING SPACES, EXCEPT WHERE STATED OTHERWISE. THE QUALIFYING SITE CRITERIA SHALL NOT BE REQUIRED FOR THE FOLLOWING PARKING REDUCTIONS AND ALTERNATIVES IN THIS SUBSECTION 21.07.090F: DOWNTOWN ANCHORAGE PARKING EXEMPTION, LAND BANKING, STACKED AND TANDEM PARKING, OR SMALLER PARKING SPACES FOR LOW-TURNOVER USES.] **INDUSTRIAL USES, PUBLIC SAFETY FACILITIES, TRANSPORTATION FACILITIES, AND UTILITY FACILITIES ARE EXEMPT FROM] [this subsection]** [THE QUALIFYING SITE DEVELOPMENT CRITERIA][.]

**[A.]** **[Administrative Relief and Adjustment.**  
**The traffic engineer and director may approve administrative relief or adjustments to the standards of this subsection F.4. for changes of use or modifications to existing buildings and sites, as part of the review and approval of a parking reduction, provided the applicant demonstrates the adjustment is necessary to compensate for some practical difficulty of the site, or some unusual aspect of the site not shared by landowners in general. The justification for the administrative adjustment shall be recorded as an appendix to the parking reduction agreement in 21.07.090F.2.]** **[STREET ORIENTED BUILDING.**  
FOR BUILDINGS CONSTRUCTED AFTER JANUARY 1, 2014, PRIMARY ENTRANCES AND/OR WINDOWS PROVIDING VISUAL ACCESS SHALL COMPRISE AT LEAST 15 PERCENT OF THE AREA OF ANY STREET FACING BUILDING ELEVATION. FOR NONRESIDENTIAL USES, WINDOWS PROVIDING VISUAL ACCESS AND/OR PRIMARY ENTRANCES SHALL COMPRISE AT LEAST 50 PERCENT OF THE LENGTH AND 25 PERCENT OF THE GROUND-FLOOR WALL AREA OF ANY STREET FACING BUILDING ELEVATION.]

**[B.]** **WALKWAY] [and Sidewalk Access]** **[TO THE STREET][.]**

~~[Developments shall comply with subsections 21.07.060E.2., Sidewalks if applicable, and 21.07.060E.4., On-Site Pedestrian Walkways.]~~ [A WALKWAY MEETING THE REQUIREMENTS OF SECTION 21.07.060 SHALL CONNECT AT LEAST ONE PRIMARY ENTRANCE TO A STREET. THE DIRECTOR AND THE TRAFFIC ENGINEER MAY WAIVE THIS REQUIREMENT IN SITUATIONS WITH EXISTING STRUCTURES WHERE IT IS DEMONSTRATED THAT THE ADDITION OF A WALKWAY WILL CAUSE A REDUCTION IN PARKING AND/OR LANDSCAPING BELOW REQUIRED LEVELS, OR WHERE THE WORK REQUIRED TO ADD A WALKWAY IS OUT OF PROPORTION WITH THE WORK BEING DONE TO EFFECT A CHANGE OF USE.]

[C.] ~~[Bicycle Parking]~~ [PARKING FACILITY LOCATION].  
~~[Developments shall comply with subsection 21.07.090K., Bicycle Parking Spaces.]~~ [FOR BUILDINGS CONSTRUCTED AFTER JANUARY 1, 2014, PARKING FACILITIES INCLUDING DRIVEWAYS SHALL COMPRISE NO MORE THAN 50 PERCENT OF THE AREA BETWEEN THE STREET PROPERTY LINE AND THE STREET FACING BUILDING ELEVATION, AND GARAGE DOORS SHALL COMPRISE NO MORE THAN 50 PERCENT OF THE LENGTH OF THE STREET FACING BUILDING ELEVATION. THESE REQUIREMENTS APPLY TO NO MORE THAN TWO STREET FRONTAGES.]

[D. PRIVATE OPEN SPACE. FOR RESIDENTIAL DEVELOPMENTS THAT ARE REQUIRED TO PROVIDE PRIVATE OPEN SPACE, AN ADDITIONAL 40 SQUARE FEET OF PRIVATE OPEN SPACE THAT MEETS THE REQUIREMENTS OF SECTION 21.07.030 SHALL BE PROVIDED FOR EACH REDUCTION OF ONE PARKING SPACE IN DEVELOPMENTS BUILT AFTER JANUARY 1, 2014. THIS SHALL BE COMMON PRIVATE OPEN SPACE IN THE CASE OF MULTIFAMILY AND MIXED-USE DWELLINGS.

E. CROSS-ACCESS TO ADJACENT PROPERTIES. THE DIRECTOR AND THE TRAFFIC ENGINEER MAY DETERMINE THERE IS POTENTIAL FOR DRIVEWAY OR WALKWAY CROSS-ACCESS TO ABUTTING PROPERTIES AND MAY REQUIRE A



CROSS-ACCESS FACILITY AND/OR EASEMENT  
WITHIN THE SUBJECT PROPERTY TO THE SITE  
BOUNDARY. VEHICULAR CROSS-ACCESS MAY  
ONLY BE REQUIRED IN COMMERCIAL DISTRICTS.]

[4. *DOWNTOWN.* USES LOCATED IN DT DISTRICTS ARE  
EXEMPT FROM PROVIDING OFF-STREET PARKING  
SPACES. HOWEVER, IF PARKING IS PROVIDED, ALL  
OTHER STANDARDS OF THIS SECTION SHALL APPLY IN  
THE DT DISTRICTS, EXCEPT WHERE SPECIFICALLY  
STATED OTHERWISE. PARKING AGREEMENTS AND  
QUALIFYING SITE CRITERIA SHALL NOT BE REQUIRED  
FOR THIS EXEMPTION.

5. *RESIDENCES IN WALKING DISTANCE TO DOWNTOWN.*  
RESIDENTIAL HOUSEHOLD USES LOCATED NORTH OF  
15TH AVENUE, WEST OF ORCA STREET, EAST OF L  
STREET, AND SOUTH OF SHIP CREEK ARE ELIGIBLE  
FOR A REDUCTION OF UP TO 25 PERCENT OF THE  
MINIMUM NUMBER OF REQUIRED PARKING SPACES.

6. *DISTRICTS THAT PROMOTE A MIX OF USES.*

A. USES LOCATED IN THE R-3A AND R-4A DISTRICTS  
ARE ELIGIBLE FOR A REDUCTION OF UP TO 10  
PERCENT OF THE MINIMUM NUMBER OF  
REQUIRED PARKING SPACES.

B. USES LOCATED IN THE B-1A DISTRICT ARE  
ELIGIBLE FOR A REDUCTION OF UP TO 10  
PERCENT OF THE MINIMUM NUMBER OF  
REQUIRED PARKING SPACES, IF THE B-1A  
DISTRICT ABUTS RESIDENTIAL DISTRICTS ON  
THE MAJORITY OF ITS PERIMETER, AND HAS A  
CONTIGUOUS AREA OF NO MORE THAN ONE  
ACRE, EXCLUDING RIGHTS-OF-WAY. IN  
ADDITION, CERTAIN DEVELOPMENTS IN THE B-1A  
DISTRICT ARE ELIGIBLE FOR A SEPARATE  
PARKING REDUCTION AS SPECIFIED IN THE  
MIXED-USE DEVELOPMENT OR OVERLAY  
DISTRICT STANDARDS OF CHAPTER 21.04. SUCH  
REDUCTIONS SHALL BE REVIEWED AND  
ADMINISTERED UNDER THIS SECTION  
21.07.090F.

C. CERTAIN DEVELOPMENTS IN THE B-1B AND B-3  
DISTRICTS ARE ELIGIBLE FOR A REDUCTION THE  
MINIMUM NUMBER OF REQUIRED PARKING  
SPACES, AS SPECIFIED IN THE MIXED-USE

DEVELOPMENT STANDARDS OR OVERLAY  
DISTRICT STANDARDS OF CHAPTER 21.04. SUCH  
REDUCTIONS SHALL BE REVIEWED AND  
ADMINISTERED UNDER THIS SECTION  
21.07.090F.]

[7. *RESIDENCES IN CENTER CITY NEIGHBORHOODS.*

A. RESIDENTIAL HOUSEHOLD USES LOCATED IN  
CENTER CITY NEIGHBORHOODS ARE ELIGIBLE  
FOR A REDUCTION OF UP TO 10 PERCENT OF  
THE MINIMUM NUMBER OF REQUIRED PARKING  
SPACES.

B. FOR THE PURPOSES OF THIS PROVISION, THE  
CENTER CITY AREA IS BOUNDED TO THE NORTH  
BY JOINT BASE ELMENDORF-RICHARDSON, TO  
THE SOUTH BY TUDOR ROAD, TO THE EAST BY  
INGRA STREET AND THE SEWARD HIGHWAY,  
AND TO THE WEST BY MINNESOTA DRIVE. ANY  
PART OF FAIRVIEW, SOUTH ADDITION,  
GOVERNMENT HILL, OR MOUNTAIN VIEW  
COMMUNITY COUNCIL IS ALSO IN THE ELIGIBLE  
AREA.

C. THIS REDUCTION RECOGNIZES PROXIMITY TO  
EMPLOYMENT CENTERS, CHARACTERISTICS  
SUCH AS TRADITIONAL STREET GRIDS AND  
DEVELOPMENT PATTERNS, HOUSEHOLD  
CHARACTERISTICS, EMPHASIS ON WALKABLE  
NORTHERN CITY ENVIRONMENTS, AND LOWER  
PARKING DEMAND IN THESE AREAS.

8. *USES ADJACENT TO TRANSIT SERVICE.* A USE IS  
ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT  
OF THE MINIMUM NUMBER OF REQUIRED PARKING  
SPACES IF IT IS LOCATED WITHIN 800 FEET OF THE  
STREET RIGHT-OF-WAY CENTERLINE OF ANY  
MUNICIPAL PUBLIC TRANSIT ROUTE, SUBJECT TO  
APPROVAL BY THE TRAFFIC ENGINEER AND THE  
DIRECTOR. THE PUBLIC TRANSPORTATION  
DEPARTMENT MAY REQUIRE A PUBLIC USE EASEMENT  
OR TRANSIT STOP AND/OR TRANSIT SHELTER  
IMPROVEMENTS IF THE SUBJECT PROPERTY ABUTS  
AN EXISTING OR PLANNED TRANSIT STOP. IF THE  
PUBLIC TRANSPORTATION DEPARTMENT REQUIRES  
SUCH AN EASEMENT OR IMPROVEMENTS, THEN THE  
USE IS ELIGIBLE FOR AN ADDITIONAL REDUCTION OF

TWO PERCENT OR ONE MORE PARKING SPACE,  
WHICHEVER IS GREATER.

9. *RIDESHARE PROGRAMS.* A NONRESIDENTIAL USE IS ELIGIBLE TO SUBSTITUTE PARTICIPATION IN MUNICIPAL CARPOOL OR VANPOOL RIDESHARE PROGRAM UP TO A MAXIMUM OF FIVE PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. [THE LAND AREA THAT WOULD OTHERWISE BE NEEDED IN ORDER TO PROVIDE THE REQUIRED NUMBER OF PARKING SPACES SHALL BE SET ASIDE ON THE SITE TO PROVIDE FOR THE FUTURE CONSTRUCTION OF A PARKING LOT IN CONFORMANCE WITH SUBSECTION 21.07.090F.12., LAND BANKING.

A. *CARPOOL.* EVERY DESIGNATED CARPOOL SPACE MAY COUNT AS 1.8 SPACES TOWARD MEETING THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. THE CARPOOL SPACES SHALL BE THOSE CLOSEST TO THE PRIMARY ENTRANCE OR ELEVATOR, BUT NOT CLOSER THAN ACCESSIBLE SPACES OR THOSE SIGNED FOR EXCLUSIVE CUSTOMER/VISITOR USE. SIGNS SHALL BE POSTED INDICATING THESE SPACES ARE RESERVED FOR CARPOOL USE. THE TRAFFIC ENGINEER SHALL CONSULT WITH THE PUBLIC TRANSPORTATION DEPARTMENT IN PROVIDING CARPOOL SPACES AND THE LOCATION OF CARPOOL PARKING.

B. *VANPOOL.* FOR EVERY VANPOOL PURCHASED OR LEASED BY THE APPLICANT FOR EMPLOYEE USE OPERATED THROUGH THE MUNICIPAL RIDESHARE PROGRAM, THE NUMBER OF REQUIRED PARKING SPACES SHALL BE REDUCED BY UP TO SIX SPACES. THE TRAFFIC ENGINEER MAY REQUIRE A SAFE AND CONVENIENT DESIGNATED VANPOOL PASSENGER LOADING ZONE.

10. *TRANSIT PASS BENEFITS.* A USE IN WHICH THE OWNER OR EMPLOYER OFFERS TRANSIT PASSES COST-FREE TO ALL EMPLOYEES OR RESIDENTS IS ELIGIBLE FOR A PARKING REDUCTION OF UP TO 5 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. THE USE SHALL BE LOCATED WITHIN 800 FEET OF THE STREET RIGHT-OF-WAY CENTERLINE OF ANY MUNICIPAL TRANSIT ROUTE. THE PUBLIC TRANSPORTATION DEPARTMENT MAY REQUIRE A

PUBLIC USE EASEMENT OR TRANSIT STOP AND/OR TRANSIT SHELTER IMPROVEMENTS IF THE SUBJECT PROPERTY ABUTS AN EXISTING OR PLANNED TRANSIT STOP. IF THE PUBLIC TRANSPORTATION DEPARTMENT REQUIRES SUCH AN EASEMENT OR IMPROVEMENTS, THEN THE USE IS ELIGIBLE FOR AN ADDITIONAL REDUCTION OF TWO PERCENT OR ONE MORE PARKING SPACE, WHICHEVER IS GREATER.

11. *PARKING CASH-OUTS.* A USE IS ELIGIBLE FOR A REDUCTION OF UP TO 10 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES IF IT IMPLEMENTS A PARKING CASH-OUT PROGRAM BY WHICH COMMUTERS ARE PROVIDED THE OPTION TO CHOOSE BETWEEN FREE PARKING AND ITS EQUIVALENT CASH VALUE FOR USING AN ALTERNATIVE MODE OF TRAVEL.

12. *LAND BANKING.* SUBJECT TO APPROVAL BY THE TRAFFIC ENGINEER AND THE DIRECTOR, THE LAND AREA THAT WOULD OTHERWISE BE NEEDED IN ORDER TO PROVIDE UP TO 25 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES MAY BE SET ASIDE ON THE SITE TO PROVIDE FOR THE FUTURE CONSTRUCTION OF A PARKING FACILITY. THE APPLICANT SHALL SUBMIT A PARKING DEMAND STUDY PREPARED IN A FORM AND MANNER PRESCRIBED BY THE TRAFFIC ENGINEER THAT INDICATES THE REDUCED PARKING LOT WILL ACCOMMODATE EXPECTED PARKING NEEDS, AND AN ALTERNATE SITE PLAN TO BE APPROVED BY THE TRAFFIC ENGINEER THAT ACCOMMODATES THE PARKING THAT WOULD BE REQUIRED WITHOUT THE LAND BANKED PARKING REDUCTION. THE AREA SET ASIDE SHALL BE LANDSCAPED WITH SITE ENHANCEMENT LANDSCAPING AND/OR PEDESTRIAN AMENITIES APPROVED BY THE DIRECTOR. THE PARKING AGREEMENT SHALL GUARANTEE THAT, IF THE DIRECTOR AND THE TRAFFIC ENGINEER DETERMINE AT SOME POINT IN THE FUTURE THAT ADDITIONAL PARKING SPACES ARE NEEDED, THE OWNER SHALL CONSTRUCT PARKING ON THE LAND BANKED AREA IN CONFORMANCE WITH THE ALTERNATE SITE PLAN.

13. *AFFORDABLE HOUSING.* AFFORDABLE HOUSING UNITS THAT ARE DEED-RESTRICTED FOR HOUSEHOLDS HAVING AN INCOME AT THE TIME OF INITIAL OCCUPANCY OF 30 PERCENT OR LESS OF MEDIAN FAMILY INCOME ARE ELIGIBLE FOR A REDUCTION OF

UP TO 30 PERCENT OF THE MINIMUM NUMBER OF  
REQUIRED PARKING SPACES. AFFORDABLE HOUSING  
UNITS FOR LOW INCOME HOUSEHOLDS HAVING AN  
INCOME AT THE TIME OF INITIAL OCCUPANCY OF 60  
PERCENT OR LESS OF MEDIAN FAMILY INCOME ARE  
ELIGIBLE FOR A REDUCTION OF UP TO 15 OF THE  
MINIMUM NUMBER OF REQUIRED PARKING SPACES.  
THE AFFORDABLE HOUSING UNITS SHALL BE  
CONSISTENT WITH THE STANDARDS OF SUBSECTION  
21.07.110H., STANDARDS FOR AFFORDABLE HOUSING.

14. *SENIOR HOUSING.* DWELLING UNITS THAT MEET THE  
DEFINITION OF SENIOR HOUSING ARE ELIGIBLE FOR A  
REDUCTION OF UP TO 15 PERCENT OF THE MINIMUM  
NUMBER OF REQUIRED PARKING SPACES. DWELLING  
UNITS THAT MEET THE DEFINITION OF SENIOR  
HOUSING THAT IS INTENDED FOR, AND SOLELY  
OCCUPIED BY, PERSONS 62 YEARS OF AGE OR OLDER  
ARE ELIGIBLE FOR A REDUCTION OF UP TO 25  
PERCENT OF THE MINIMUM NUMBER OF REQUIRED  
PARKING SPACES.

15. *HOUSING DENSITY.* RESIDENTIAL HOUSEHOLD USES  
ARE ELIGIBLE FOR A REDUCTION OF ONE PERCENT OF  
THE MINIMUM NUMBER OF REQUIRED PARKING  
SPACES FOR EVERY FOUR DWELLINGS PER ACRE  
ABOVE A NET DENSITY OF 40 DWELLINGS PER ACRE  
ON THE SITE, UP TO A MAXIMUM REDUCTION OF 20  
PERCENT OF THE MINIMUM NUMBER OF REQUIRED  
PARKING SPACES.]

[5][16][.] ~~**[Parking Reduction for]**~~ **[SHARED PARKING.]**  
~~**[Where two or more land uses that have different peak**~~  
~~**parking utilization time periods share the same parking**~~  
~~**facility, the total off-street parking required for those uses**~~  
~~**may be reduced, as provided below.]**~~ **[SHARED USE OF**  
REQUIRED PARKING SPACES MAY OCCUR WHERE TWO  
OR MORE USES ON THE SAME OR SEPARATE SITES  
ARE ABLE TO SHARE THE SAME PARKING SPACES  
BECAUSE THEIR PEAK PARKING DEMANDS OCCUR AT  
DIFFERENT TIMES THE TRAFFIC ENGINEER AND  
DIRECTOR MAY APPROVE SHARED PARKING  
FACILITIES FOR USES WITH DIFFERENT PEAK  
BUSINESS PERIODS IF THE SHARED PARKING  
COMPLIES WITH ALL OF THE FOLLOWING STANDARDS:]

**[A. SHARED PARKING ]** ~~**[Standard**~~  
~~**Calculation]**~~ **[STUDY]** ~~**[.]**~~ ~~**[Where up to three separate**~~  
~~**land uses listed in Table 21.07-10, Shared Parking**~~

~~**Credit, share a parking facility, the total off-street parking required for those uses is eligible to be reduced by the percentage factors shown in subsection b., Table 21.07-10, subject to the standards in subsections d. through j. Where four or more land uses listed in Table 21.07-10 share a parking facility, the shared parking reduction is subject to discretionary review and approval by the Traffic Engineer and Director as provided in 21.07.090F.8.]**~~ [THE APPLICANT SHALL SUBMIT A SHARED PARKING STUDY TO THE DIRECTOR THAT DEMONSTRATES THE FEASIBILITY OF SHARED PARKING. THE STUDY SHALL BE PROVIDED IN A FORM ESTABLISHED BY THE TRAFFIC ENGINEER AND SHALL BE MADE AVAILABLE TO THE PUBLIC. THE STUDY SHALL DEMONSTRATE THAT ANY PARKING REDUCTION REQUESTED WILL NOT RESULT IN THE SPILLOVER OF PARKING ONTO OTHER PROPERTIES OR PUBLIC STREETS, BY, AT A MINIMUM, ADDRESSING THE FOLLOWING: THE SIZE AND TYPE OF THE PROPOSED DEVELOPMENT AND THE COMPOSITION OF USES, LOCATION OF REQUIRED PARKING, THE COMPOSITION OF TENANTS, THE ANTICIPATED RATE OF PARKING TURNOVER, AND THE ANTICIPATED PEAK PARKING AND TRAFFIC LOADS FOR ALL USES THAT WILL BE SHARING OFF-STREET PARKING SPACES.]

[B. *CALCULATION OF PARKING SPACES REQUIRED.* THE SHARED PARKING STUDY SHALL ONE OF THE FOLLOWING PROCEDURES:

- I. THE METHOD UNDER SUBSECTION 16.C.;
- II. THE MOST CURRENT PUBLISHED PROCEDURES OF THE URBAN LAND INSTITUTE OR THE INSTITUTE OF TRANSPORTATION ENGINEERS; OR
- III. OTHER PROCEDURES BASED ON INDUSTRY DATA OR OTHER SUFFICIENT EVIDENCE AND ANALYSIS OF PEAK PARKING DEMAND, AS SPECIFICALLY APPROVED BY THE TRAFFIC ENGINEER.]

[b][C][.] ~~**[Computation of Shared Parking Standard]**~~  
[ALTERNATIVE] ~~**[CALCULATION METHOD.]**~~ ~~**The**~~

following steps shall be used to calculate a shared parking reduction. The Planning Department shall maintain a publicly available worksheet form online that applicants may access and use to run calculations. Calculation steps:

i. Determine the minimum amount of parking required for each use, as set forth in subsection 21.07.090E., Off-street Parking Requirements, using the calculation rules established in subsection 21.07.090C., Computation of Parking and Loading Requirements.

ii. For each use, select the appropriate matching land use category in table 21.07-10, Shared Parking Credits.

iii. Multiply the minimum amount of required parking for each use, as set forth in subsection 21.07.090E., by the appropriate percentage shown in table 21.07-10, for each of the eight time periods in the table, to estimate the typical parking demand generated by that use during each of the eight time periods.

iv. Add the resulting products from the uses for each of the eight columns (time periods). Include each time period shown in the table, including during hours when the proposed business will be closed.

v. The highest sum among the eight columns becomes the shared parking requirement. This represents the time period that is expected to generate the highest total parking demand.]

[FOR EACH USE SHARING THE PARKING FACILITY, CALCULATE THE NUMBER OF OFF-STREET PARKING SPACES REQUIRED FOR THAT USE IN TABLE 21.07-4. MULTIPLY THAT NUMBER ACROSS THE ROW FOR ITS LAND USE IN TABLE 21.07-5, SHARED PARKING CREDIT REQUIRED FOR THAT USE DURING THE EIGHT TIME PERIODS. FOR EACH TIME PERIOD, ADD THE RESULTING PRODUCTS FOR EACH OF THE USES SHARING THE PARKING. THE

COLUMN TOTAL THAT GENERATES THE HIGHEST NUMBER OF PARKING SPACES THEN BECOMES THE SHARED PARKING REQUIREMENT. THIS REPRESENTS THE TIME PERIOD WITH THE HIGHEST TOTAL PARKING DEMAND.]

[TABLE 21.07-][49][5]: SHARED PARKING CREDIT								
[LAND USES] [4] [12]	[WEEKDAY TIME PERIODS]				[WEEKEND TIME PERIODS]			
	[7 am to 6 pm]	[6 PM TO 1 AM]	[1 AM TO 3 AM]	[3 AM TO 7 AM]	[7 AM TO 6 PM]	[6 PM TO 1 AM]	[1 AM TO 3 AM]	[3 AM TO 7 AM]
[RESIDENTIAL]	[65%]	[100%]	[100%]	[100%]	[75%]	[90%]	[10%]	[100%]
[RELIGIOUS ASSEMBLY]	[25%]	[50%]	[0%]	[0%]	[100%]	[50%]	[0%]	[0%]
[Childcare; K-12 school]	[100%]	[20%]	[0%]	[0%]	[20%]	[10%]	[0%]	[0%]
[HEALTH SERVICES]	[100%]	[30%]	[5%]	[5%]	[100%]	[0%]	[0%]	[0%]
[ASSEMBLY]	[100%]	[50%]	[5%]	[5%]	[100%]	[50%]	[5%]	[5%]
[FITNESS CENTER]	[90%]	[100%]	[25][60][%]	[60%]	[100%]	[100%]	[25][80][%]	[60][80][%]
[MOVIE THEATER]	[60%]	[100%]	[0%]	[0%]	[80%]	[100%]	[0%]	[0%]
[BAR OR NIGHTCLUB]	[40%]	[100%]	[90%]	[0%]	[50%]	[100%]	[90%]	[0%]
[RESTAURANT]	[80%]	[100%]	[50%]	[50%]	[85%]	[100%]	[25%]	[25%]
[RESTAURANT – DRIVE-THROUGH]	[100%]	[90%]	[15%]	[15%]	[100%]	[80%]	[15%]	[15%]
[OFFICE OR FINANCIAL][1] or Government administr.]	[100%]	[10%]	[0%]	[5%]	[15%]	[0%]	[0%]	[0%]
[RETAIL SALES ][/][1] Personal services]	[100%]	[80%]	[0%]	[0%]	[100%]	[60%]	[0%]	[0%]
[VISITOR ACCOMMODATIONS] [(guest rooms)]	[75%]	[100%]	[100%]	[100%]	[75%]	[100%]	[100%]	[100%]
[Industrial service, manufacturing, or warehouse/storage]	[100%]	[10%]	[0%]	[5%]	[15%]	[0%]	[0%]	[0%]
[NOTES:] [4][12] [IF ONE OR MORE OF THE LAND USES PROPOSED TO MAKE USE OF SHARED PARKING FACILITIES DO NOT CONFORM TO THE LAND USE CLASSIFICATIONS IN THIS TABLE, AS DETERMINED BY THE DIRECTOR, THEN THE APPLICANT SHALL SUBMIT SUFFICIENT DATA TO INDICATE THE PERIODS OF PEAK PARKING DEMAND FOR THE USES. BASED ON THIS INFORMATION, THE TRAFFIC ENGINEER SHALL DETERMINE THE APPROPRIATE SHARED PARKING REQUIREMENT.]								

~~c. Alternative Shared Parking Calculation. The applicant may request a greater reduction in the total number of spaces required for two or more land uses where Table 21.07-10 does not adequately account for circumstances or mix of use types specific to the development, subject to review and approval by the traffic engineer and director as provided in 21.07.090F.8. The applicant shall submit a shared parking study following 21.07.090F.8.c. and:~~



i. ~~The most current published procedures of the Urban Land Institute or the Institute of Transportation Engineers; or~~

ii. ~~Other procedures based on industry data or other sufficient evidence and analysis of peak parking demand, as specifically approved by the traffic engineer.]~~

[D. **DISTANCE TO PARKING SPACES.** ~~[Shared parking spaces may be located off-site, subject to the standards in this subsection 21.07.090F.5.]~~ **[SHARED PARKING SPACES FOR RESIDENTIAL UNITS SHALL BE LOCATED WITHIN 500 FEET OF THE DWELLING UNIT ENTRANCE THEY SERVE. SHARED SPACES FOR OTHER USES SHALL BE WITHIN 800 FEET OF A PRIMARY ENTRANCE OF THE USES SERVED.]** ~~[Distance shall be measured along the pedestrian connection required in subsection 21.07.090F.5.e.]~~ **[THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE A PORTION OF SHARED PARKING SPACES AT A GREATER DISTANCE BASED ON FACTORS SUCH AS THE PEDESTRIAN ENVIRONMENT, AVAILABILITY OF ATTENDANT PARKING, WEATHER PROTECTION, AND THE TYPE OF USE SERVED.]**

[E. **PEDESTRIAN CONNECTION. CLEAR AND SAFE PEDESTRIAN WALKWAYS** ~~[conforming to the standards of 21.07.060E].~~ **SHALL CONNECT THE SHARED PARKING FACILITY AND THE PRIMARY ENTRANCES OF THE USES IT SERVES. THE TRAFFIC ENGINEER MAY REQUIRE]** ~~[sidewalk or]~~ **[PEDESTRIAN STREET CROSSING IMPROVEMENTS.]**

[F. **SEPARATION BY STREETS.** **SEPARATION OF A USE AND ITS SHARED PARKING FACILITY BY A LOCAL STREET IS ALLOWED]**, ~~subject to discretionary review and approval by the traffic engineer in 21.07.090F.8]~~. **SHARED PARKING SPACES SHALL NOT BE SEPARATED FROM THE SERVED USE BY A COLLECTOR OR GREATER CLASSIFICATION STREET, UNLESS APPROVED BY THE TRAFFIC ENGINEER WITH CONSIDERATION OF THE EASE AND SAFETY OF PEDESTRIAN ACCESS, OR AS] [SPECIFICALLY ]**

[ALLOWED BY A COMPREHENSIVE PLAN  
ELEMENT SPECIFIC TO AN AREA OR DISTRICT.]

[G. *RESIDENTIAL NEIGHBORHOODS.* A  
NONRESIDENTIAL USE SHALL NOT PARTICIPATE  
IN A SHARED PARKING FACILITY] [THAT IS]  
[LOCATED IN A RESIDENTIAL DISTRICT, IF THE  
USE] [ITSELF] [IS NOT PERMITTED IN THE  
RESIDENTIAL DISTRICT.]

[H. *INSTRUCTIONAL SIGNS.* THE SHARED PARKING  
FACILITY SHALL PROVIDE INSTRUCTIONAL  
SIGNS ON THE PREMISES INDICATING THE  
AVAILABILITY OF THE FACILITY FOR PATRONS  
OF THE USES IT SERVES.]

[I. *SHARED PARKING PLAN.* A SHARED PARKING  
PLAN SHALL BE SUBMITTED FOR REVIEW AND  
APPROVAL [BY THE TRAFFIC ENGINEER AND  
THE DIRECTOR]. THE SHARED PARKING PLAN  
MAY BE COMBINED WITH OTHER PARKING  
PLANS REQUIRED BY THIS TITLE.]

[J. *CHANGES IN USE OR SHARED PARKING  
FACILITY.* ANY SUBSEQUENT CHANGE TO THE  
SHARED PARKING FACILITY OR] [~~any~~][IN] [USE  
TYPE] [~~in the building(s)~~] [SHALL REQUIRE A  
REVIEW] [BY THE DEPARTMENT AND THE  
TRAFFIC ENGINEER] [FOR COMPLIANCE WITH  
THIS SECTION, INCLUDING PROOF THAT  
SUFFICIENT PARKING WILL BE AVAILABLE. ANY  
CHANGE SHALL BE APPROVED] [~~and if necessary  
a modification to the existing shared parking  
agreement shall be made~~] [PRIOR TO] [~~the change~~]  
[BEING IMPLEMENTED.]

[K. *EXPIRATION.* NOTWITHSTANDING F.1.A. ABOVE,  
A SHARED PARKING AGREEMENT MAY BE  
RECORDED FOR A TIME CERTAIN PERIOD, NOT  
TO BE LESS THAN TEN YEARS. AT THE END OF  
THE LIFE OF THE AGREEMENT, PROPERTY  
OWNERS WHO ARE PARTIES TO THE  
AGREEMENT SHALL COMPLY WITH ALL  
PROVISIONS OF THIS CODE GOVERNING THE  
REQUIRED NUMBER OF OFF-STREET PARKING  
SPACES.]

**[6][17][.] ~~[Parking reductions for] [OFF-SITE PARKING.]~~~~[A use's required parking may be located on a lot different from the lot containing the use, as provided below.]~~ [THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE THE LOCATION OF REQUIRED PARKING SPACES ON A SEPARATE LOT FROM THE PRINCIPAL USE IF THE OFF-SITE PARKING COMPLIES WITH ALL OF THE FOLLOWING STANDARDS:]**

**[A.] ~~[Off-site Parking — Nondiscretionary Approval]~~ [ACCESSIBLE PARKING SPACES]. ~~[A principal use is eligible for a non-discretionary parking reduction for off-site parking, provided the off-site required parking for the use is off-street, located on a lot not separated by a street from the principal use and in conformance with the standards below.]~~ [REQUIRED ACCESSIBLE PARKING SPACES SHALL NOT BE LOCATED OFF-SITE.]**

**[B.] ~~[Distance to Off-site Spaces]~~~~[LOCATION]~~~~[.]~~ ~~[Off-site parking spaces for residential units shall be located within 500 feet of the dwelling unit entrance they serve. Off-site spaces for other uses shall be within 800 feet of a primary entrance of the uses served. Distance shall be measured along the pedestrian connection in e ]~~ [THE MAXIMUM DISTANCE BETWEEN OFF-SITE PARKING SPACES AND THE USE(S) SERVED SHALL BE THE SAME AS PROVIDED IN SUBSECTION 21.07.090F.16.D. FOR SHARING PARKING SPACES (MEASURED ALONG THE SHORTEST LEGAL PEDESTRIAN ROUTE). SEPARATION OF A USE AND ITS OFF-SITE PARKING SPACES BY A STREET SHALL BE SUBJECT TO SUBSECTION 21.07.090F.16.F].**

**[C. *PEDESTRIAN CONNECTION. CLEAR AND SAFE PEDESTRIAN WALKWAYS*] ~~[conforming to the standards of 21.07.060E.]~~ [SHALL CONNECT THE OFF-SITE PARKING FACILITY AND THE PRIMARY ENTRANCE(S) OF THE USES SERVED. THE TRAFFIC ENGINEER MAY REQUIRE SIDEWALK OR PEDESTRIAN CROSSING IMPROVEMENTS TO ENHANCE PEDESTRIAN SAFETY OR MOBILITY TO AND FROM THE OFF-SITE PARKING.]**

**[d. *Separation by Streets. Separation of a use and its off-site parking spaces by a local street is allowed, subject to discretionary review and approval by the***

~~traffic engineer in 21.07.090F.8. Off-site parking spaces shall not be separated from the served use by a collector or greater classification street, unless approved by the traffic engineer with consideration of the ease and safety of pedestrian access, or as specifically allowed by an area-specific element of the comprehensive plan.]~~

[e][D]. **INSTRUCTIONAL SIGNS.** INSTRUCTIONAL SIGNS SHALL BE POSTED ON THE PRINCIPAL SITE PROVIDING NOTICE OF THE AVAILABILITY AND LOCATION OF ADDITIONAL PARKING. THE OFF-SITE PARKING FACILITY SHALL PROVIDE INSTRUCTIONAL SIGNS INDICATING THE AVAILABILITY OF THE FACILITY FOR PATRONS OF THE USES IT SERVES.]

[f][E]. **RESIDENTIAL NEIGHBORHOODS.** A NONRESIDENTIAL USE SHALL NOT PARTICIPATE IN AN OFF-SITE PARKING FACILITY [THAT IS ]LOCATED IN A RESIDENTIAL DISTRICT, IF THE USE [ITSELF ]IS NOT PERMITTED IN THE RESIDENTIAL DISTRICT.]

~~[g. **Required Off-site Spaces to be Counted for One Use Only.** The off-site vehicle parking spaces shall not be required parking spaces for any other use, except as provided in 21.07.090F.5. (Shared Parking) or F.7. (District Parking).]~~

[7][18][.] ~~[Parking Reduction for Nearby Public]~~ [DISTRICT][PARKING. THE TRAFFIC ENGINEER MAY REDUCE THE MINIMUM NUMBER OF REQUIRED OFF-STREET PARKING SPACES FOR USES] ~~[near a public parking facility where the parking spaces are managed and maintained for shared public use]~~ [WITHIN THE BOUNDARIES OF A MUNICIPALLY RECOGNIZED PUBLIC PARKING DISTRICT THAT PROVIDES OFF-SITE PARKING FACILITIES TO SERVE AN AREA][. TO DETERMINE ELIGIBILITY FOR THIS REDUCTION OR THE SIZE OF THE REDUCTION TO BE ALLOWED, THE TRAFFIC ENGINEER SHALL CONSIDER] ~~[the relative distance to the use from the district parking facility and the factors listed in 21.07.090F.8.b.]~~ [FACTORS SUCH AS:

- A. PEAK HOURS OF USE AND TURNOVER RATE;
- B. THE ABILITY OF THE USE TO MEET THE PARKING REQUIREMENT THROUGH OTHER MEANS;

- C. THE AVAILABILITY OF SPACES IN THE NEARBY DISTRICT PARKING FACILITY;
- D. THE RELATIVE DISTANCE TO THE USE FROM THE DISTRICT PARKING FACILITY; AND
- E. MEASURES PROVIDED BY THE APPLICANT TO ENSURE EMPLOYEE AND PATRON USE OF THE DISTRICT PARKING FACILITY, AND EASE AND SAFETY OF PEDESTRIAN ACCESS.]

**[8. Discretionary Parking Reductions. Subject to discretionary review and approval by the traffic engineer and director, applicants may request greater percentage reductions than shown in Table 21.07-9 and subsections F.5. through F.7., propose other types of parking reduction strategies besides those listed, or request departures from the specific standards for the parking reductions in F.5. through F.7. The applicant shall demonstrate the proposed reduction is appropriate based on the expected parking utilization rate of the development and the factors below.**

**a. Examples of Discretionary Parking Reductions. Examples of other parking reduction strategies besides those listed that may be proposed include other shared vehicle programs (e.g., bike-share), other parking pricing strategies, other uses that have low parking utilization, or other transportation demand management (TDM) programs.**

**b. Discretionary Approval Criteria. To determine eligibility for a discretionary reduction or the size of the reduction to be allowed, the traffic engineer and director shall consider factors such as:**

**i. The characteristics of the proposed use, travel behavior and anticipated peak parking utilization by users, peak hours of use, and parking turnover rate;**

**ii. The ability of the use to meet the parking requirement through other means, such as existing or potential shared parking agreements or other parking strategies;**

- ~~iii. Availability, proximity, and accessibility of alternative parking, such as any proposed shared, off-site, or district parking;~~
  - ~~iv. Impacts from users and employees on adjacent neighborhoods, properties, and streets;~~
  - ~~v. Strategies provided by the applicant to ensure employee and patron use of any shared, off-site, or district parking or parking demand management program;~~
  - ~~vi. The surrounding area's parking needs and parking availability; and~~
  - ~~vii. The surrounding area's availability of pedestrian facilities and alternative modes of transportation.~~
- ~~c. **Parking Demand Study.** The traffic engineer may require the applicant to provide a parking demand study for discretionary reductions. The parking demand study shall be prepared in a form and manner prescribed by the traffic engineer, and meet the following standards:~~
  - ~~i. The parking study shall demonstrate that any parking reduction requested will not result in users parking on surrounding properties or streets;~~
  - ~~ii. The parking study shall demonstrate that the drivers accessing the use will be adequately served by the proposed parking due to project location, transportation characteristics of the persons residing, working, or visiting the site; and~~
  - ~~iii. The parking study shall consider the type, intensity, and characteristics of each use and projected peak parking and traffic demand of drivers, including the use's hours of operation.]~~

[19. ON-STREET PARKING. IF APPROVED BY THE TRAFFIC ENGINEER, ON-STREET PARKING SPACES IN THE STREET OR RIGHT-OF-WAY ABUTTING THE FRONTAGE OF THE SITE MAY BE COUNTED TOWARD THE MINIMUM

REQUIRED NUMBER OF OFF-STREET PARKING SPACES, INCLUDING GUEST PARKING SPACES. IN ADDITION, AS DETERMINED BY THE TRAFFIC ENGINEER, A PORTION OF THE REMAINING ON-STREET PARKING SPACES LOCATED WITHIN THE MAXIMUM DISTANCE PROVIDED IN SUBSECTION 21.07.090F.16.D. FOR SHARED PARKING SPACES MAY BE COUNTED TOWARD THE MINIMUM REQUIRED OFF-STREET PARKING SPACES, IN AN AMOUNT CONSISTENT WITH A FAIR APPORTIONMENT OF ON-STREET PARKING SPACES AMONG THE PROPERTIES ON THE STREET. UPON APPROVAL, EACH ON-STREET SPACE MAY BE SUBSTITUTED FOR ONE REQUIRED OFF-STREET SPACE. THE PROVISIONS APPLY ONLY TO STREET FRONTAGES WHERE ON-STREET PARKING IS ALLOWED. DETERMINATION OF THE LOCATION AND DIMENSIONS OF ON-STREET PARKING SPACES TO BE COUNTED TOWARD THE PARKING REQUIREMENT SHALL BE THE AUTHORITY OF THE TRAFFIC ENGINEER BASED ON A REVIEW OF THE SITUATION. THE STREET CURB NEXT TO ON-STREET PARKING SPACES SHALL BE A VERTICAL CURB (NOT A ROLLED CURB), AND A SIDEWALK SHALL EXTEND THE FULL LENGTH OF THE SUBJECT PROPERTY.

20. *STACKED AND TANDEM PARKING.*

A. *NONRESIDENTIAL USES.* STACKED AND TANDEM PARKING SPACES FOR NONRESIDENTIAL USES ARE ALLOWED TO COUNT TOWARD THE MINIMUM NUMBER OF REQUIRED SPACES IF THE OWNER ENSURES THROUGH THE PARKING AGREEMENT THAT ATTENDANT PARKING IS PROVIDED FOR SUCH SPACES. AN ACCESSIBLE PASSENGER LOADING ZONE SHALL BE PROVIDED WITH ATTENDANT PARKING SERVICES AT OR NEAR A PRIMARY ENTRANCE. AVAILABILITY OF THIS SERVICE SHALL BE CONSPICUOUSLY POSTED INSIDE AND OUTSIDE THE PRIMARY ENTRANCE. THE TRAFFIC ENGINEER MAY WAIVE THE PARKING ATTENDANT REQUIREMENT FOR AUTOMATED PARKING STRUCTURES.

B. *RESIDENTIAL USES.* TWO REQUIRED PARKING SPACES FOR ANY RESIDENTIAL DWELLING MAY BE ARRANGED IN TANDEM OR STACKED ONE ABOVE THE OTHER USING A CAR STACKER, SO LONG AS PARKING REQUIRED FOR THE

DWELLING UNIT IS ARRANGED INDEPENDENTLY FROM PARKING SERVING ANY OTHER DWELLING UNIT, WITH UNOBSTRUCTED VEHICLE ACCESS FOR AT LEAST ONE OF THE SPACES REQUIRED FOR EACH DWELLING UNIT, AND THE OWNER ASSIGNS THE TWO SPACES TOWARD THE SAME DWELLING AND ENFORCES THEIR ASSIGNED USE.

21. *SMALLER PARKING SPACES FOR PARKING STRUCTURES AND LOW-TURNOVER USES.* IF APPROVED BY THE TRAFFIC ENGINEER, UP TO 20 PERCENT OF THE TOTAL NUMBER OF REQUIRED PARKING SPACES LOCATED IN A PARKING STRUCTURE AND/OR DESIGNATED FOR EMPLOYEE OR RESIDENT PARKING ONLY MAY BE EIGHT FEET SIX INCHES WIDE, SUBJECT TO THE REQUIREMENTS OF TABLE 21.07-7, PARKING SPACE AND AISLE DIMENSIONS. SUCH SPACES SHALL BE SIGNED FOR EMPLOYEE OR RESIDENT PARKING ONLY.

22. *BICYCLE PARKING.* A USE IS ELIGIBLE TO PERMANENTLY OR SEASONALLY SUBSTITUTE BICYCLE PARKING SPACES REQUIRED AUTOMOBILE PARKING SPACES. EACH AUTOMOBILE PARKING SPACE SHALL BE REPLACED BY A MINIMUM OF SIX BICYCLE PARKING SPACES NOT REQUIRED BY THIS TITLE. BICYCLE PARKING SPACES SHALL COMPLY WITH THE STANDARDS OF SUBSECTION 21.07.060F.15. AND BE SEPARATED FROM MOTOR VEHICLE AREAS BY BOLLARDS OR OTHER PHYSICAL BUFFER APPROVED BY THE TRAFFIC ENGINEER.

23. *OTHER ELIGIBLE REDUCTIONS OR ALTERNATIVES.* THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE ANY PARKING REDUCTION OR OTHER ALTERNATIVE IN ADDITION TO THE CHOICES ABOVE, OR THAT INCREASES THE PERCENTAGE REDUCTION IN ANY OF THE CHOICES ABOVE, IF THE APPLICANT DEMONSTRATES TO THE SATISFACTION OF THE TRAFFIC ENGINEER AND THE DIRECTOR THAT THE PROPOSED PARKING MANAGEMENT STRATEGY WILL PROTECT SURROUNDING NEIGHBORHOODS, AND MAINTAIN TRAFFIC CIRCULATION PATTERNS AT LEAST THE SAME EXTENT AS WOULD STRICT COMPLIANCE WITH OTHERWISE APPLICABLE OFF-STREET PARKING STANDARDS. ADDITIONAL PARKING MANAGEMENT STRATEGIES MAY INCLUDE, FOR EXAMPLE, TRANSPORTATION DEMAND PROGRAMS, CAR



SHARING, UNBUNDLED PARKING, OR A COMBINATION  
OF STRATEGIES. THE APPLICANT SHALL PROVIDE A  
PARKING DEMAND STUDY PREPARED IN A FORM AND  
MANNER PRESCRIBED BY THE TRAFFIC ENGINEER  
THAT DEMONSTRATES A REDUCTION IS APPROPRIATE  
BASED ON THE EXPECTED PARKING NEEDS OF THE  
DEVELOPMENT, AVAILABILITY OF TRANSIT, AND  
SIMILAR FACTORS. IT SHALL BE DETERMINED THAT:

A. THE USE WILL BE ADEQUATELY SERVED BY THE  
PROPOSED PARKING DUE TO PROJECT  
LOCATION, TRANSPORTATION  
CHARACTERISTICS OF THE PERSONS RESIDING,  
WORKING, OR VISITING THE SITE, OR BECAUSE  
THE APPLICANT HAS UNDERTAKEN A PROGRAM  
OR STRATEGY THAT WILL REDUCE PARKING  
DEMAND AT THE SITE; AND

B. PARKING DEMAND GENERATED BY THE  
PROJECT WILL NOT EXCEED THE CAPACITY OF  
OR HAVE A DETRIMENTAL IMPACT ON THE  
SUPPLY OF ON-STREET PARKING IN THE  
SURROUNDING AREA.]

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*(Note to code revisor: Re-number existing table 21.07-6 in subsection  
21.07.090G. to become table 21.07-5.)*

H. *Parking and loading facility design standards.*

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(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.090H.8., Vehicular Access and Circulation, restore the current adopted code text of subsection 21.07.090H.8.)

8. *Vehicular Access and Circulation* [~~General~~]. Parking lots and structures ~~[access, layout, and dimensions]~~ shall be designed for a safe and orderly flow of traffic throughout the site, as provided in ~~the~~[THE] subsections ~~[8. through 11.]~~ that follow.

a. **Key Elements.** **The parking facility layout, circulation, and design plan shall address the following elements as they relate to parking lots, including but not limited to: fire lanes, emergency access, drive-throughs, queuing spaces, passenger loading zones, pedestrian circulation, and loading berths.** [KEY ELEMENTS. THE PARKING FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN SHALL ADDRESS THE FOLLOWING ELEMENTS AS THEY RELATE TO PARKING LOTS, INCLUDING BUT NOT LIMITED TO: FIRE LANES, EMERGENCY ACCESS, DRIVE-THROUGHS, QUEUING SPACES, PASSENGER LOADING ZONES, PEDESTRIAN CIRCULATION, AND LOADING BERTHS.]

**b.[B.]** *Circulation Patterns.* Internal circulation patterns and the location and traffic direction of all circulation aisles, driveways, and queuing lanes shall be designed and maintained in accordance with the municipal driveway standards currently established by the traffic engineer, and with accepted principles of traffic engineering and safety, per the traffic engineer's review based on the current manuals of the Institute of Transportation Engineers and the Urban Land Institute, and the *Manual of Uniform Traffic Control Devices* or the successor documents. Circulation patterns within parking facilities shall be well defined with pavement marking and signage, curbs, landscaping, landscaped islands, and/or other similar features. **In order to define circulation and provide better sight distance, curbed end islands shall be required at the end of each row of parking spaces. Where loading facilities or on-site refuse collection are provided, commercial truck circulation shall be considered, and truck turning radii shall be shown on the parking facility layout, circulation, and**

**design plan when required by the traffic engineer.**

[IN ORDER TO DEFINE CIRCULATION AND PROVIDE BETTER SIGHT DISTANCE, CURBED END ISLANDS SHALL BE REQUIRED AT THE END OF EACH ROW OF PARKING SPACES. WHERE LOADING FACILITIES OR ON-SITE REFUSE COLLECTION ARE PROVIDED, COMMERCIAL TRUCK CIRCULATION SHALL BE CONSIDERED, AND TRUCK TURNING RADII SHALL BE SHOWN ON THE PARKING FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN WHEN REQUIRED BY THE TRAFFIC ENGINEER.]

**[b. Administrative Adjustments and Exceptions. The traffic engineer and director may approve modifications from the standards of this section, provided documentation prepared by a licensed professional in the state of Alaska registered with the Alaska State Board of Registration for Architects, Engineers and Land Surveyors demonstrates the parking facility or driveway meets the intent of this section and the municipal driveway standards and that the change is appropriate. Approval shall be contingent on factors such as street classification, street typology, urban context, traffic volume and speed, curb return radii, street travel lane offset from face of curb, pedestrian and bicycle facilities, snow storage, driveway configuration and length, site and project characteristics, number of vehicles expected to use the driveway, and comprehensive plan policies.]**

**c. Parking Spaces Along Major Site Entrance Drives. The provision, location, design, and dimensions of parking spaces on a major access driveway that serves as an entry or exit for a large establishment with multiple lots, tracts, or businesses, shall conform to municipal standards for on-street parking and be subject to review and approval by the traffic engineer.** [C. PARKING SPACES ALONG MAJOR SITE ENTRANCE DRIVES. THE PROVISION, LOCATION, DESIGN, AND DIMENSIONS OF PARKING SPACES ON A MAJOR ACCESS DRIVEWAY THAT SERVES AS AN ENTRY OR EXIT FOR A LARGE ESTABLISHMENT WITH MULTIPLE LOTS, TRACTS, OR BUSINESSES, SHALL CONFORM TO MUNICIPAL STANDARDS FOR ON-STREET PARKING AND BE SUBJECT TO

REVIEW AND APPROVAL BY THE TRAFFIC  
ENGINEER.]

**[9. Vehicular Access and Parking 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, department of transportation and public facilities approval and driveway permit.~~

**b. Alley Access Requirement (in Urban Neighborhood Context Areas).** ~~Where a residential use is served by an alley in a Traditional Urban or Edge Urban Neighborhood Context (21.07.015), direct vehicle access to the street shall be limited to the following:~~

**i. Residential driveway access not exceeding 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. Additional driveway access to the primary street frontage for multifamily or townhouse developments may be allowed if the alley is unimproved (i.e., vegetated, no build accessway), unmaintained, or inaccessible, and the traffic engineer determines that improvement and vehicle access is not feasible, or that use of the alley for access would create a substantial traffic impact or safety hazard. The additional driveway access shall be the minimum the traffic engineer determines is necessary to provide access for the development. The Planning Department shall keep record of the approved additional driveway access with**

written findings supporting the approval on  
file and available for public inspection.

c. *Cross-Access and Shared Access with Adjacent Sites.* Parking facilities serving a site, whether located on that same lot or on an adjacent lot, may be connected by means of a common access driveway within or between the interior of such lots. Where a property receives its access to the street through a shared driveway with another lot, a shared access easement shall be provided on the plat, or a shared access agreement running with the land shall be recorded by the municipality, as approved and executed by the director, guaranteeing the continued availability of the shared access between the properties.

d. *Paired Residential Driveways Allowed.* Driveways for two single-family, two-family, or townhouse units may be attached side-by-side across a property line, provided the maximum combined width of the paved area is 24 feet in the Urban Neighborhood Development Context Areas (21.07.015), and 32 feet otherwise (16 feet maximum on each lot), without a landscaped break.

e. *Access and Parking Location in Urban Neighborhood Context Areas.* In the Traditional and Edge Urban Neighborhood Contexts established in 21.07.015, the maximum percentage of the front setback area on a property that may be paved for vehicle access and parking shall be as shown in Table 21.07-12, provided that:

i. *Secondary frontages on lots with more than one street frontage are exempt;*

ii. *Shared parking courtyards meeting 21.07.060G.20. are exempt;*

iii. *Minimum driveway widths per subsection 21.07.090H.11.d. are allowed; and*

iv. *Administrative adjustments may be approved as provided in 21.07.090H.8.b.]*

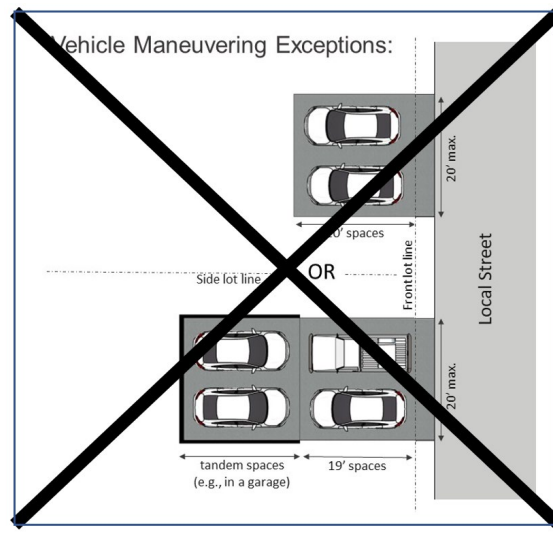
Table 21.07-12: Percentage of Front Setback Area in Urban Neighborhood Context Areas  
that May be Paved for Vehicle Access and Parking

<u>Uses</u>	<u>Traditional Urban Neighborhood Context</u>	<u>Edge Urban Neighborhood Context</u>	
		<u>with Alley Access (per 21.07.090H.9.b)</u>	<u>without Alley Access</u>
<u>Single-family, Two-family and Mobile Home Uses</u>	<u>50% max.</u>	<u>50% max.</u>	<u>75% max.</u>
<u>Other Uses</u>	<u>50% max.</u>	<u>50% max.</u>	<u>65% max.]</u>

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

- a. Access to Parking Spaces.** Each parking space shall open to a parking aisle or driveway of such width and design as provided in subsection 21.07.090H.12. to provide safe and efficient means of vehicular access with no more than a standard two-movement entrance or exit from the parking space and without having to move another vehicle. Stacked and tandem parking spaces are allowed exceptions as provided in 21.07.090H.12.
- b. Backing Distances.** Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.
- c. Dead-End Parking Aisles.** Any parking bay that does not provide two means of vehicle egress shall provide, at the closed end, an extension of the parking aisle at least nine feet in depth, designated and signed as a “No Parking” turn-around area. Dead-end parking bays longer than 100 feet shall be subject to discretionary review and approval by the traffic engineer.
- d. Vehicle Maneuvering.** Off-street parking facilities shall be designed so that all vehicle maneuvers occur on the development site and not in the public right-of-way, and vehicles enter and exit the right-of-way in a forward motion, except the following are exempt:
  - i.** Parking for single-family, two-family, and mobile home dwellings on individual lots, accessing a local street.
  - ii.** For other developments, parking areas comprising only one or two parking spaces whose only access is to a local street, provided that the paved vehicle area(s)

~~occupy no more than 20 feet of the lot frontage in the front setback. The number of spaces may be increased to four spaces if arranged in tandem for residential dwellings as provided in 21.07.090K.12.k. Additional spaces for multifamily developments with up to four dwelling units may be approved by the traffic engineer in appropriate circumstances such as lots on dead-end streets, cul-de-sacs, or other local streets with low traffic volumes.~~



(Note to Code Revisor: The graphic above is deleted.)

- iii. ~~The usable portion of an alley may be credited as circulation and/or parking aisle space for parking areas with up to 4 spaces, provided there is at least 24 feet of maneuvering area between the end of each parking space and the opposite side of the improved alley. Additional parking spaces may be designed so that vehicles back out into an alley, subject to approval by the traffic engineer.]~~

**[11. Driveway Design and Dimensions.]**

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.090H.8.d, Parking Lot Entries/Driveways, restore the current adopted code text of this subsection.)

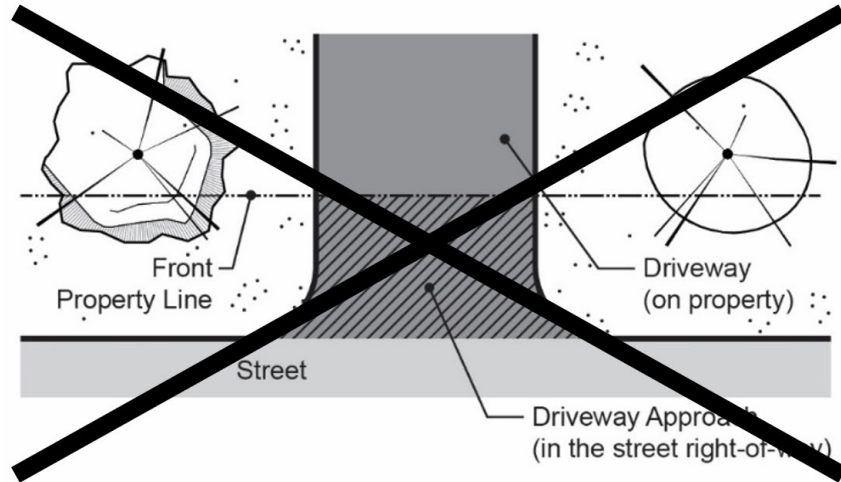
**d[a][D].** ~~Parking Lot .Entries/Driveway[Approache]s.~~  
Entries and driveway~~[approache]~~s providing access  
~~to parking lots[from the street edge to the front~~

property line] [TO PARKING LOTS] shall conform to the municipal driveway standards currently established by the traffic engineer [CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER] and this subsection 21.07.090H.11. Access to streets owned by the state of Alaska requires compliance with state driveway standards, department of transportation and public facilities approval, and a current valid state of Alaska driveway permit. Ingress and egress to parking facilities shall be designed to maintain adequate sight distance and safety and as prescribed in the municipal driveway standards. [as provided in 21.07.090H.8]. [DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES APPROVAL, AND A CURRENT VALID STATE OF ALASKA DRIVEWAY PERMIT. INGRESS AND EGRESS TO PARKING FACILITIES SHALL BE DESIGNED TO MAINTAIN ADEQUATE SIGHT DISTANCE AND SAFETY AND AS PRESCRIBED IN THE MUNICIPAL DRIVEWAY STANDARDS.]

i. Residential Uses. Residential driveway entrances shall comply with subsection 21.07.110F.3., Driveway Width.

ii. Nonresidential Uses. The total width of driveway entrances to a nonresidential lot from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, unless the applicant provides for snow storage in a manner approved by the decision-making body.





(Note to Code Revisor: The graphic above is deleted.)

**[b.] Curb Openings and Public Walkway Crossings.**

- i. Curb cut 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 by M.A.S.S. and A.D.A., except that in the traditional urban neighborhood contexts (21.07.015), public walkways on local streets shall be restored to as close to a level running grade as practical.**

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

- I. RESIDENTIAL USES. RESIDENTIAL DRIVEWAY ENTRANCES SHALL COMPLY WITH SUBSECTION 21.07.110F.3., DRIVEWAY WIDTH.**
- II. NONRESIDENTIAL USES.] [THE TOTAL WIDTH OF THE DRIVEWAY] [approach] [ENTRANCES TO A NONRESIDENTIAL LOT] [FROM A STREET SHALL NOT EXCEED 40 PERCENT OF THE FRONTAGE OF THE LOT, OR 33 PERCENT OF THE FRONTAGE IF THE PLATTING AUTHORITY OR TRAFFIC ENGINEER FINDS THAT CONDITIONS**

WARRANT IT][~~provided the following:~~] [, UNLESS THE APPLICANT PROVIDES FOR SNOW STORAGE IN A MANNER APPROVED BY THE DECISION-MAKING BODY.]

~~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, 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 both the driveway approach within the street ROW and the portion of the driveway on the development property, shall be the minimum widths established in the municipal driveway standards, as modified and clarified by the following:~~

~~i. The minimum width of a driveway providing access to a single-family, two-family, townhouse, or mobile home dwelling from a local street or alley is 12 feet.~~

~~ii. 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 (e.g., one lane for two-way traffic), except that straight (non-curving) driveway segments on the development property (i.e., not in the driveway approach) may be 10 feet.~~

~~iii. The minimum width of a driveway providing access for more than 10 parking spaces serving a townhouse or multifamily use from~~

~~a local street or alley is 12 feet for one-way traffic and 20 feet for two-way traffic.~~

~~e. **Driveway Throat Length.** The driveway throat shall be of sufficient length to enable the street and walkways in the ROW and the circulation, parking, and walkways in the development site to function without interfering with each other, as provided in the municipal driveway standards.~~

~~f. **Sight Distance.** Ingress and egress to parking facilities shall be designed as prescribed in the municipal driveway standards to maintain adequate sight distance and safety.~~

~~g. **Circulation Definition.** 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 21.07.060G.20. may depart from this requirement.]~~

*(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.090H.8.e., Parking and Maneuvering restore the current code text of this subsection that the ordinance had deleted.)*

~~e. **Parking and Maneuvering.** All circulation aisles, driveways, and vehicle maneuvering areas required by this section shall be located entirely off-street and on the property unless specifically provided otherwise by this section.~~

~~i. **Access to Parking Spaces.** To ensure safe and efficient vehicular access to parking spaces, each off-street parking space shall open directly on a parking aisle or driveway of such width and design as provided in table 21.07-7 and the illustrations that follow the table. Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.~~

~~ii. **Maneuvering Area.** Off-street parking facilities shall be designed with sufficient maneuvering room so that all maneuvers associated with the parking shall occur in the off-street parking facility, and that all~~

vehicles enter the abutting street in a forward motion.

iii. Some Dwellings Exempted. Single-family, two-family, townhouse, and mobile home dwellings on individual lots shall be exempted from this subsection. Multifamily dwellings with up to four units shall be exempted from this subsection in appropriate circumstances if approved by the traffic engineer. Appropriate circumstances may include lots with alley access, lots located on low-volume streets, and lots located on dead-end streets or cul-de-sacs.

iv. Loading Berth Maneuvering. Vehicle maneuvering for loading berths shall be subject to the requirements of subsection 21.07.090G.6., Manner of Using Loading Areas.

[E. *PARKING AND MANEUVERING.* ALL CIRCULATION AISLES, DRIVEWAYS, AND VEHICLE MANEUVERING AREAS REQUIRED BY THIS SECTION SHALL BE LOCATED ENTIRELY OFF-STREET AND ON THE PROPERTY UNLESS SPECIFICALLY PROVIDED OTHERWISE BY THIS SECTION.

I. *ACCESS TO PARKING SPACES.* TO ENSURE SAFE AND EFFICIENT VEHICULAR ACCESS TO PARKING SPACES, EACH OFF-STREET PARKING SPACE SHALL OPEN DIRECTLY ON A PARKING AISLE OR DRIVEWAY OF SUCH WIDTH AND DESIGN AS PROVIDED IN TABLE 21.07-7 AND THE ILLUSTRATIONS THAT FOLLOW THE TABLE. ADEQUATE INGRESS AND EGRESS TO EACH PARKING SPACE SHALL BE PROVIDED WITHOUT BACKING MORE THAN 25 FEET.

II. *MANEUVERING AREA.* OFF-STREET PARKING FACILITIES SHALL BE DESIGNED WITH SUFFICIENT MANEUVERING ROOM SO THAT ALL MANEUVERS ASSOCIATED WITH THE PARKING SHALL OCCUR IN THE OFF-STREET PARKING FACILITY, AND

1 THAT ALL VEHICLES ENTER THE ABUTTING  
2 STREET IN A FORWARD MOTION.

3  
4 III. *SOME DWELLINGS EXEMPTED.* SINGLE-  
5 FAMILY, TWO-FAMILY, TOWNHOUSE, AND  
6 MOBILE HOME DWELLINGS ON INDIVIDUAL  
7 LOTS SHALL BE EXEMPTED FROM THIS  
8 SUBSECTION. MULTIFAMILY DWELLINGS  
9 WITH UP TO FOUR UNITS SHALL BE  
10 EXEMPTED FROM THIS SUBSECTION IN  
11 APPROPRIATE CIRCUMSTANCES IF  
12 APPROVED BY THE TRAFFIC ENGINEER.  
13 APPROPRIATE CIRCUMSTANCES MAY  
14 INCLUDE LOTS WITH ALLEY ACCESS, LOTS  
15 LOCATED ON LOW-VOLUME STREETS, AND  
16 LOTS LOCATED ON DEAD-END STREETS  
17 OR CUL-DE-SACS.  
18

19 *(Note to Code Revisor: The S-Version's revisions to the following subsections*  
20 *21.07.090H.8.f., Dead-End Parking Aisles, 21.07.090H.8.g., Alleys, and*  
21 *21.07.090H.8.h., Cross Access and Joint Access with Adjacent Sites, restore the*  
22 *current adopted code text of these three subsections that the ordinance had*  
23 *deleted.)*  
24

25 **f. Dead-End Parking Aisles. Dead-end parking aisles**  
26 **may be allowed only with the approval of the traffic**  
27 **engineer.**  
28

29 **g. Alleys. Subject to safety approval by the traffic**  
30 **engineer, the usable portion of an alley may be**  
31 **credited as circulation and/or parking aisle space.**  
32

33 **h. Cross Access and Joint Access with Adjacent**  
34 **Sites. The plan shall show existing parking and**  
35 **circulation patterns on adjacent properties and**  
36 **potential connections. Required parking lots**  
37 **serving a site, whether located on that same lot or**  
38 **on an adjacent lot, may be connected by means of**  
39 **a common access driveway within or between the**  
40 **interior of such lots. Applicants are encouraged to**  
41 **provide shared vehicle and pedestrian access to**  
42 **adjacent properties for convenience, safety, and**  
43 **efficient circulation. An access easement shall be**  
44 **provided on the plat, or a shared access agreement**  
45 **running with the land shall be recorded by the**  
46 **municipality, as approved and executed by the**  
47 **director, guaranteeing the continued availability of**  
48 **the shared access between the properties.**  
49

F. *DEAD-END PARKING AISLES.* DEAD-END PARKING AISLES MAY BE ALLOWED ONLY WITH THE APPROVAL OF THE TRAFFIC ENGINEER.

G. *ALLEYS.* SUBJECT TO SAFETY APPROVAL BY THE TRAFFIC ENGINEER, THE USABLE PORTION OF AN ALLEY MAY BE CREDITED AS CIRCULATION AND/OR PARKING AISLE SPACE.

H. *CROSS ACCESS AND JOINT ACCESS WITH ADJACENT SITES.* THE PLAN SHALL SHOW EXISTING PARKING AND CIRCULATION PATTERNS ON ADJACENT PROPERTIES AND POTENTIAL CONNECTIONS. REQUIRED PARKING LOTS SERVING A SITE, WHETHER LOCATED ON THAT SAME LOT OR ON AN ADJACENT LOT, MAY BE CONNECTED BY MEANS OF A COMMON ACCESS DRIVEWAY WITHIN OR BETWEEN THE INTERIOR OF SUCH LOTS. APPLICANTS ARE ENCOURAGED TO PROVIDE SHARED VEHICLE AND PEDESTRIAN ACCESS TO ADJACENT PROPERTIES FOR CONVENIENCE, SAFETY, AND EFFICIENT CIRCULATION. AN ACCESS EASEMENT SHALL BE PROVIDED ON THE PLAT, OR A SHARED ACCESS AGREEMENT RUNNING WITH THE LAND SHALL BE RECORDED BY THE MUNICIPALITY, AS APPROVED AND EXECUTED BY THE DIRECTOR, GUARANTEEING THE CONTINUED AVAILABILITY OF THE SHARED ACCESS BETWEEN THE PROPERTIES.]

**9[42]**[9]. *Dimensions of Parking Spaces and Aisles.* The parking space and aisle dimensional standards of this subsection 21.07.090H.9[42]. shall apply to all parking except as stated otherwise in subsections 21.07.090I., passenger loading zones and 21.07.090J., accessible parking spaces. Parking dimensions and layout shall be as provided in subsection a., including Table 21.07-6[43] and the figures that follow the table, with the additions and exceptions provided in subsections b. through m.THE MINIMUM DIMENSIONS FOR PARKING SPACES AND PARKING AISLES SHALL BE AS PROVIDED IN TABLE 21.07-7, AND CALCULATED AS DEPICTED IN THE FIGURES THAT FOLLOW THE TABLE. THE MINIMUM PARKING SPACE. WIDTH SHALL BE 9'0 EXCEPT AS PROVIDED ELSEWHERE IN THIS SECTION. THE PARKING CONFIGURATION STATED IN THE FOLLOWING TABLES AND FIGURES SHALL APPLY TO ALL OFF-STREET PARKING, EXCEPT AS STATED ELSEWHERE IN THIS SECTION.]

- a. Minimum Dimensions for Required Parking. Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth in table 21.07-6[43], except as follows:
- i. Parking facilities in the Downtown (DT) zoning districts, and in the **Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map in the Anchorage 2040 Land Use Plan, [Traditional Urban Neighborhood Contexts delineated in 21.07.015, —]** may meet the SMALL parking space and aisle dimensions in table 21.07-6[43]. Up to 30 percent of parking in the Downtown (DT) zoning districts may meet the COMPACT parking dimensions, if signed for compact vehicles only.
- ii. In all other areas of the municipality, up to 50 percent of employee-only parking, structured parking facilities, or parking for uses with a low parking turnover rate may meet the SMALL parking space and aisle dimensions in table 21.07-6[43]. Uses with a low parking turnover rate are multifamily and mixed-use household living uses, office uses, and educational facility uses other than instructional services. **[Required] P[er]** parking shared between low-turnover and non-low-turnover uses shall meet STANDARD dimensions.
- iii. Any use that involves the preservation of a landmark listed in the Anchorage local landmarks register may also meet the SMALL parking space and aisle dimensions in Table 21.07-6[43].

TABLE 21.07-6[43][7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS

Parking Angle (Degrees)	Parking Space Type	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
90	STANDARD	9' 0"	9' 0"	20' 0" <sup>1</sup>	23' 0"	24'	64' 0"	0' 0"	2' 0"
	SMALL	8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	

TABLE 21.07-6[43][7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS									
Parking Angle (Degree s)	Parking Space Type	Space Width	Curb Length (Width Projection n)	Space Depth (Vehicle Projecti on)	Aisle Width 1- way	Aisle Width 2- way	Typical Parking Bay Width (Module)	Interlock Reducti on	Overh ang Allow ance
	COMPACT	8' 0"	8' 0"	16' 0"	23' 6"	24'	56' 0"	0' 0"	
75	STANDARD	9' 0"	9' 4"	21' 8" <sup>1</sup>	19' 0"	24'	67' 4"	1' 2"	1' 11"
	SMALL	8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 11"	
	COMPACT	8' 0"	8' 3"	19' 5"	19' 6"	24'	62' 11"	0' 6"	
60	STANDARD	9' 0"	10' 5"	21' 10" <sup>1</sup>	18' 0"	24'	67' 8"	2' 3"	1' 8"
	SMALL	8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	
	COMPACT	8' 0"	9' 3"	17' 10"	18' 6"	24'	59' 9"	1' 0"	
45	STANDARD	9' 0"	12' 9"	20' 6" <sup>1</sup>	12' 0"	24'	65' 0"	3' 2"	1' 5"
	SMALL	8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	
	COMPACT	8' 0"	11' 4"	16' 12"	12' 6"	24'	57' 11"	1' 5"	
0 (parallel)	STANDARD	9' 0"	23' 0"	9' 0"	12' 0"	24'	42' 0"	0' 0"	0' 0"
	SMALL	8' 6"	23' 0"	8' 6"	12' 6"	24'	41' 0"	0' 0"	
	COMPACT	8' 0"	23' 0"	8' 0"	12' 6"	24'	40' 0"	0' 0"	
		9' 6"	23' 0"	9' 6"	12' 0"	24'	43' 0"	0' 0"	
		10' 0"	23' 0"	10' 0"	12' 0"	24'	44' 0"	0' 0"	
[45]		8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	[1' 5"]
		9' 0"	12' 9"	20' 6"	12' 0"	24'	65' 0"	3' 2"	
		9' 6"	13' 5"	20' 10"	12' 0"	24'	65' 9"	3' 4"	
		10' 0"	14' 2"	21' 3"	12' 0"	24'	66' 5"	3' 6"	
[60]		8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	[1' 8"]
		9' 0"	10' 5"	21' 10"	18' 0"	24'	67' 8"	2' 3"	
		9' 6"	10' 12"	22' 1"	18' 0"	24'	68' 2"	2' 5"	
		10' 0"	11' 7"	22' 4"	18' 0"	24'	68' 8"	2' 6"	
[75]		8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 1"	[1' 11"]
		9' 0"	9' 4"	21' 8"	19' 0"	24'	67' 4"	1' 2"	
		9' 6"	9' 10"	21' 9"	18' 6"	24'	67' 7"	1' 3"	
		10' 0"	10' 4"	21' 11"	18' 0"	24'	67' 10"	1' 5"	
[90]		8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	[2' 0"]
		9' 0"	9' 0"	20' 0"	23' 0"	24'	64' 0"	0' 0"	
		9' 6"	9' 6"	20' 0"	22' 0"	24'	64' 0"	0' 0"	
		10' 0"	10' 0"	20' 0"	22' 0"	24'	64' 0"	0' 0"	
<sup>1</sup> Developments in the <b>Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map in the Anchorage 2040 Land Use Plan [Traditional Urban and Edge Urban Neighborhood Development Context Areas]</b> may use the following alternative STANDARD parking space depth (Vehicle Projection): 19' 0" for 90-degree parking angle; 20' 8" for 75-degree parking angle; 20' 11" for 60-degree parking angle, and 19' 6" for 45-degree parking angle. Parking bay width may decrease as a result.									

\*\*\*      \*\*\*      \*\*\*

(Note to code revisor: Re-number existing subsections a., b., c., d., and e. to b., c., d., e., and f.)

1  
2  
3  
4



g.[F.] *Structural Columns.* A structural column may encroach into the width of a parking space by up to one foot, provided the remaining parking space width is no less than eight feet. Such[IF THE] column shall be[IS] located within four feet of either end of the parking space depth. Such column shall not be located within one foot of the drive aisle.

h.[G.] *Minimum Vertical Clearance*  
\*\*\*       \*\*\*       \*\*\*

[H. *SMALLER PARKING SPACES FOR LOW TURNOVER USES.* REDUCED PARKING SPACE DIMENSIONS MAY BE APPROVED BY THE TRAFFIC ENGINEER PURSUANT TO SUBSECTION F.21. ABOVE.]

i. *Recreational Vehicle Spaces.* Parking spaces for recreational vehicles, if provided and delineated, shall be a minimum of 10 feet wide by 40 feet long.

j. *Stacked [, AUTOMATED,] or Tandem Spaces with Attendant Parking.* The traffic engineer may approve reduced parking space dimensions for stacked parking spaces[,] and/or tandem spaces in an attendant (valet) parking facility. An accessible passenger loading zone shall be provided with attendant (valet) parking services at or near a primary entrance. Notice of availability of valet service shall be conspicuously posted inside and outside the primary entrance. The business owner shall enter into a parking agreement with the municipality guaranteeing continuation of the valet service.

k. *Stacked or Tandem Spaces for a Residential Dwelling.* Two [required] parking spaces for any residential dwelling may be arranged in tandem with a combined space depth (vehicle projection length) of 38 feet, or stacked one above the other using a car stacker, subject to the following:

i. The parking [required]for the dwelling unit is arranged independently from parking serving any other dwelling unit; and

ii. The owner assigns the two spaces to the same dwelling.

l. *Automated Parking Structures.* Automated parking structures are exempt from the parking space and aisle

dimensions and vertical clearance requirements of this section 21.07.090H. ~~9[42]~~. They are instead subject to section 21.07.090M.10.

m. *Administrative Adjustments.* The traffic engineer may approve a lesser parking dimension than set forth in this subsection 21.07.090H. ~~9[42]~~., due to site topography, existing structures, lot configuration, or preservation of trees and vegetation, subject to a recorded parking agreement ~~[—complying with 21.07.090F.2].~~

\*\*\*      \*\*\*      \*\*\*

I. *Passenger Loading Zones.* All institutional, entertainment, and commercial uses such as schools/daycare, stadiums, and theaters that have high-volume peak traffic volumes shall provide an area for drop-offs and pick-ups that meets the following requirements:

1. *Passenger Loading Zone.* **[IN ADDITION TO THE REQUIRED MINIMUM NUMBER OF PARKING SPACES ESTABLISHED IN SUBSECTION 21.07.090E., T]**The traffic engineer may require one or more passenger loading zone spaces, depending on the type, intensity, and traffic patterns of the proposed use. The passenger loading zone for large commercial establishments or other intensive uses may be required by the traffic engineer to include one or more spaces dedicated to taxi cabs, ride hailing services, and/or other specialized high occupancy vehicles.

2. *Passenger Loading Zone Dimensions.* Any passenger loading zone that is provided for a development shall consist of one or more passenger drop-off/pick-up spaces parallel to the driveway or circulation aisle adjacent to the building. Each space shall be a minimum of 20 feet in length and eight or more feet in width, with an access aisle at least five feet wide abutting the full length of the space. As an alternative, subject to approval of the traffic engineer, a passenger loading zone may consist of one or more parking spaces that meets the accessible parking space dimensional standards of subsection 21.07.090J. ~~8[7]~~. However, designated passenger loading zone spaces shall not count towards any~~[THE]~~ accessible parking space requirement.

3. *Plan.* The parking facility layout, circulation, and design plan shall show the location and design of proposed passenger loading zones. For certain intensive uses, the traffic engineer may require the plan to include a traffic control plan addressing projected usage, hours of operation, peak loading/unloading time, plans for directing traffic, safety

measures, and other information deemed necessary by the traffic engineer to designing a safe and well-functioning drop-off area.

4. *Accessible Route.* An accessible pedestrian route to the building or facility entrance shall be provided pursuant to subsection 21.07.090J.~~10~~<sup>9</sup>, *Accessible Routes*.

5. *Schools.* Passenger loading zones shall be required for schools (public or private). Length, location, and design of the passenger loading zones shall be approved by the traffic engineer.

*(Note to Code Revisor: The following subsection 21.07.090J. was not included in AO 2022-80 as introduced by the Assembly, but is included in the S-Version and amended as shown below.)*

J. *Accessible Parking Spaces*

1. *Required Number of Accessible Parking Spaces.* A portion of the total number of parking spaces provided in each parking facility for commercial, industrial, community, multifamily, and mixed-use residential uses shall be accessible parking spaces. **These requirements are intended to reflect current national data on prevalence of mobility disabilities.** However, buildings in multifamily or mixed-use developments that are single-family, two-family, or townhouse style structures are not subject to the accessible parking space requirement. The number of accessible parking spaces shall be determined based on the total number of parking spaces provided, in accordance with table 21.07-~~7~~<sup>8</sup>, Accessible Parking Spaces, except where otherwise stated in this section.

1

TABLE 21.07-7[8]: ACCESSIBLE PARKING SPACES		
Total Parking Spaces Provided	Total Accessible Spaces Required	Number of Accessible Spaces that shall be Van-Accessible
<u>1 to 10</u>	<u>1</u>	<u>1</u>
<u>11 to 25</u>	<u>2[1]</u>	<u>2[1]</u>
26 to 50	<u>4[2]</u>	<u>2[1]</u>
51 to 75	<u>6[3]</u>	<u>2[1]</u>
76 to 100	<u>8[4]</u>	<u>2[1]</u>
101 to 150	<u>11[5]</u>	<u>2[1]</u>
151 to 200	<u>14[6]</u>	<u>2[1]</u>
201 to 300	<u>14[7]</u>	2
301 to 400	<u>14[8]</u>	2
401 to 500	<u>14[9]</u>	2
501 to 1000	3[2] percent of total	1 for every 6 accessible spaces
1001 and over	20 plus 2[1] for each 100 over 1000	1 for every 6 accessible spaces

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**7. Use of Required Accessible Parking. Required accessible parking facilities shall be used only for the parking of passenger automobiles of the residents, occupants, customers, visitors, or employees of the use. Accessible parking spaces and aisles shall be kept clear of obstructions, parking of equipment, and storage of goods or vehicles.**

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*(Note to code revisor: Re-number remaining subsections of 21.07.090J. Re-number all references to Table 21.07-8 to 21.07-7.)*

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K. *Bicycle Parking* [SPACES].

1. **Applicability.** This subsection is effective beginning January 1, 2024, and applies to the uses in Table 21.07-8. Uses listed in subsection 21.07.090K.3. are exempt.

2. **Bicycle Parking Required.** [ALL NONRESIDENTIAL, MULTIFAMILY, AND MIXED-USE DWELLING DEVELOPMENTS WITH MORE THAN 40 PARKING SPACES REQUIRED IN TABLE 21.07-4 SHALL PROVIDE AT LEAST FOUR BICYCLE PARKING SPACES, OR A NUMBER OF BICYCLE PARKING SPACES EQUAL TO THREE PERCENT OF THE NUMBER OF REQUIRED AUTOMOBILE PARKING SPACES, WHICHEVER IS GREATER.]

Table 21.07-8[14] establishes the minimum number of bicycle parking spaces required per principal use, and the percentage of these spaces required to be developed as long-term (employee, resident) bicycle parking, versus short-term (visitor) spaces. The requirements are intended to follow the recommendations in the *Anchorage Non-Motorized Plan*. The required minimum number of spaces is calculated as follows:

a. A minimum of two bicycle parking spaces shall be provided for each use in Table 21.07-8[14]. For commercial and community uses, group living uses with 10 or more beds, and household living uses with 10 or more dwellings, the two spaces shall be located outdoors and publicly accessible for customers and short-term visitors.

~~b. After the first 40 bicycle parking spaces, no additional bicycle parking is required for any individual non-residential use.~~

~~c. Subsection 21.07.090C., Computation of Parking and Loading Requirements, applies with respect to fractions, multiple uses, and building floor area measurements.~~

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<b>TABLE 21.07-8[14]: Bicycle Parking Spaces Required</b>			
<u>Use Category/Type</u>	<u>Minimum Number of Bicycle Spaces<sup>1</sup></u> <u>("sf" = square feet; "gfa" = gross floor</u> <u>area)</u>	<u>Minimum Percentage for</u> <u>Long-Term Spaces</u> <u>(for required bicycle parking</u> <u>in excess of 2 spaces)<sup>2</sup></u>	
	<u>[Areas with</u> <u>Area-specific</u> <u>Parking</u> <u>Requirements in</u> <u>Table 21.07-7]</u>	<u>[All Other Areas]</u>	
<u>Multifamily and mixed-use dwellings</u>	<u>1 space per two dwellings</u>	<u>[1 space per 10 dwellings]</u>	<u>90 percent</u>
<u>Group living uses, Roominghouses, Homeless and transient shelters[.]</u>	<u>1 space per 5 beds</u>	<u>[1 space per 5 beds]</u>	<u>90 percent</u>
<u>Government administration &amp; civic facility, Offices, Hospitals/Healthcare facilities[.]</u>	<u>1 space per 5,000 sf gfa</u>	<u>[1 space per 10,000 sf gfa]</u>	<u>75 percent</u>
<u>Cultural Facilities, Entertainment &amp; Recreation Facilities</u>	<u>1 space per 10,000 sf gfa</u>	<u>[1 space per 20,000 sf gfa]</u>	<u>10 percent</u>
<u>Schools, Colleges[.]</u>	<u>4 spaces per classroom</u>	<u>[2 spaces per classroom]</u>	<u>25 percent</u>
<u>Restaurants, Bars</u>	<u>1 space per 3,000 sf gfa</u>	<u>[1 space per 10,000 sf gfa]</u>	<u>10 percent</u>
<u>Retail Sales, Personal Service, Repair &amp; Rental[.]</u>	<u>1 space per 5,000 [12,000] sf gfa</u>	<u>[1 space per 24,000 gfa]</u>	<u>10 percent</u>
<u>[Industrial uses]</u>	<u>[1 space per 25,000 sf. gfa]</u>	<u>[1 space per 50,000]</u>	<u>[75 percent]</u>
<u>Visitor Accommodations</u>	<u>1 space per 23,000 sf gfa</u>	<u>[1 space per 23,000 sf gfa]</u>	<u>75 percent</u>
<u>Industrial uses</u>	<u>1 space per 25,000 sf gfa</u>	<u>[1 space per 50,000]</u>	<u>75 percent</u>
<u>Uses not included above, except as provided in subsection K.3[2]. below</u>	<u>Minimum of 2 spaces</u>	<u>[Minimum of 2 spaces]</u>	<u>Not required</u>
<sup>1</sup> <u>A minimum of 2 spaces are required for each use. After the first 40 bicycle parking spaces, no additional bicycle parking is required for any individual non-residential use.</u>			
<sup>2</sup> <u>The first 2 required spaces are not used in calculating the percentage of required long term spaces. The number of required long-term bicycle parking spaces is calculated as a percentage of the overall number of required spaces beyond the first two required spaces.</u>			

**3[2].** Exemptions. The bicycle parking [THIS] requirements in subsection 1. shall not apply to:

a. Household living dwelling units with their own individual garages [BUILDINGS IN MULTIFAMILY OR MIXED-USE DEVELOPMENTS THAT ARE SINGLE-FAMILY, TWO-FAMILY, OR TOWNHOUSE STYLE STRUCTURES].

b. Airstrips.

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c. Utility Substations, Telecommunication facilities, and WECS.

e. Natural resource extraction.

f. Impound yards and storage yards.

g. Any other non-residential use which has no regular employees or people on premises.

**4[3].** Administrative Adjustments. The director **and traffic engineer** may approve administrative relief or adjustments to the bicycle parking requirement **or bicycle facility development standards** ~~[for changes of use or modifications to existing buildings and site]~~, provided the applicant demonstrates the adjustment is necessary to compensate for a practical difficulty of the site. The department shall keep record of the approved adjustment with written findings supporting the adjustment on file and available for public inspection.

**5.** Co-Located Bicycle Parking. **Bicycle parking spaces may be co-located for different uses on the same property if bicycle facility development standards are met. The total required bicycle parking spaces shall be the sum of the required parking for the individual uses.**

**6[4].** Bicycle Parking Facility Development Standards. These requirements shall apply to all required bicycle parking spaces, except as specifically provided otherwise. Only long-term parking spaces required by table 21.07-8[14] (in right-hand column) shall follow the requirements of subsection g. [BICYCLE PARKING SPACES SHALL MEET THE STANDARDS OF SUBSECTION 21.07.060F.15.]

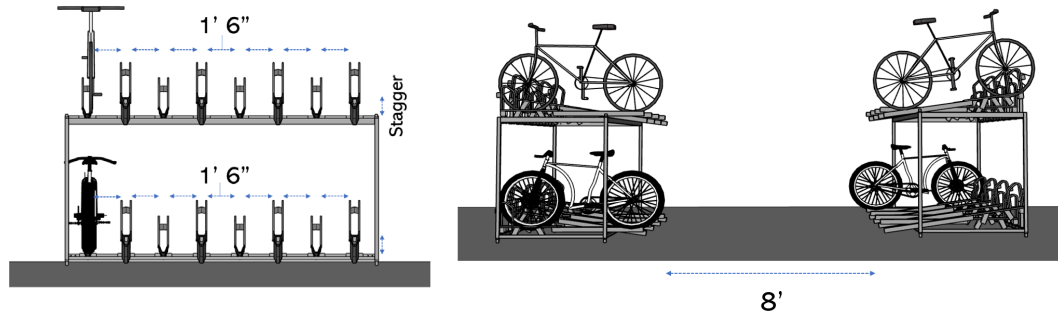
a. Required bicycle parking or a sign leading thereto shall be located in an area visible from a primary entrance area. Required **bicycle** parking other than long-term bicycle parking shall be located within 50 feet of a primary entrance as measured along an accessible pedestrian route.

b. A required bicycle parking space shall be either a bike rack or bike locker. Each shall be a securely anchored, tamper-resistant structure. Bike racks shall allow the bike frame and one wheel to be locked to the rack with a standard U-type lock when both wheels are left on the bicycle. Bike racks shall support the bicycle frame in a stable position without damage to the bicycle.

iii. Stacked bike parking spaces (stacking bicycles one tier on top of another) may meet the alternative stacked dimensions in the bottom figures provided there is a mechanically assisted lifting mechanism for mounting the bicycle on the upper tier.

### Dimensions for Stacked Bicycle Spaces:





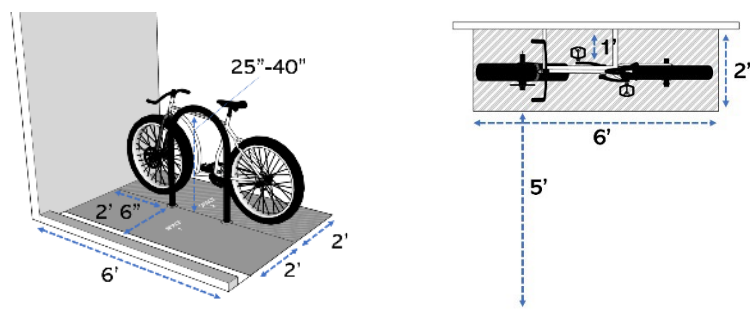
iv. Other deviations are permitted, per director approval, provided the applicant demonstrates the spaces meet the intent of the standard.

d. Bicycle parking spaces shall be designed so that the bicycle may be added or removed without having to move another bicycle.

i. There shall be a minimum of five feet of clear space inclusive of a walkway, behind the parking space to allow room for bicycle maneuvering.

ii. There shall be a minimum of two-foot six-inch clearance from all sides of the bicycle rack to walls, fences, curbs, and vehicle parking and circulation areas, or other obstructions, except for racks provided in iii.

iii. Horizontal bike parking spaces (securing the bicycle horizontal to the ground) with racks attached to walls shall have a minimum one-foot clearance from the rack to the wall, as shown in the second figure below. Vertical and stacked spaces have no required wall clearance.



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e. Areas devoted to bicycle parking facilities shall be illuminated, hard-surfaced, and designed and

maintained to be clear of **obstructions**, mud, and snow.

f. Bicycle parking shall not obstruct pedestrian walkways, building access, or other use areas.

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

**7[h].** **Development Standards for Long-Term Spaces.** Long-term bicycle parking spaces are intended to accommodate bicyclists ~~[residents, students, employees, and commuters]~~ who typically need to store a bicycle overnight or for an entire work shift or school day. In addition to the standards in subsection 6., r[R]equired long-term spaces shall comply with the following additional standards:

**a[i].** Long-term bicycle parking shall be located in illuminated ~~[well-lit]~~ restricted access, lockable rooms or enclosures providing protection from theft, vandalism, and weather. Bicycle lockers, covered bicycle cages, or a secure room inside a building are common examples.

**b[ii].** Long-term bicycle parking spaces shall be located where bicyclists are not required to carry bicycles on stairs to access the parking.

**c[iii].** Long-term bicycle parking spaces for residential uses with fewer than five dwellings may be located within dwelling units, provided each dwelling unit has at least one bike parking space. Bicycle parking in the dwelling shall be located ~~[within 15 feet of the dwelling's primary entrance and ]~~in a closet or three-sided alcove which includes a rack and meets the development standards of ~~[this ]~~subsection 21.07.090K.6[4]. Long-term spaces shall not be located on a balcony, deck, or patio area accessory to an individual dwelling unit.

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

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**21.07.110      Residential Design Standards.**

(Note to Code Revisor: The S-Version's revisions to section 21.07.110, Residential Design Standards, restore the current code text of section 21.07.110 that the ordinance had deleted. The S-Version recommends retaining section 21.07.110 as currently adopted, in this ordinance.)

A. Purpose.

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(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110A., Purpose, restore the current code text of this subsection that the ordinance had deleted.)

**4. Enhance public safety by promoting lines of sight to residential entries, clearly defining transitions from public to more private residential outdoor spaces, and designing entrances to be prominent.**

**5. Locate active living spaces, entrances, and windows to improve the physical and visual connection from residences to the street, and foster opportunities for casual surveillance of the street and outwardly expressed proprietorship of the neighborhood.**

[4. ENHANCE PUBLIC SAFETY BY PROMOTING LINES OF SIGHT TO RESIDENTIAL ENTRIES, CLEARLY DEFINING TRANSITIONS FROM PUBLIC TO MORE PRIVATE RESIDENTIAL OUTDOOR SPACES, AND DESIGNING ENTRANCES TO BE PROMINENT.

5. LOCATE ACTIVE LIVING SPACES, ENTRANCES, AND WINDOWS TO IMPROVE THE PHYSICAL AND VISUAL CONNECTION FROM RESIDENCES TO THE STREET, AND FOSTER OPPORTUNITIES FOR CASUAL SURVEILLANCE OF THE STREET AND OUTWARDLY EXPRESSED PROPRIETORSHIP OF THE NEIGHBORHOOD.]

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C. Standards for Multifamily and Townhouse Residential.

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110C.1., Purpose, restore the current code text of this subsection that the ordinance had deleted.)

1. Purpose.

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**c. Promote building placement and orientation that interfaces with the neighborhood street and engages the pedestrian, to contribute to public safety, attractive street frontages, pedestrian**

**access, and a sense of neighborhood and community.**

[C. PROMOTE BUILDING PLACEMENT AND ORIENTATION THAT INTERFACES WITH THE NEIGHBORHOOD STREET AND ENGAGES THE PEDESTRIAN, TO CONTRIBUTE TO PUBLIC SAFETY, ATTRACTIVE STREET FRONTAGES, PEDESTRIAN ACCESS, AND A SENSE OF NEIGHBORHOOD AND COMMUNITY.]

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**g. Promote a safe living environment through “eyes on the street” design elements, such as placement of windows, and transition spaces between the public realm and the more private areas of the development.**

[G. PROMOTE A SAFE LIVING ENVIRONMENT THROUGH “EYES ON THE STREET” DESIGN ELEMENTS, SUCH AS PLACEMENT OF WINDOWS, AND TRANSITION SPACES BETWEEN THE PUBLIC REALM AND THE MORE PRIVATE AREAS OF THE DEVELOPMENT.]

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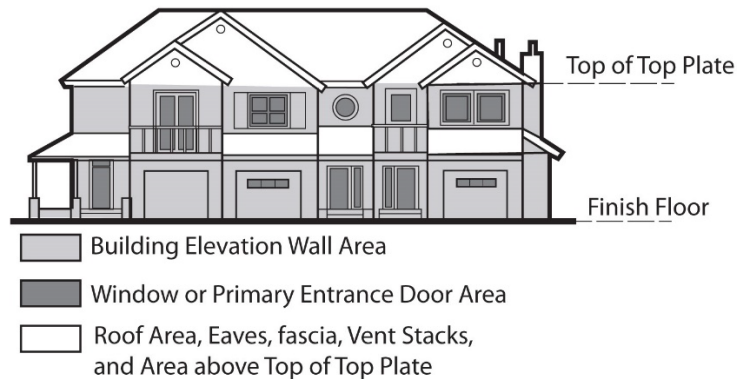
*(Note to Code Revisor: The S-Version’s revisions to the following subsection 21.07.110C.3., Windows Facing the Street, restore the current code text of this subsection that the ordinance had deleted.)*

### **3. Windows Facing the Street.**

**a. Windows. Windows or primary entrance doors shall be provided on each building elevation facing a street or that has primary entrances to dwellings (up to a maximum of two elevations). At least 10 percent of the wall area of the building elevation shall be windows or primary entrance doors. The director may eliminate or reduce the requirement on one elevation (in instance where up to two apply) based on site specific circumstances (such as infill projects where an entry faces an adjacent property rather than the street).**

**b. Wall Area Calculation. The area of vertical wall surface measured from finished floor of each level, including garages to top of top plate. In the case of a basement wall, calculate the area of vertical wall surface measured from finished grade to the top of the finished floor above or top of top plate, whichever is applicable. Any wall area above the**

**top plate shall not apply, including any gable ends. The façade wall area of stories below grade plane, such as below grade parking, are exempt from the measurement of wall area. The roof, including eaves, fascia, and vent stacks, is also exempt, as illustrated below.**



**c. Energy Efficiency Exception. A reduction in required window area is permitted if demonstrated by calculation by an energy rater certified by the state of Alaska that installing the required window area will reduce the energy rating below a 5-star energy rating.**

**d. Additions and Renovations. Only the wall area affected by either an addition or a renovation shall be required to comply with the opening requirements. Unaffected wall areas need not comply. Garage additions are exempt from opening requirements. The director may eliminate or reduce the requirement for window openings on additions/renovations based on project specific circumstances (such as the nature of the spaces being added, building orientation, or structural requirements).**

**[3. WINDOWS FACING THE STREET.**

**A. WINDOWS. WINDOWS OR PRIMARY ENTRANCE DOORS SHALL BE PROVIDED ON EACH BUILDING ELEVATION FACING A STREET OR THAT HAS PRIMARY ENTRANCES TO DWELLINGS (UP TO A MAXIMUM OF TWO ELEVATIONS). AT LEAST 10 PERCENT OF THE WALL AREA OF THE BUILDING ELEVATION SHALL BE WINDOWS OR PRIMARY ENTRANCE DOORS. THE DIRECTOR MAY**

ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCE WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES (SUCH AS INFILL PROJECTS WHERE AN ENTRY FACES AN ADJACENT PROPERTY RATHER THAN THE STREET).

- B. *WALL AREA CALCULATION.* THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED FLOOR OF EACH LEVEL, INCLUDING GARAGES TO TOP OF TOP PLATE. IN THE CASE OF A BASEMENT WALL, CALCULATE THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED GRADE TO THE TOP OF THE FINISHED FLOOR ABOVE OR TOP OF TOP PLATE, WHICHEVER IS APPLICABLE. ANY WALL AREA ABOVE THE TOP PLATE SHALL NOT APPLY, INCLUDING ANY GABLE ENDS. THE FAÇADE WALL AREA OF STORIES BELOW GRADE PLANE, SUCH AS BELOW GRADE PARKING, ARE EXEMPT FROM THE MEASUREMENT OF WALL AREA. THE ROOF, INCLUDING EAVES, FASCIA, AND VENT STACKS, IS ALSO EXEMPT, AS ILLUSTRATED BELOW.



- C. *ENERGY EFFICIENCY EXCEPTION.* A REDUCTION IN REQUIRED WINDOW AREA IS PERMITTED IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.
- D. *ADDITIONS AND RENOVATIONS.* ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY

WITH THE OPENING REQUIREMENTS.  
UNAFFECTED WALL AREAS NEED NOT COMPLY.  
GARAGE ADDITIONS ARE EXEMPT FROM  
OPENING REQUIREMENTS. THE DIRECTOR MAY  
ELIMINATE OR REDUCE THE REQUIREMENT FOR  
WINDOW OPENINGS ON  
ADDITIONS/RENOVATIONS BASED ON PROJECT  
SPECIFIC CIRCUMSTANCES (SUCH AS THE  
NATURE OF THE SPACES BEING ADDED,  
BUILDING ORIENTATION, OR STRUCTURAL  
REQUIREMENTS).]

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**4[3][4].** *Building Spacing.*

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*(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110C.5., Pedestrian Access, restore the current code text of this subsection that the ordinance had deleted.)*

**5. Pedestrian Access. Walkway connections from primary front entrances to the street are required in accordance with subsection 21.07.060E.4., except that developments may provide one of the following alternatives instead:**

**a. Primary front entrances for individual dwellings may connect to the street by the dwelling unit's individual driveway if such is provided;**

**b. A parking courtyard may be provided in conformance with subsection 21.07.060F.17., or**

**c. Other methods, as approved by the director, that provide safe, convenient, and adequate pedestrian access.**

**[5. PEDESTRIAN ACCESS. WALKWAY CONNECTIONS FROM PRIMARY FRONT ENTRANCES TO THE STREET ARE REQUIRED IN ACCORDANCE WITH SUBSECTION 21.07.060E.4., EXCEPT THAT DEVELOPMENTS MAY PROVIDE ONE OF THE FOLLOWING ALTERNATIVES INSTEAD:**

**A. PRIMARY FRONT ENTRANCES FOR INDIVIDUAL DWELLINGS MAY CONNECT TO THE STREET BY THE DWELLING UNIT'S INDIVIDUAL DRIVEWAY IF SUCH IS PROVIDED;**

**B. A PARKING COURTYARD MAY BE PROVIDED IN CONFORMANCE WITH SUBSECTION 21.07.060F.18., OR**

- C. OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE SAFE, CONVENIENT, AND ADEQUATE PEDESTRIAN ACCESS.

*(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110C.6., Building and Site Orientation Menu, restore the current code text of this subsection that the ordinance had deleted, except that a reference to 21.07.060F.17. is re-numbered to F.16 in subsection 21.07.110C.6.i.)*

**6. Building and Site Orientation Menu.** Buildings shall be oriented to surrounding streets, sidewalks, common private open spaces, and the neighborhood public realm through at least three of the following menu choices. The director may reduce the requirement to two menu choices if he or she determines that the primary objective of the menu option is achieved or that the specific site limits availability of a majority of the options.

**a. Courtyard Housing.** Arrange or configure the building(s) to enclose and frame a housing courtyard as described in subsection 21.07.060F.7.

**b. Orientation of Living Spaces and Windows—Ground Floor.** Provide windows and/or entrances to habitable living spaces comprising, at least 10 percent of the ground-floor wall area of up to two building elevations facing a street or having a primary front entrance. Windows in a garage door do not count towards the minimum area in this section.

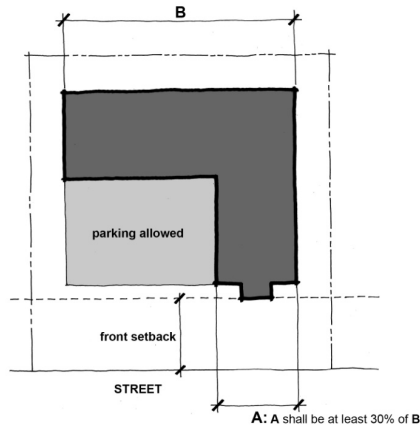
**c. Orientation of Living Spaces and Windows—Overall Development.** Provide windows and/or entrances to habitable living spaces, comprising at least 10 percent of the total wall area of up to two building elevations facing a street or having a primary front entrance. Windows in a garage door do not count towards the minimum area of this section.

**d. Orientation of Living Spaces and Windows—Additional Transparency.** Increase the percentage of the wall area comprised of windows and/or pedestrian entrances to 20 percent in subsections 6.b. and/or 6.c. above.

**e. Street Frontage – Parking Beside or Behind the Building.** No more than 70 percent of a street-

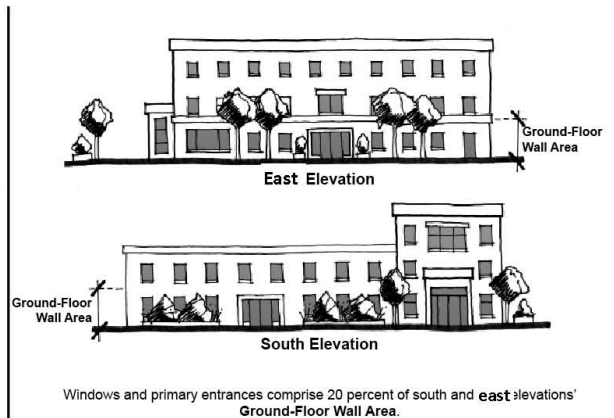
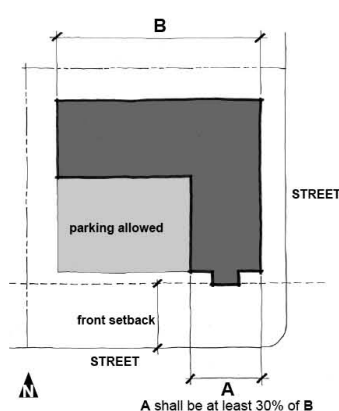


**facing building elevation shall have parking facilities (including garages) between it and the street.**



**f. Street Frontage – Limited Parking Width. As an alternative to 6.e. above, limit driveways and parking facilities to no more than 50 percent of the total site area between the building and a street, and garages to no more than 50 percent of the street facing building elevation.**

**g. Street Corner Building. On a corner lot, provide choices 6.e. and 6.f. on both street frontages, such that the building (including its habitable floor area with windows) is placed nearest the corner, and any parking facilities are located beside or behind the building away from the street corner. Compliance with this feature counts for meeting two.**



**h. Limited Front-Facing Garage Width for Townhouses. Where garages for individual townhouse-style dwelling units face the street or are on the same building elevation as the primary**

front entry to the dwellings, limit the garage door width to no more than 50 percent of the width of each dwelling, or up to 67 percent provided the building façade achieves one more feature than required in subsection C.7., Building Articulation Menu.

i. Enhanced Sidewalk. Provide an enhanced sidewalk conforming to subsection 21.07.060F.16. on at least one street frontage that is not less than 100 linear feet.

j. Separated Walkway to the Street. Connect all primary entrances to the street by a clear and direct walkway separated from and not routed through a parking facility.

k. Visible Front Entries.

i. Place the primary front entrance(s) (at least one shared primary front entrance for a multifamily structure or at least 50 percent of individual unit entrances) on a street-facing building elevation, or facing a common private open space that is visible from and has direct access to the street.

ii. As an alternative, place the primary front entrance(s) on a façade at an angle of up to 90 degrees from the street, where there is an unobstructed line of sight from the street or sidewalk edge (abutting the site) to the entry door, and a sheltering roof structure no more than 12 feet above the floor of the entry as a permanent architectural feature projecting from the façade.

l. Enhanced Front Yard Landscaping. Provide one level higher of site or parking lot perimeter landscaping along the street frontages (up to a maximum of two frontages) than otherwise required by this title. For example, if L1 landscaping is required, provide L2 landscaping.

m. Site Entry Feature. Highlight and define a pedestrian and/or vehicle entrance to a development site using three or more of the following elements:

- i. Landscape treatment with seasonal color and trees, which clearly distinguishes and highlights the site entry.
- ii. Plaza or courtyard as described in subsection 21.07.060F6. or 7.
- iii. Identifying building primary entrance form including a covered entry, when the primary entrance is within 40 feet of the site entrance.
- iv. Special paving, pedestrian scale lighting, and/or bollards.
- v. Ornamental gate and/or fence.
- n. Director Approval. Other methods, as approved by the director, that provide appropriate building and site layouts relative to the surrounding neighborhood and streets.

6. *BUILDING AND SITE ORIENTATION MENU.* BUILDINGS SHALL BE ORIENTED TO SURROUNDING STREETS, SIDEWALKS, COMMON PRIVATE OPEN SPACES, AND THE NEIGHBORHOOD PUBLIC REALM THROUGH AT LEAST THREE OF THE FOLLOWING MENU CHOICES. THE DIRECTOR MAY REDUCE THE REQUIREMENT TO TWO MENU CHOICES IF HE OR SHE DETERMINES THAT THE PRIMARY OBJECTIVE OF THE MENU OPTION IS ACHIEVED OR THAT THE SPECIFIC SITE LIMITS AVAILABILITY OF A MAJORITY OF THE OPTIONS.

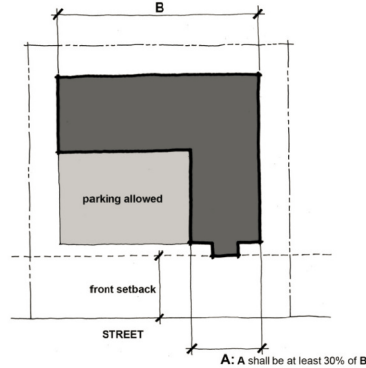
A. *COURTYARD HOUSING.* ARRANGE OR CONFIGURE THE BUILDING(S) TO ENCLOSE AND FRAME A HOUSING COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F.7.

B. *ORIENTATION OF LIVING SPACES AND WINDOWS—GROUND FLOOR.* PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES COMPRISING, AT LEAST 10 PERCENT OF THE GROUND-FLOOR WALL AREA OF UP TO TWO BUILDING ELEVATIONS FACING A STREET OR HAVING A PRIMARY FRONT ENTRANCE. WINDOWS IN A GARAGE DOOR DO NOT COUNT TOWARDS THE MINIMUM AREA IN THIS SECTION.

C. *ORIENTATION OF LIVING SPACES AND WINDOWS—OVERALL DEVELOPMENT.* PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES, COMPRISING AT LEAST 10 PERCENT OF THE TOTAL WALL AREA OF UP TO TWO BUILDING ELEVATIONS FACING A STREET OR HAVING A PRIMARY FRONT ENTRANCE. WINDOWS IN A GARAGE DOOR DO NOT COUNT TOWARDS THE MINIMUM AREA OF THIS SECTION.

D. *ORIENTATION OF LIVING SPACES AND WINDOWS—ADDITIONAL TRANSPARENCY.* INCREASE THE PERCENTAGE OF THE WALL AREA COMPRISED OF WINDOWS AND/OR PEDESTRIAN ENTRANCES TO 20 PERCENT IN SUBSECTIONS 6.B. AND/OR 6.C. ABOVE.

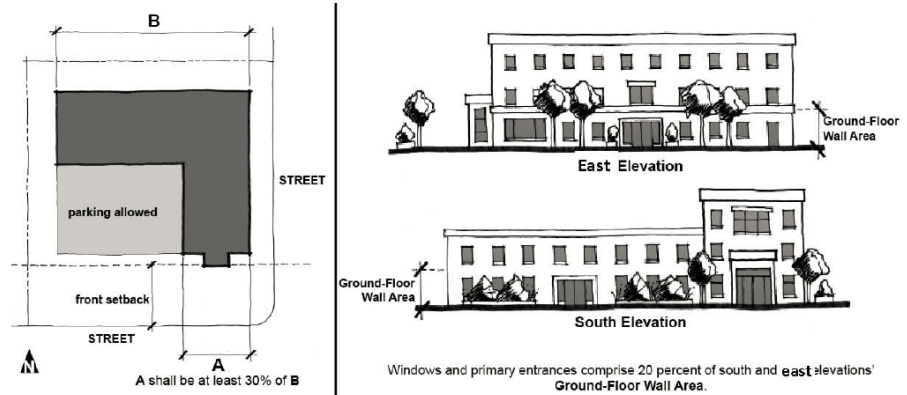
E. *STREET FRONTAGE – PARKING BESIDE OR BEHIND THE BUILDING.* NO MORE THAN 70 PERCENT OF A STREET-FACING BUILDING ELEVATION SHALL HAVE PARKING FACILITIES (INCLUDING GARAGES) BETWEEN IT AND THE STREET.]



[F. *STREET FRONTAGE – LIMITED PARKING WIDTH.* AS AN ALTERNATIVE TO 6.E. ABOVE, LIMIT DRIVEWAYS AND PARKING FACILITIES TO NO MORE THAN 50 PERCENT OF THE TOTAL SITE AREA BETWEEN THE BUILDING AND A STREET, AND GARAGES TO NO MORE THAN 50 PERCENT OF THE STREET FACING BUILDING ELEVATION.

G. *STREET CORNER BUILDING.* ON A CORNER LOT, PROVIDE CHOICES 6.E. AND 6.F. ON BOTH STREET FRONTAGES, SUCH THAT THE BUILDING (INCLUDING ITS HABITABLE FLOOR AREA WITH WINDOWS) IS PLACED NEAREST THE CORNER, AND ANY PARKING FACILITIES ARE LOCATED

BESIDE OR BEHIND THE BUILDING AWAY FROM  
THE STREET CORNER. COMPLIANCE WITH THIS  
FEATURE COUNTS FOR MEETING TWO.



- H. *LIMITED FRONT-FACING GARAGE WIDTH FOR TOWNHOUSES.* WHERE GARAGES FOR INDIVIDUAL TOWNHOUSE-STYLE DWELLING UNITS FACE THE STREET OR ARE ON THE SAME BUILDING ELEVATION AS THE PRIMARY FRONT ENTRY TO THE DWELLINGS, LIMIT THE GARAGE DOOR WIDTH TO NO MORE THAN 50 PERCENT OF THE WIDTH OF EACH DWELLING, OR UP TO 67 PERCENT PROVIDED THE BUILDING FAÇADE ACHIEVES ONE MORE FEATURE THAN REQUIRED IN SUBSECTION C.7., BUILDING ARTICULATION MENU.
- I. *ENHANCED SIDEWALK.* PROVIDE AN ENHANCED SIDEWALK CONFORMING TO SUBSECTION 21.07.060F.17. ON AT LEAST ONE STREET FRONTAGE THAT IS NOT LESS THAN 100 LINEAR FEET.
- J. *SEPARATED WALKWAY TO THE STREET.* CONNECT ALL PRIMARY ENTRANCES TO THE STREET BY A CLEAR AND DIRECT WALKWAY SEPARATED FROM AND NOT ROUTED THROUGH A PARKING FACILITY.
- K. *VISIBLE FRONT ENTRIES.*
- I. PLACE THE PRIMARY FRONT ENTRANCE(S) (AT LEAST ONE SHARED PRIMARY FRONT ENTRANCE FOR A MULTIFAMILY STRUCTURE OR AT LEAST 50 PERCENT OF INDIVIDUAL UNIT ENTRANCES) ON A STREET-FACING BUILDING ELEVATION, OR

FACING A COMMON PRIVATE OPEN SPACE  
THAT IS VISIBLE FROM AND HAS DIRECT  
ACCESS TO THE STREET.

II. AS AN ALTERNATIVE, PLACE THE PRIMARY  
FRONT ENTRANCE(S) ON A FAÇADE AT AN  
ANGLE OF UP TO 90 DEGREES FROM THE  
STREET, WHERE THERE IS AN  
UNOBSTRUCTED LINE OF SIGHT FROM THE  
STREET OR SIDEWALK EDGE (ABUTTING  
THE SITE) TO THE ENTRY DOOR, AND A  
SHELTERING ROOF STRUCTURE NO MORE  
THAN 12 FEET ABOVE THE FLOOR OF THE  
ENTRY AS A PERMANENT ARCHITECTURAL  
FEATURE PROJECTING FROM THE  
FAÇADE.

L. *ENHANCED FRONT YARD LANDSCAPING.*  
PROVIDE ONE LEVEL HIGHER OF SITE OR  
PARKING LOT PERIMETER LANDSCAPING ALONG  
THE STREET FRONTAGES (UP TO A MAXIMUM OF  
TWO FRONTAGES) THAN OTHERWISE REQUIRED  
BY THIS TITLE. FOR EXAMPLE, IF L1  
LANDSCAPING IS REQUIRED, PROVIDE L2  
LANDSCAPING.

M. *SITE ENTRY FEATURE.* HIGHLIGHT AND DEFINE A  
PEDESTRIAN AND/OR VEHICLE ENTRANCE TO A  
DEVELOPMENT SITE USING THREE OR MORE OF  
THE FOLLOWING ELEMENTS:

I. LANDSCAPE TREATMENT WITH SEASONAL  
COLOR AND TREES, WHICH CLEARLY  
DISTINGUISHES AND HIGHLIGHTS THE  
SITE ENTRY.

II. PLAZA OR COURTYARD AS DESCRIBED IN  
SUBSECTION 21.07.060F6. OR 7.

III. IDENTIFYING BUILDING PRIMARY  
ENTRANCE FORM INCLUDING A COVERED  
ENTRY, WHEN THE PRIMARY ENTRANCE IS  
WITHIN 40 FEET OF THE SITE ENTRANCE.

IV. SPECIAL PAVING, PEDESTRIAN SCALE  
LIGHTING, AND/OR BOLLARDS.

V. ORNAMENTAL GATE AND/OR FENCE.

N. *DIRECTOR APPROVAL. OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE APPROPRIATE BUILDING AND SITE LAYOUTS RELATIVE TO THE SURROUNDING NEIGHBORHOOD AND STREETS.]*

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**7[4][7].** *Building Articulation Menu.*

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**8[5][8].** *Northern Climate Weather Protection and Sunlight Menu.*

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(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110C.9., Entryway Treatment, restore the current code text of this subsection that the ordinance had deleted.)

**9.** **Entryway Treatment. Primary front entrances shall be given emphasis and physical access as follows. A porch, landing, patio, or other semi-private outdoor entryway space with a minimum dimension of four feet shall be provided that is distinguished from adjacent areas and vehicular parking by a vertical separation or change in surface material. Examples of features that meet the intent of the section include the following:**

**a.** **Outdoor sheltering roof structure such as an overhang, recess, portico, or other permanent architectural feature covering at least 12 square feet.**

**b.** **Façade variation through wall modulation (changes in wall plane) or changes in exterior finishes (color or materials) that relate to and emphasize the entry.**

**c.** **Entry detail elements such as double doors, entry side light or transom windows, or planter boxes.**

**d.** **Front steps creating a vertical separation, and/or vertical vegetation or low front fencing, to define the transition from public to more private outdoor entryway space.**

**e.** **Landscaping and pedestrian features, not otherwise required by this title, such as integrated planters, pedestrian-scale lighting or accent lighting, or special paving treatments.**

**f.** **Other methods as approved by the director that emphasize primary front entrances.**

[9. *ENTRYWAY TREATMENT.* PRIMARY FRONT ENTRANCES SHALL BE GIVEN EMPHASIS AND PHYSICAL ACCESS AS FOLLOWS. A PORCH, LANDING, PATIO, OR OTHER SEMI-PRIVATE OUTDOOR ENTRYWAY SPACE WITH A MINIMUM DIMENSION OF FOUR FEET SHALL BE PROVIDED THAT IS DISTINGUISHED FROM ADJACENT AREAS AND VEHICULAR PARKING BY A VERTICAL SEPARATION OR CHANGE IN SURFACE MATERIAL. EXAMPLES OF FEATURES THAT MEET THE INTENT OF THE SECTION INCLUDE THE FOLLOWING:

- A. OUTDOOR SHELTERING ROOF STRUCTURE SUCH AS AN OVERHANG, RECESS, PORTICO, OR OTHER PERMANENT ARCHITECTURAL FEATURE COVERING AT LEAST 12 SQUARE FEET.
- B. FAÇADE VARIATION THROUGH WALL MODULATION (CHANGES IN WALL PLANE) OR CHANGES IN EXTERIOR FINISHES (COLOR OR MATERIALS) THAT RELATE TO AND EMPHASIZE THE ENTRY.
- C. ENTRY DETAIL ELEMENTS SUCH AS DOUBLE DOORS, ENTRY SIDE LIGHT OR TRANSOM WINDOWS, OR PLANTER BOXES.
- D. FRONT STEPS CREATING A VERTICAL SEPARATION, AND/OR VERTICAL VEGETATION OR LOW FRONT FENCING, TO DEFINE THE TRANSITION FROM PUBLIC TO MORE PRIVATE OUTDOOR ENTRYWAY SPACE.
- E. LANDSCAPING AND PEDESTRIAN FEATURES, NOT OTHERWISE REQUIRED BY THIS TITLE, SUCH AS INTEGRATED PLANTERS, PEDESTRIAN-SCALE LIGHTING OR ACCENT LIGHTING, OR SPECIAL PAVING TREATMENTS.
- F. OTHER METHODS AS APPROVED BY THE DIRECTOR THAT EMPHASIZE PRIMARY FRONT ENTRANCES.]

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D. *Standards for some single-family and two-family residential structures.*

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(Note to code revisor: Re-number table 21.07-10 to become table 21.07-9.)



(Note to Code Revisor: The S-Version's revisions to the following subsections 21.07.110D.3., Primary Entrance, 21.07.110D.4., Garages, and 21.07.110D.5., Windows, restore the current code text of these subsections that the ordinance had deleted.)

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**3.      Primary Entrance.**

- a.      A porch or landing with at least 16 square feet shall be provided at the primary entrance. The porch or landing shall be covered by a roof of at least 16 square feet.**
- b.      The primary entrance of each residence and the walkway to that entrance shall be clearly visible from the street. Primary entrances shall not be located on the rear of the structure.**
- c.      A hard-surfaced pedestrian walkway shall be provided from the street, sidewalk, or driveway to the primary entrance. Roof drainage shall not fall upon the walkway.**

**4.      Garages**

- a.      Where a garage (with no habitable floor area above) extends from the rest of the structure towards the street, the width of the non-garage portion of the front building elevation shall be no less than the length that the garage extends from the rest of the structure.**
- b.      Garage doors facing the street shall comprise no more than 67 percent of the total width of a dwelling's building elevation.**
- c.      Dwelling units with a street-facing building elevation that is 40 feet wide or narrower and with garage doors that face the street shall feature at least one design element from each of the three lists below.**

**i.      List A:**

- (A)      At least one dormer that is oriented toward the street.**

(B) The front building elevation has two or more facades that are offset by at least 16 inches. Each façade or a combination of offset facades shall be at least one third of the area of the building elevation.

(C) Front-facing balcony, accessible from a habitable room, at least six feet wide, that projects from a façade at least two feet and is enclosed by an open railing.

ii. List B:

(A) A primary entrance area with a covered porch or landing at least eight feet wide, incorporating visual enhancements such as gabled roof forms, roof brackets, fascia boards, side lights, and/or ornamental columns divided visually into top, middle, and bottom.

(B) A bay window on the front elevation at least six feet wide that extends a minimum of 12 inches outward from a façade, forming a bay or alcove in the room within.

(C) If the garage is more than one car wide, multiple garage doors are used.

iii. List C:

(A) Windows and primary entrance door(s) that occupy a minimum of 25 percent of the wall area of the front elevation. Windows in the garage door do not count towards the 25 percent.

(B) Trim (minimum three and one half inches wide) of a different color from the primary siding color, shall outline all windows, doors, and roof edges on the front building elevation, and may outline corners and projections/recesses on the front building elevation.

(C) A minimum of two different siding materials and/or patterns are used on the front building elevation. Doors and trim do not qualify as a type of siding material.

d. The house may encroach into the primary front setback by up to five feet when there is no garage, or where there is a garage (attached or detached) where the front wall of the garage is located at least 8 feet behind the front façade of the house.

5. Windows.

a. Minimum Window Area Requirement. Windows and primary entrance door(s) shall occupy a minimum of 10 percent of the wall area of a building elevation facing a street or required private common open space (up to a maximum of two elevations). The director may eliminate or reduce the requirement on one elevation (in instances where up to two apply) based on site specific circumstances, structural requirements for shear, and organization of spaces in the home (windows are not required in rooms not normally inhabited or in garages).

b. Wall Area Calculation. Wall area calculation shall be in accordance with subsection 21.07.110C.3.b.

c. An overall reduction in required window area may be approved if demonstrated by calculation by an energy rater certified by the state of Alaska that installing the required window area will reduce the energy rating below a 5-star energy rating.

**d. Narrow Lot/Small Home Reduction. An overall reduction in required window and primary entrance door area to 7% may be approved when the calculated wall area is under 500 square feet. Units using this reduction shall comply with subsection 21.07.110D.4.c.**

**e. Additions and Renovations. On existing structures, only the wall area affected by either an addition or a renovation shall be required to comply with the opening requirements. Unaffected wall areas need not comply. Garage additions are exempt from opening requirements. The director may eliminate or reduce the requirement for window openings on additions/renovations based on project-specific circumstances (such as the nature of the spaces being added, building orientation, or structural requirements).**

[3. *PRIMARY ENTRANCE.*

- A. A PORCH OR LANDING WITH AT LEAST 16 SQUARE FEET SHALL BE PROVIDED AT THE PRIMARY ENTRANCE. THE PORCH OR LANDING SHALL BE COVERED BY A ROOF OF AT LEAST 16 SQUARE FEET.
- B. THE PRIMARY ENTRANCE OF EACH RESIDENCE AND THE WALKWAY TO THAT ENTRANCE SHALL BE CLEARLY VISIBLE FROM THE STREET. PRIMARY ENTRANCES SHALL NOT BE LOCATED ON THE REAR OF THE STRUCTURE.
- C. A HARD-SURFACED PEDESTRIAN WALKWAY SHALL BE PROVIDED FROM THE STREET, SIDEWALK, OR DRIVEWAY TO THE PRIMARY ENTRANCE. ROOF DRAINAGE SHALL NOT FALL UPON THE WALKWAY.

4. *GARAGES.*

- A. WHERE A GARAGE (WITH NO HABITABLE FLOOR AREA ABOVE) EXTENDS FROM THE REST OF THE STRUCTURE TOWARDS THE STREET, THE WIDTH OF THE NON-GARAGE PORTION OF THE FRONT BUILDING ELEVATION SHALL BE NO LESS THAN THE LENGTH THAT THE GARAGE EXTENDS FROM THE REST OF THE STRUCTURE.

1 B. GARAGE DOORS FACING THE STREET SHALL  
2 COMPRISE NO MORE THAN 67 PERCENT OF THE  
3 TOTAL WIDTH OF A DWELLING'S BUILDING  
4 ELEVATION.  
5

6 C. DWELLING UNITS WITH A STREET-FACING  
7 BUILDING ELEVATION THAT IS 40 FEET WIDE OR  
8 NARROWER AND WITH GARAGE DOORS THAT  
9 FACE THE STREET SHALL FEATURE AT LEAST  
10 ONE DESIGN ELEMENT FROM EACH OF THE  
11 THREE LISTS BELOW.  
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13 I. LIST A:  
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15 (A) AT LEAST ONE DORMER THAT IS  
16 ORIENTED TOWARD THE STREET.  
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18 (B) THE FRONT BUILDING ELEVATION  
19 HAS TWO OR MORE FACADES THAT  
20 ARE OFFSET BY AT LEAST 16  
21 INCHES. EACH FAÇADE OR A  
22 COMBINATION OF OFFSET FACADES  
23 SHALL BE AT LEAST ONE THIRD OF  
24 THE AREA OF THE BUILDING  
25 ELEVATION.  
26

27 (C) FRONT-FACING BALCONY,  
28 ACCESSIBLE FROM A HABITABLE  
29 ROOM, AT LEAST SIX FEET WIDE,  
30 THAT PROJECTS FROM A FAÇADE AT  
31 LEAST TWO FEET AND IS ENCLOSED  
32 BY AN OPEN RAILING.  
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34 II. LIST B:  
35

36 (A) A PRIMARY ENTRANCE AREA WITH A  
37 COVERED PORCH OR LANDING AT  
38 LEAST EIGHT FEET WIDE,  
39 INCORPORATING VISUAL  
40 ENHANCEMENTS SUCH AS GABLED  
41 ROOF FORMS, ROOF BRACKETS,  
42 FASCIA BOARDS, SIDE LIGHTS,  
43 AND/OR ORNAMENTAL COLUMNS  
44 DIVIDED VISUALLY INTO TOP,  
45 MIDDLE, AND BOTTOM.

(B) A BAY WINDOW ON THE FRONT ELEVATION AT LEAST SIX FEET WIDE THAT EXTENDS A MINIMUM OF 12 INCHES OUTWARD FROM A FAÇADE, FORMING A BAY OR ALCOVE IN THE ROOM WITHIN.

(C) IF THE GARAGE IS MORE THAN ONE CAR WIDE, MULTIPLE GARAGE DOORS ARE USED.

III. LIST C:

(A) WINDOWS AND PRIMARY ENTRANCE DOOR(S) THAT OCCUPY A MINIMUM OF 25 PERCENT OF THE WALL AREA OF THE FRONT ELEVATION. WINDOWS IN THE GARAGE DOOR DO NOT COUNT TOWARDS THE 25 PERCENT.

(B) TRIM (MINIMUM THREE AND ONE HALF INCHES WIDE) OF A DIFFERENT COLOR FROM THE PRIMARY SIDING COLOR, SHALL OUTLINE ALL WINDOWS, DOORS, AND ROOF EDGES ON THE FRONT BUILDING ELEVATION, AND MAY OUTLINE CORNERS AND PROJECTIONS/RECESSES ON THE FRONT BUILDING ELEVATION.

(C) A MINIMUM OF TWO DIFFERENT SIDING MATERIALS AND/OR PATTERNS ARE USED ON THE FRONT BUILDING ELEVATION. DOORS AND TRIM DO NOT QUALIFY AS A TYPE OF SIDING MATERIAL.

D. THE HOUSE MAY ENCROACH INTO THE PRIMARY FRONT SETBACK BY UP TO FIVE FEET WHEN THERE IS NO GARAGE, OR WHERE THERE IS A GARAGE (ATTACHED OR DETACHED) WHERE THE FRONT WALL OF THE GARAGE IS LOCATED AT LEAST 8 FEET BEHIND THE FRONT FAÇADE OF THE HOUSE.

5. WINDOWS.

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- A. *MINIMUM WINDOW AREA REQUIREMENT.* WINDOWS AND PRIMARY ENTRANCE DOOR(S) SHALL OCCUPY A MINIMUM OF 10 PERCENT OF THE WALL AREA OF A BUILDING ELEVATION FACING A STREET OR REQUIRED PRIVATE COMMON OPEN SPACE (UP TO A MAXIMUM OF TWO ELEVATIONS). THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCES WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES, STRUCTURAL REQUIREMENTS FOR SHEAR, AND ORGANIZATION OF SPACES IN THE HOME (WINDOWS ARE NOT REQUIRED IN ROOMS NOT NORMALLY INHABITED OR IN GARAGES).
- B. *WALL AREA CALCULATION.* WALL AREA CALCULATION SHALL BE IN ACCORDANCE WITH SUBSECTION 21.07.110C.3.B.
- C. AN OVERALL REDUCTION IN REQUIRED WINDOW AREA MAY BE APPROVED IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.
- D. *NARROW LOT/SMALL HOME REDUCTION.* AN OVERALL REDUCTION IN REQUIRED WINDOW AND PRIMARY ENTRANCE DOOR AREA TO 7% MAY BE APPROVED WHEN THE CALCULATED WALL AREA IS UNDER 500 SQUARE FEET. UNITS USING THIS REDUCTION SHALL COMPLY WITH SUBSECTION 21.07.110D.4.C.
- E. *ADDITIONS AND RENOVATIONS.* ON EXISTING STRUCTURES, ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY WITH THE OPENING REQUIREMENTS. UNAFFECTED WALL AREAS NEED NOT COMPLY. GARAGE ADDITIONS ARE EXEMPT FROM OPENING REQUIREMENTS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT FOR WINDOW OPENINGS ON ADDITIONS/RENOVATIONS BASED ON PROJECT-SPECIFIC CIRCUMSTANCES (SUCH AS THE NATURE OF THE SPACES BEING ADDED,

BUILDING ORIENTATION, OR STRUCTURAL  
REQUIREMENTS).]

**E. Prohibited Structures.**

**[Reserved]**

[E. PROHIBITED STRUCTURES. [RESERVED]]

**F[E][F].** Site Design.  
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(Note to Code Revisor: The S-Version's revisions to the following subsection  
21.07.110F.3., Driveway Width, restore the current code text of this subsection that  
the ordinance had deleted.)

**3. Driveway Width.**

**a. Purpose.** This section limits the width of a driveway  
at the property line and at the street curb. The  
intent of these limitations is to provide adequate  
space for snow storage within the right-of-way, to  
have space for on-street parking where  
appropriate, and to discourage the majority of the  
front area of a lot from being paved and/or used for  
vehicle parking.

**b. Applicability**

**i.** This section applies to driveway throat width  
at the property line and street curb.

**ii.** Residential driveways are also subject to the  
municipal driveway standards currently  
established by the traffic engineer. Where  
there is a conflict, this section shall govern.  
Access to streets owned by the state of  
Alaska requires compliance with state  
driveway standards, as provided in  
subsection 21.07.090H.8.d.

**iii.** When a driveway serves both residential and  
nonresidential principal uses, the driveway  
dimensions shall be as required for the  
nonresidential use, unless approved  
otherwise by the traffic engineer.

**c. Percent of Lot Frontage.** The total width of  
driveway entrances to a residential lot from a street  
shall not exceed 40 percent of the frontage of the



lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it.

i. A driveway for multifamily dwellings, mixed-use dwellings, or a group living use may always be at least 14 feet wide.

ii. A driveway for a single-family, two-family, or townhouse dwelling may always be at least ten feet wide, provided the traffic engineer determines snow storage, traffic flow and safety, and the urban context are addressed, and provided townhouse driveways are attached in pairs to the maximum extent feasible.

iii. Flag lots are exempt from the percentage limitations, but shall have a maximum driveway width of 20 feet. Abutting flag lots may share a driveway up to 24 feet wide (12 feet per lot).

d. Exceptions. The traffic engineer and the planning director may approve a departure from the standards of this section, such as a narrower driveway, if documentation prepared by a licensed professional in the state of Alaska registered with the Alaska State Board of Registration for Architects, Engineers and Land Surveyors demonstrates the driveway still meets this chapter's standards and the municipal driveway standards memo issued by the municipal traffic engineer, and that change is appropriate. Approval shall be contingent on factors such as street classification, street typology, urban context, traffic volume and speed, curb return radii, street travel lane offset from face of curb, pedestrian and bicycle facilities, snow storage, driveway configuration and length, site and project characteristics, number of vehicles expected to use the driveway, and comprehensive plan policies. The traffic engineer and planning director may also be more restrictive than the standards of this section, provided they document the rationale.

[3. *DRIVEWAY WIDTH.*

A. PURPOSE. THIS SECTION LIMITS THE WIDTH OF A DRIVEWAY AT THE PROPERTY LINE AND AT

THE STREET CURB. THE INTENT OF THESE LIMITATIONS IS TO PROVIDE ADEQUATE SPACE FOR SNOW STORAGE WITHIN THE RIGHT-OF-WAY, TO HAVE SPACE FOR ON-STREET PARKING WHERE APPROPRIATE, AND TO DISCOURAGE THE MAJORITY OF THE FRONT AREA OF A LOT FROM BEING PAVED AND/OR USED FOR VEHICLE PARKING.

B. *APPLICABILITY.*

I. THIS SECTION APPLIES TO DRIVEWAY THROAT WIDTH AT THE PROPERTY LINE AND STREET CURB.

II. RESIDENTIAL DRIVEWAYS ARE ALSO SUBJECT TO THE MUNICIPAL DRIVEWAY STANDARDS CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER. WHERE THERE IS A CONFLICT, THIS SECTION SHALL GOVERN. ACCESS TO STREETS OWNED BY THE STATE OF ALASKA REQUIRES COMPLIANCE WITH STATE DRIVEWAY STANDARDS, AS PROVIDED IN SUBSECTION 21.07.090H.8.D.

III. WHEN A DRIVEWAY SERVES BOTH RESIDENTIAL AND NONRESIDENTIAL PRINCIPAL USES, THE DRIVEWAY DIMENSIONS SHALL BE AS REQUIRED FOR THE NONRESIDENTIAL USE, UNLESS APPROVED OTHERWISE BY THE TRAFFIC ENGINEER.

C. *PERCENT OF LOT FRONTAGE.* THE TOTAL WIDTH OF DRIVEWAY ENTRANCES TO A RESIDENTIAL LOT FROM A STREET SHALL NOT EXCEED 40 PERCENT OF THE FRONTAGE OF THE LOT, OR 33 PERCENT OF THE FRONTAGE IF THE PLATTING AUTHORITY OR TRAFFIC ENGINEER FINDS THAT CONDITIONS WARRANT IT.

I. A DRIVEWAY FOR MULTIFAMILY DWELLINGS, MIXED-USE DWELLINGS, OR A GROUP LIVING USE MAY ALWAYS BE AT LEAST 14 FEET WIDE.

II. A DRIVEWAY FOR A SINGLE-FAMILY, TWO-FAMILY, OR TOWNHOUSE DWELLING MAY

1 ALWAYS BE AT LEAST TEN FEET WIDE,  
2 PROVIDED THE TRAFFIC ENGINEER  
3 DETERMINES SNOW STORAGE, TRAFFIC  
4 FLOW AND SAFETY, AND THE URBAN  
5 CONTEXT ARE ADDRESSED, AND  
6 PROVIDED TOWNHOUSE DRIVEWAYS ARE  
7 ATTACHED IN PAIRS TO THE MAXIMUM  
8 EXTENT FEASIBLE.

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10 III. FLAG LOTS ARE EXEMPT FROM THE  
11 PERCENTAGE LIMITATIONS, BUT SHALL  
12 HAVE A MAXIMUM DRIVEWAY WIDTH OF 20  
13 FEET. ABUTTING FLAG LOTS MAY SHARE A  
14 DRIVEWAY UP TO 24 FEET WIDE (12 FEET  
15 PER LOT).

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17 D. *EXCEPTIONS.* THE TRAFFIC ENGINEER AND THE  
18 PLANNING DIRECTOR MAY APPROVE A  
19 DEPARTURE FROM THE STANDARDS OF THIS  
20 SECTION, SUCH AS A NARROWER DRIVEWAY, IF  
21 DOCUMENTATION PREPARED BY A LICENSED  
22 PROFESSIONAL IN THE STATE OF ALASKA  
23 REGISTERED WITH THE ALASKA STATE BOARD  
24 OF REGISTRATION FOR ARCHITECTS,  
25 ENGINEERS AND LAND SURVEYORS  
26 DEMONSTRATES THE DRIVEWAY STILL MEETS  
27 THIS CHAPTER'S STANDARDS AND THE  
28 MUNICIPAL DRIVEWAY STANDARDS MEMO  
29 ISSUED BY THE MUNICIPAL TRAFFIC ENGINEER,  
30 AND THAT CHANGE IS APPROPRIATE. APPROVAL  
31 SHALL BE CONTINGENT ON FACTORS SUCH AS  
32 STREET CLASSIFICATION, STREET TYPOLOGY,  
33 URBAN CONTEXT, TRAFFIC VOLUME AND SPEED,  
34 CURB RETURN RADII, STREET TRAVEL LANE  
35 OFFSET FROM FACE OF CURB, PEDESTRIAN AND  
36 BICYCLE FACILITIES, SNOW STORAGE,  
37 DRIVEWAY CONFIGURATION AND LENGTH, SITE  
38 AND PROJECT CHARACTERISTICS, NUMBER OF  
39 VEHICLES EXPECTED TO USE THE DRIVEWAY,  
40 AND COMPREHENSIVE PLAN POLICIES. THE  
41 TRAFFIC ENGINEER AND PLANNING DIRECTOR  
42 MAY ALSO BE MORE RESTRICTIVE THAN THE  
43 STANDARDS OF THIS SECTION, PROVIDED THEY  
44 DOCUMENT THE RATIONALE.]

45  
46 *(Note to Code Revisor: The S-Version's revisions to the following subsection*  
47 *21.07.110F.4., Alleys, restore the current code text of this subsection that the*  
48 *ordinance had deleted.)*  
49

**4. Alleys.**

- a. The intent of this section is to promote vehicle driveway access from rear alleys and reduce the impacts of front yard driveways in older urban neighborhoods.**
- b. This section applies to residential developments located in the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map, in the Anchorage 2040 Land Use Plan.**
- c. Access to parking for residential uses shall be from the alley when the site abuts an alley, except that street access is permitted in any of the following situations:**
- i. Access to a townhouse dwelling on a corner lot may be from the street frontage having the secondary front setback or the alley.**
- ii. Due to the relationship of the alley to the street system and/or the proposed housing density of the development, the traffic engineer determines that use of the alley for parking access would be a significant traffic impact or safety hazard.**
- iii. The traffic engineer determines that topography or other natural feature or physical barrier makes alley access infeasible.**
- iv. The alley is not improved and traffic engineer determines that improvement is not feasible.**
- v. A single-family dwelling, two-family dwelling, or townhouse dwelling with two units, with alley access may have a garage or driveway that faces the street if the garage door is no wider than 10 feet and the driveway no wider than 12 feet at any point.**
- d. In situations where a group of lots front an entire block on one side of a street between two intersections, abut a mid-block alley, and are being developed together, then parking access to the**

**structures shall be from the alley, and building(s) may encroach into the front setback by up to five feet.**

**e. If a new development includes alleys, the lot depth requirement is reduced by half the width of the alley and the lot area requirement is reduced by 12 percent for those lots that abut an alley. Vehicular access to all dwelling units on lots abutting alleys shall be from the alley, and vehicular access to such units from the street is prohibited.**

[4. ALLEYS.

A. THE INTENT OF THIS SECTION IS TO PROMOTE VEHICLE DRIVEWAY ACCESS FROM REAR ALLEYS AND REDUCE THE IMPACTS OF FRONT YARD DRIVEWAYS IN OLDER URBAN NEIGHBORHOODS.

B. THIS SECTION APPLIES TO RESIDENTIAL DEVELOPMENTS LOCATED IN THE TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP, IN THE ANCHORAGE 2040 LAND USE PLAN.

C. ACCESS TO PARKING FOR RESIDENTIAL USES SHALL BE FROM THE ALLEY WHEN THE SITE ABUTS AN ALLEY, EXCEPT THAT STREET ACCESS IS PERMITTED IN ANY OF THE FOLLOWING SITUATIONS:

I. ACCESS TO A TOWNHOUSE DWELLING ON A CORNER LOT MAY BE FROM THE STREET FRONTAGE HAVING THE SECONDARY FRONT SETBACK OR THE ALLEY.

II. DUE TO THE RELATIONSHIP OF THE ALLEY TO THE STREET SYSTEM AND/OR THE PROPOSED HOUSING DENSITY OF THE DEVELOPMENT, THE TRAFFIC ENGINEER DETERMINES THAT USE OF THE ALLEY FOR PARKING ACCESS WOULD BE A SIGNIFICANT TRAFFIC IMPACT OR SAFETY HAZARD.

III. THE TRAFFIC ENGINEER DETERMINES THAT TOPOGRAPHY OR OTHER NATURAL

FEATURE OR PHYSICAL BARRIER MAKES  
ALLEY ACCESS INFEASIBLE.

IV. THE ALLEY IS NOT IMPROVED AND  
TRAFFIC ENGINEER DETERMINES THAT  
IMPROVEMENT IS NOT FEASIBLE.

V. A SINGLE-FAMILY DWELLING, TWO-FAMILY  
DWELLING, OR TOWNHOUSE DWELLING  
WITH TWO UNITS, WITH ALLEY ACCESS  
MAY HAVE A GARAGE OR DRIVEWAY THAT  
FACES THE STREET IF THE GARAGE DOOR  
IS NO WIDER THAN 10 FEET AND THE  
DRIVEWAY NO WIDER THAN 12 FEET AT  
ANY POINT.

B. IN SITUATIONS WHERE A GROUP OF LOTS FRONT  
AN ENTIRE BLOCK ON ONE SIDE OF A STREET  
BETWEEN TWO INTERSECTIONS, ABUT A MID-  
BLOCK ALLEY, AND ARE BEING DEVELOPED  
TOGETHER, THEN PARKING ACCESS TO THE  
STRUCTURES SHALL BE FROM THE ALLEY, AND  
BUILDING(S) MAY ENCROACH INTO THE FRONT  
SETBACK BY UP TO FIVE FEET.

C. IF A NEW DEVELOPMENT INCLUDES ALLEYS, THE  
LOT DEPTH REQUIREMENT IS REDUCED BY HALF  
THE WIDTH OF THE ALLEY AND THE LOT AREA  
REQUIREMENT IS REDUCED BY 12 PERCENT FOR  
THOSE LOTS THAT ABUT AN ALLEY. VEHICULAR  
ACCESS TO ALL DWELLING UNITS ON LOTS  
ABUTTING ALLEYS SHALL BE FROM THE ALLEY,  
AND VEHICULAR ACCESS TO SUCH UNITS FROM  
THE STREET IS PROHIBITED.]

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-  
14; AO 2015-36, 5-14-15; AO 2015-100, 10-13-15; AO 2016-34(S), 4-12-  
16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59. 7-31-  
2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20)

**Section 3[4].** Anchorage Municipal Code Section 21.11.070, Development and  
Design Standards, is hereby amended to read as follows (*the remainder of the  
chapter is not affected and therefore not set out*):

**21.11.070 Development and Design Standards.**

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F. Off-Street Parking and Loading.

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3. *Off-street parking loading design standards.* If off-street parking and/or loading is provided, it shall comply with all standards for off-street parking and loading in section 21.07.090. [, EXCEPT THAT:] *Small and compact parking space dimensions specific to the DT districts are provided in section 21.07.090H.9[12].*

[A. PERMANENT PARKING NOT LOCATED WITHIN A SETBACK FROM PROJECTED RIGHTS OF WAY MAY UTILIZE THE ALTERNATIVE PARKING ANGLE, STALL, AND AISLE DIMENSIONS OUTLINED IN TABLE 21.11-9. AN ALTERNATIVE PARKING SITE PLAN SHALL BE SUBMITTED AND APPROVED AS PART OF THE APPLICABLE LAND USE PERMIT PROCESS.

B. PERMANENT PARKING NOT LOCATED WITHIN A SETBACK FROM PROJECTED RIGHTS OF WAY MAY UTILIZE THE COMPACT PARKING ANGLE, STALL, AND AISLE DIMENSIONS OUTLINED IN TABLE 21.11-10, PROVIDED THE PARKING AREA IS USED EXCLUSIVELY FOR EMPLOYEE PARKING FOR PERIODS IN EXCESS OF FOUR CONSECUTIVE HOURS, AND NO MORE THAN 30 PERCENT OF THE TOTAL NUMBER OF SPACES IS DESIGNED FOR COMPACT CARS. AN ALTERNATIVE PARKING SITE PLAN SHALL BE SUBMITTED AND APPROVED AS PART OF THE APPLICABLE LAND USE PERMIT PROCESS.]

(Note to code revisor: Delete the following tables 21.11-9 and 21.11-10.)

[TABLE 21.11-9: ALTERNATIVE PARKING ANGLE, STALL, AND AISLE DIMENSIONS]						
[PARKING ANGLE (DEGREES)]	[SPACE WIDTH]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[45]	[8' 4"]	[17' 4"]	[12' 3"]	[46' 11"]	[2' 0"]	[2' 0"]
[50]	[8' 4"]	[18' 0"]	[12' 9"]	[48' 9"]	[1' 10"]	[2' 1"]
[60]	[8' 4"]	[18' 10"]	[14' 3"]	[51' 11"]	[1' 4"]	[2' 3"]
[70]	[8' 4"]	[19' 2"]	[16' 1"]	[54' 5"]	[0' 10"]	[2' 5"]
[75]	[8' 4"]	[19' 0"]	[17' 6"]	[55' 6"]	[0' 8"]	[2' 6"]
[90]	[8' 4"]	[18' 0"]	[22' 6"]	[58' 6"]	[N/A]	[2' 8"]

[\*THE 90-DEGREE PARKING ANGLE DIMENSIONS ASSUME A TWO-WAY TRAFFIC FLOW.]

[TABLE 21.11-10: COMPACT PARKING ANGLE, STALL, AND AISLE DIMENSIONS]

[PARKING ANGLE (DEGREES)]	[SPACE TYPE]	[SPACE WIDTH]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[45]	[CO]	[7' 7"]	[15' 2"]	[10' 9"]	[41' 1"]	[1' 6"]	[1' 6"]
	[STD]	[8' 4"]	[18' 4"]	[13' 0"]	[49' 8"]	[2' 0"]	[2' 3"]
[50]	[CO]	[7' 7"]	[15' 8"]	[11' 2"]	[42' 6"]	[1' 4"]	[1' 7"]
	[STD]	[8' 4"]	[19' 2"]	[13' 6"]	[51' 0"]	[2' 0"]	[2' 4"]
[60]	[CO]	[7' 7"]	[16' 4"]	[12' 6"]	[45' 2"]	[1' 0"]	[1' 8"]
	[STD]	[8' 4"]	[20' 0"]	[15' 0"]	[55' 0"]	[1' 6"]	[2' 6"]
[70]	[CO]	[7' 7"]	[16' 5"]	[14' 1"]	[46' 11"]	[0' 8"]	[1' 10"]
	[STD]	[8' 4"]	[20' 4"]	[17' 0"]	[57' 8"]	[1' 0"]	[2' 8"]
[75]	[CO]	[7' 7"]	[16' 6"]	[16' 4"]	[49' 11"]	[0' 6"]	[1' 10"]
	[STD]	[8' 4"]	[20' 2"]	[18' 0"]	[58' 4"]	[0' 9"]	[2' 9"]
[90*]	[CO]	[7' 7"]	[15' 6"]	[19' 0"]	[50' 0"]	[N/A]	[2' 0"]
	[STD]	[8' 4"]	[19' 0"]	[23' 0"]	[61' 0"]	[N/A]	[3' 0"]

[CO: COMPACT CAR.] [STD: STANDARD CAR.]

[\*THE 90-DEGREE PARKING ANGLE DIMENSIONS ASSUME A TWO-WAY TRAFFIC FLOW.]

\*\*\* \*\*\* \*\*\*

(AO 2020-38, 4-28-20; AO 2020-93, 10-1-20)

**Section 4[5].** Anchorage Municipal Code Chapter 21.15, Rules of Construction and Definitions, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

**21.15.020 Rules of Construction and Interpretation.**

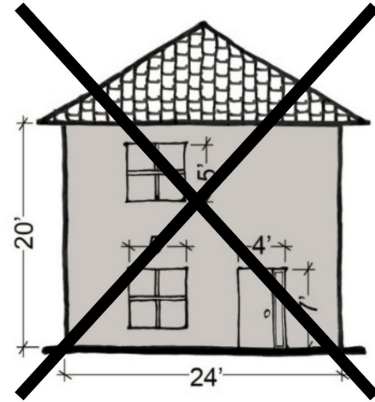
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(Note to code revisor: the new subsection 21.15.020P. added by the original AO is deleted by this S-version)

**[P.]** ~~Measurement of Windows and Entrances as a Percentage of Building Wall Area. The percentage of building elevation wall area that is window and entrance openings is determined by dividing the total square footage of the windows and primary entrances on the building elevation by the gross square footage of the building elevation wall area (except for parts of the building exempted in 3.), and then multiplying the resulting quotient by 100.~~



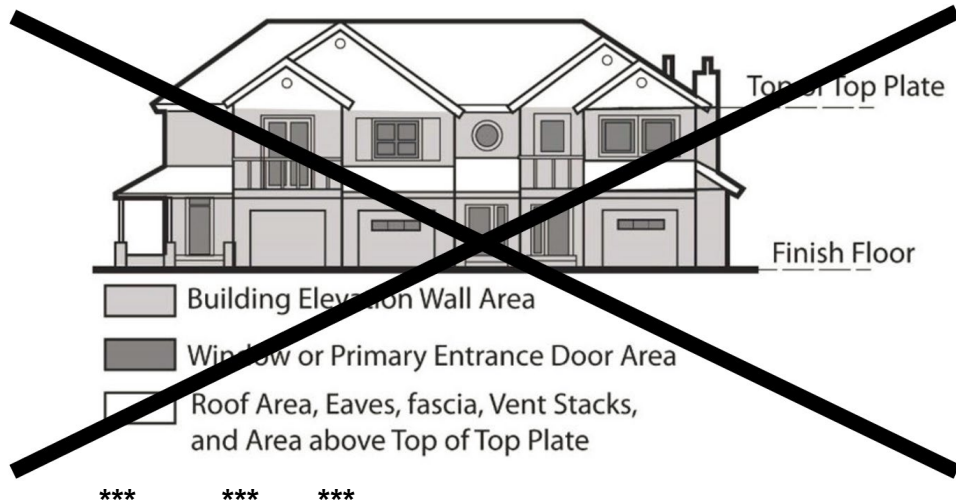
1. **Illustrated Example.** In the illustration, the building elevation wall area is 20 feet of height x 24 feet of length = 480 square feet. The window and primary entrance area is the area of the two windows (5 x 5 feet x 2) plus the area of the primary entrance and its sidelight (4 x 7 feet) = 78 square feet. The percentage of the building elevation wall area is found by dividing 78 by 480 then multiplying by 100, to yield 16%.



2. **Measuring Window and Primary Entrance Area.** “Window area” is defined in section 21.15.040, Definitions. Primary entrance area includes the entrance opening and door frame but excludes trim, molding, and other features beyond the door frame. “Primary entrance” is defined in 21.15.040, Definitions.

3. **Exempt Parts of the Building Elevation Wall Area.** The building elevation wall area is measured as the exterior wall plane surface area from finished grade to the top of the wall on the building except that, for the purposes of measuring windows and entrances as a percentage of building wall area, the following parts of the building are not included in the wall area calculation:

- a. Wall area above the topmost story’s top plate, such as gable ends of a roof enclosing a cold attic, or parapet walls.
- b. Roof surfaces, eaves, fascia, vent stacks, mechanical equipment and rooms, rooftop access enclosures, and other roof appurtenances.
- c. Wall area of stories below grade plane, such as below grade parking, up to the finished floor of the story above grade plane.
- d. Parts of a street facing building elevation below the grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk).]



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

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**21.15.040 Definitions.**

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**Car Share Program**

A membership program that offers an alternative to car ownership under which persons or entities that become members are permitted to use vehicles from a fleet on an hourly basis, or in smaller intervals. Vehicles are available for pick-up by eligible members 24 hours per day. Automobile insurance and maintenance are covered by the car share program and individual members pay for usage and mileage fees.

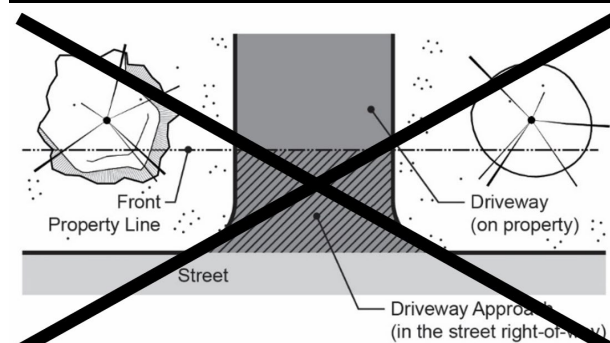
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**[Complete Street  
See Street, Complete.]**

\*\*\* \*\*

**[Driveway Approach**

**The portion of a driveway providing direct vehicle ingress and egress over public right-of-way to a property. The driveway approach extends from the street edge to the front property line.]**



\*\*\* \*\*

**Parking Cash-Out**

A program offered by an employer that provides employees with a choice of foregoing any subsidized/free parking for a cash payment equivalent to

the cost of the parking space to the employer[ALLOWING COMMUTERS TO CHOOSE CASH INSTEAD OF A FREE PARKING SPACE. FOR EXAMPLE, A COMMUTER WHO IS OFFERED A PARKING CASH-OUT MIGHT BE ABLE TO CHOOSE TO RECEIVE \$50 PER MONTH IN CASH IF THEY USE AN ALTERNATIVE MODE BESIDES A SINGLE-OCCUPANCY VEHICLE].

[PARKING DISTRICT, MUNICIPALLY RECOGNIZED]  
[AN AREA RECOGNIZED OR DESIGNATED BY THE MUNICIPAL ASSEMBLY IN WHICH A CENTRAL AUTHORITY SUCH AS AN AREA IMPROVEMENT DISTRICT OR A PARKING AUTHORITY SUPPLIES ONE OR MORE CENTRALIZED PARKING FACILITIES, MANAGES THE PARKING SUPPLY AND/OR IMPLEMENTS OTHER PARKING MANAGEMENT STRATEGIES TO SERVE THE AREA, RATHER THAN EACH INDIVIDUAL DEVELOPMENT SITE HAVING TO SUPPLY ALL OF ITS OWN PARKING.]

\*\*\*      \*\*\*      \*\*\*

### **Parking, Unbundled**

Parking spaces that are leased or sold separately from the rental or purchase fees for the dwelling units or building floor area rather than included in the rental or purchase fees, such that potential tenants or buyers have the option of renting or buying a dwelling unit or building floor area at a lower price with fewer or no parking spaces. The rental or purchase of a parking space is at the discretion and direct cost of the tenant or buyer  
[PARKING RENTED AND SOLD SEPARATELY FROM BUILDING SPACE, SO OCCUPANTS ONLY PAY FOR THE AMOUNT OF PARKING THEY WANT].

\*\*\*      \*\*\*      \*\*\*

### **Pedestrian Feature**

A permanent object that provides pedestrians with increased convenience, comfort, and utility, and which is publicly accessible and not limited to a tenant or establishment such as seating for a restaurant. Pedestrian features include:

- Seating such as benches accommodating several people;
- Secondary/informal seating opportunities such as steps, pedestals, low walls, or edges of fountains, accommodating several people;
- A space for standing with objects to lean against, such as bollards, short fences, or irregular building facades, accommodating several people;
- A tree or raised planter;
- A work of art such as a water feature, sculpture, cultural exhibit, or clock feature;

~~[Pedestrian-scale lighting;]~~

~~[A cross-country ski rack that can accommodate a ski lock and is located at building entrances within 500 feet of a ski trailhead;]~~

- A winter city ~~[urban design]~~ feature such as a wind screen, or outdoor stove or space heater; or

- Other object supporting pedestrian utility, such as a gazebo or kiosk.

### **Pedestrian Movement Zone**

The middle portion of an enhanced **[street]** sidewalk **[(21.07.060G.19.), comprising its walkway clear width]** located between the sidewalk's street interface and building interface zones. The pedestrian **[movement]** zone provides for the primary function of sidewalks<sub>1</sub>[,] and is kept clear of any obstructions to pedestrian movement.

\*\*\*      \*\*\*      \*\*\*

### **Ride Hailing Services**

A business that matches passengers with for-hire personal vehicles with drivers using software applications. Ride hailing services are different from other for-hire vehicles with drivers, such as taxicabs, in that they are not hailed from the street.

\*\*\*      \*\*\*      \*\*\*

[PRIMARY PEDESTRIAN WALKWAY

A WALKWAY MEETING THE STANDARDS OF SUBSECTION  
21.07.060F.4.]

\*\*\*      \*\*\*      \*\*\*

### **[Street, Complete**

**A street that is designed, used, and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities, and for all users to safely move through the transportation network. For example, Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a complete streets policy in 2018 for its urbanized planning area. The AMATS Complete Streets Policy is available on the municipal website.]**

\*\*\*      \*\*\*      \*\*\*

### **Walkway Clear Width**

That portion of the total width of a walkway, trail, pathway, or sidewalk cross-section which is unobstructed<sub>1</sub>**[(continuous (i.e., without interruption or being split by obstructions).)]** and kept clear for pedestrian movement.

\*\*\*      \*\*\*      \*\*\*

### **Walkway, Primary Pedestrian**

**See Primary Pedestrian Walkway.**

[WALKWAY, PRIMARY PEDESTRIAN

SEE PRIMARY PEDESTRIAN WALKWAY.]

\*\*\*      \*\*\*      \*\*\*

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-138, 1-12-16; AO 2015-133(S), 2-23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-144(S), 12-20-16; AO 2017-55, 4-11-17; AO 2017-75, 5-9-2017; AO 2018-12, 2-27-18; AO 2018-67(S-1), 10-9-18; AO 2018-92, 10-23-18; AO 2019-132, 12-2-19; AO 2020-38, 4-28-20)

**Section 5[6].** Anchorage Municipal Code of Regulations Section 21.20.007, Schedule of Fees - Miscellaneous Fees, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

**21.20.007 Schedule of Fees – Miscellaneous Fees**

The following fees shall be paid for the services described:

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***	***	***
H.	New and revised parking layouts:	
	1. Site plan review only	\$415.00
	2. Complete site plan review:	
	a. 1[0]-10 spaces	\$415.00 plus \$16.50 per space
	b. 11—50 spaces	\$515.00 plus \$12.50 per space
	c. 51—200 spaces	\$620.00 plus \$8.25 per space
	d. 201—1,000 spaces	\$1,035.00 plus \$2.05 per space
	e. 1,001 + spaces	\$1,240.00 plus \$1.05 per space
I.	Agreements with the Municipality	
	Parking or[AND] access agreement[S]	\$235.00 per agreement
	<del>[Discretionary parking reductions review by Traffic Engineer (This fee does not apply to non-discretionary parking reductions listed in table 21.07-9.)]</del>	<del>[\$135.00/hour (two-hour minimum fee)]</del>
J[H][I].	Sign permits:	
***	***	***

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(GAAB 21.05.090; AO No. 77-407; AR No. 78-12; AR No. 79-55; AO No. 82-49; AR No. 83-96; AR No. 83-289(S); AR No. 86-63; AR No. 86-263; AR No. 87-315; AO No. 87-154(S); AR No. 90-151; AR No. 93-327(S), § 1, 2-22-94; AO No. 2001-145(S-1), § 23, 12-11-01; AO No. 2003-97, § 3, 9-30-03; AO No. 2003-152S, § 25, 1-1-04; AO No. 2004-1, § 4, 1-1-03; AR No. 2006-137, § 1, 6-6-06; AR No. 2008-134, § 4, 7-29-08; AO No. 2013-100, § 16, 1-1-14; AO No. 2018-100(S) , § 15, 1-1-19; AO No. 2019-116(S), § 11, 1-1-20)

Authority—Anchorage Municipal Code 3.40, 21.20.050; AO No. 77-407.

**Section 6[7].** This ordinance shall become effective 60 calendar days after passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
Municipal Clerk

(Planning and Zoning Commission Case No. 2022-0026)