



Public Hearing Draft – June 7, 2019
PZC Case # 2019-0079
AMCR 21.90, 21.07, 21.14.040

2040 LUP ACTION ITEM 4-6

PUBLIC HEARING DRAFT RECOMMENDATIONS REPORT

PROJECT: IMPLEMENT 2040 LUP ACTION 4-6

PURPOSE

This ordinance will update Anchorage Municipal Code of Regulations (AMCR) 21.90, and certain chapters of Anchorage Municipal Code (AMC) Title 21 including 21.07 and 21.14. AMCR 21.90, at the time of its adoption, was the overarching regulation intended to guide residential private street development.

BACKGROUND

Currently, Private Development, Traffic Engineering, Project Management & Engineering, and the Planning Departments use a variety of regulations to determine when a driveway or private street is required to access developments with multiple dwelling units on a single lot or tract.

AMCR 21.90 regulates access, design, and parking requirements for these developments. AMC 21.07, AMC 21.08, Municipal Design Criteria Manual, International Fire Code, Municipal addressing standards, and Municipal Driveway Standards also factor into the decision on whether a private street or a driveway is required.

Updates to AMCR 21.90 are necessary to provide consistency between AMCR 21.90 and AMC 21.07 – Development and Design Standards. The AMCR 21.90 update will also bring this regulation in conformance with AMC 21.08 – Subdivision Standards.

The AMCR 21.90 Update adds an *Applicability Section* and a *Decision Tree*. These two additions will clearly define when access to residential projects is required to private street standards, something the current AMCR 21.90 lacks. The Update also offers new “Optional” street cross-sections, which is important to site circulation, parking, and the developer’s ability to provide compact infill housing.

NEW TO AMCR 21.90

Applicability, Decision Tree, and Example Design Standards

An Applicability Section, Decision Tree, Table 21.90.002-1, and Example Design Standards are new sections, and a new concept to AMCR 21.90. The Decision Tree asks specific questions about the development. The *number of structures* or the *number of units* guides whether AMCR 21.90 requires a private street or a driveway. There are however, exceptions found in the Applicability Section that may factor into the decision. Familiarization and use of the Applicability Section and Decision Tree will assist in making a correct determination early on to avoid the need for waivers or other project decision delays.

Table 21.90.002-1 and Woonerf Street

Table 21.90-002-1 contains new “Optional” private street design standards intended to conform to the street standards found in 21.08. These new standards use the number of units as a standard, instead of traffic volumes used in 21.08. “Optional” standards also include the Woonerf Street.

RECOMMENDATIONS

Table #1 presents the proposed recommendations to AMCR 21.90, AM 21.07, and AM 21.14. Staff from several Municipal departments including Planning, Development Services, Project Management & Engineering, and Traffic Engineering worked together with the 21.90 Technical Advisory Committee to refine the recommendations included in this *Public Hearing Draft Report* and *Public Hearing Draft Assembly Ordinance*.

Additions or edits to AMCR 21.90 include the following sections: Title, a new Applicability section, a new Decision Tree, Table 21.90-002-1 and Development Examples, Definitions, General duties of developer,

Responsibilities of developer, contractor, and municipality, Private Street Design section, deletes the Parking section, and edits the Noncompliance section.

Edits or additions to AM 21.07 include: 21.07.090 M.7. Ingress and Egress, a new item d, Title 21.07.110 F.2. e. *Minimum Standards* a new item iv, and 21.07.110 F.3. **Driveway Width** d. *Exceptions*.

Edits or additions to AM 21.14.040 – **Definitions** – amends the Driveway and Parking Space definitions.

TABLE #1: Recommendations for updates to AMCR 21.90, AMC 21.07 and 21.14:

| AMCR 21.90 | RECOMMENDATIONS | PZC ACTION | STAFF Response |
|---|---|------------|----------------|
| <p><i>Update:</i> 21.90 Title to read:</p> | <p>Regulation 21.90 – Private Streets Standards for Residential Development [MULTIPLE DWELLING UNIT RESIDENTIAL DEVELOPMENT ON A SINGLE LOT OR TRACT].</p> | | |
| <p><i>Insert:</i> 21.90.001 Applicability as a new section in 21.90.001:</p> | <p>21.90.001 – Applicability <u>Applicability: The standards of this regulation shall apply to all residential developments with:</u> <u>A. Multiple dwelling units on a single lot, or multiple dwelling units which are part of a common development on multiple lots, having one or more onsite vehicular access routes which serves more than three structures, or more than twelve dwelling units,</u> <u>or</u> <u>B. Developments with multiple dwelling units on a single lot, or multiple dwelling units which are part of a common development on multiple lots, with more than one parking facility separated by a “trunk” or “spine” vehicular access.</u></p> <p><u>Exemptions to A or B:</u></p> <ol style="list-style-type: none"> 1. <u>Developments with a parking facility connected directly to the public right-of-way by a driveway. These developments shall construct access in accordance with Municipal Driveway Standards, AMC 21.07, and the International Fire Code (IFC) as applicable.</u> 2. <u>Developments with access connected exclusively to a public alley. These developments shall construct access in accordance with Municipal Driveway Standards AMC 21.07, and the International Fire Code (IFC) as applicable.</u> 3. <u>Developments with three or less structures, or twelve or less dwelling units on a single vehicular access. These developments shall construct access in accordance with Municipal Driveway Standards, AMC 21.07, or IFC as applicable.</u> | | |

| AMCR 21.90 | RECOMMENDATIONS | PZC ACTION | STAFF RESPONSE |
|--|---|------------|----------------|
| <p><i>Insert :</i> 21.90.002 Decision Tree and Construction Examples as a new section in 21.90.002:</p> <p><i>(Continued on pages 4 and 5)</i></p> | <p><u>21.90.002 Decision Tree and Construction Examples</u></p> <p><u>The decision to build a private street or driveway will be factored by the number of structures or the number of dwelling units to be constructed. This section provides a Decision Tree (Illustration #1) with an accompanying table (Table 21.90.002-1) and construction examples (Illustrations #2-5).</u></p> <p><u>The construction examples in Illustrations #2-5 depict Private Street access in drawings A and B. Driveway access is depicted in drawings C and D.</u></p> | | |

Illustration #1: AMCR 21.90 Decision Tree

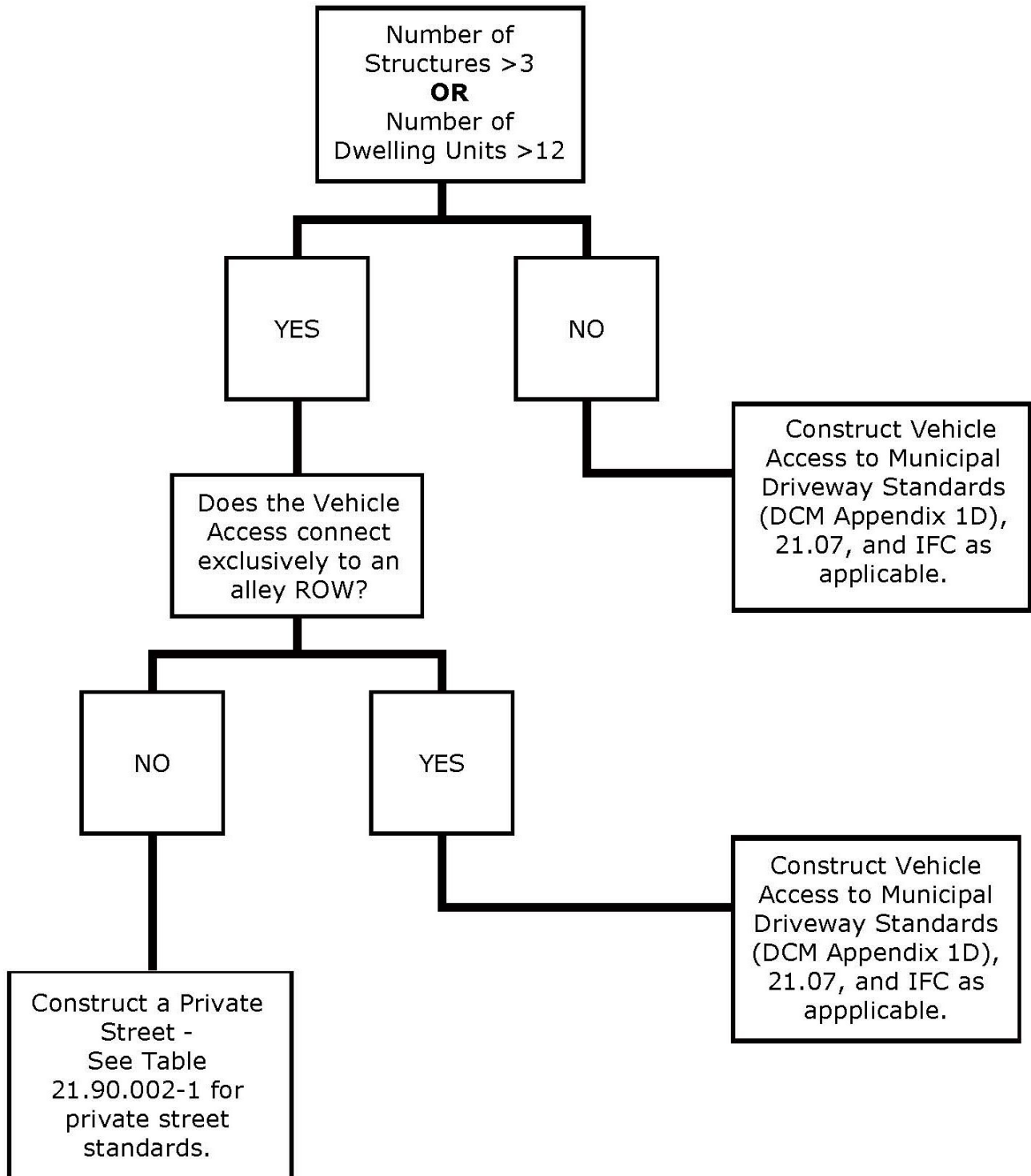


TABLE 21.90.002-1: Private Street - Minimum Standards

| Number of Dwelling Units | Street Section ^{1,2} (feet) | | Number of Lanes | | Design Speed (mph) | Managed Guest Parking ³ Required | Sidewalk |
|--------------------------|---|-----------------------|-----------------|---------|---------------------------|---|----------------------------------|
| | Standard | Optional ⁵ | Moving | Parking | | | |
| 4-12 | 31 | | 2 | 1 | 20 | No | None |
| | | 24 | 2 | 0 | 20 | Yes | |
| 13-19 | 31 | | 2 | 1 | 20 | No | One Side or Woonerf ⁴ |
| | | 24 | 2 | 0 | 20 | Yes | |
| 20-34 | 33 | | 2 | 1 | 25 | No | One Side or Woonerf ⁴ |
| | | 24 | 2 | 0 | 25 | Yes | |
| 35-49 | 33 | | 2 | 1 | 25 | No | Both Sides |
| | | 24 | 2 | 0 | 25 | Yes | |
| 50-79 | 33 | | 2 | 1 | 25 | No | Both Sides |
| | | 28 | 2 | 0 | 25 | Yes | |
| 80-200 | 38 | | 2 | 1 | 25 | No | Both Sides |
| | | N/A | | | | | |

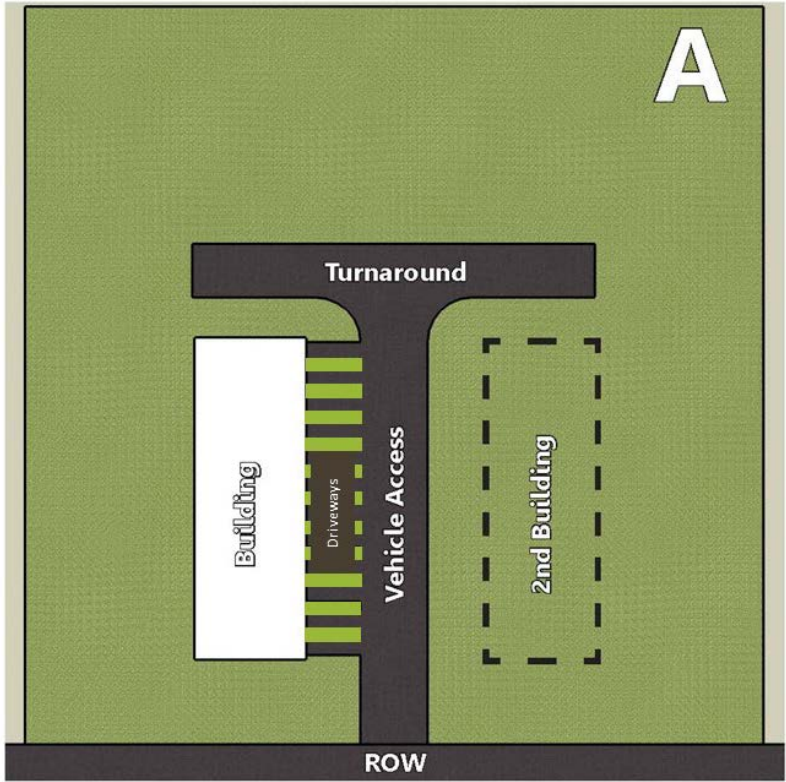
¹Street dimensions are from back of curb.

²The width of a private street may be reduced where it enters the public right-of-way upon approval by the Municipal Traffic Engineer.

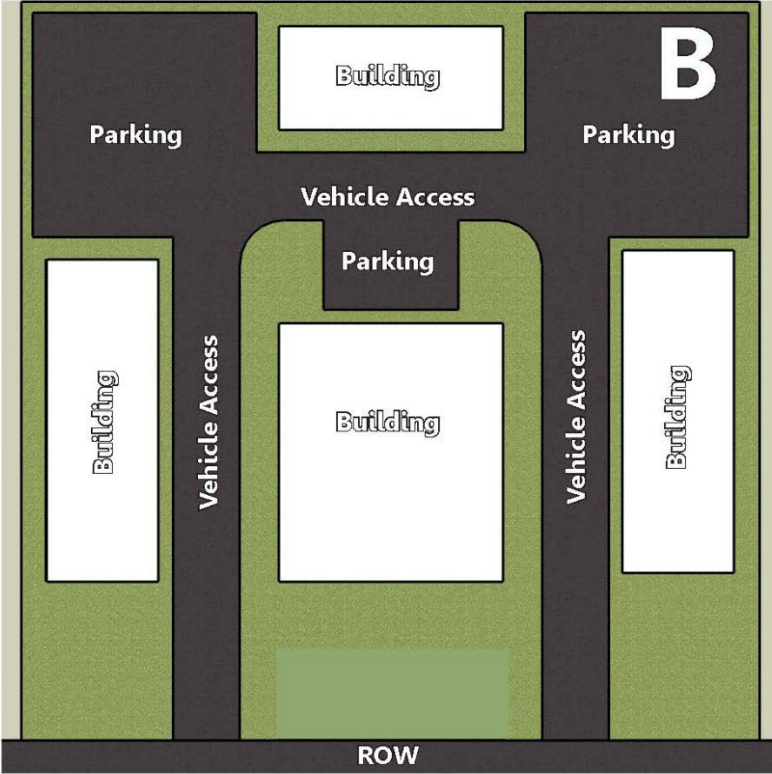
³Managed Guest Parking may not be provided in driveways of individual units.

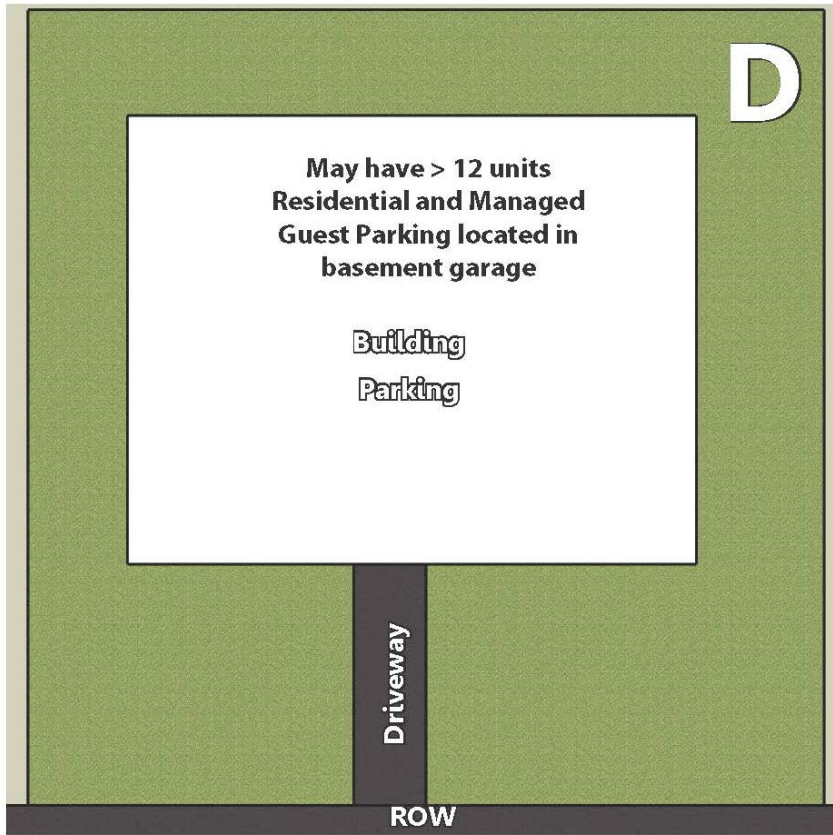
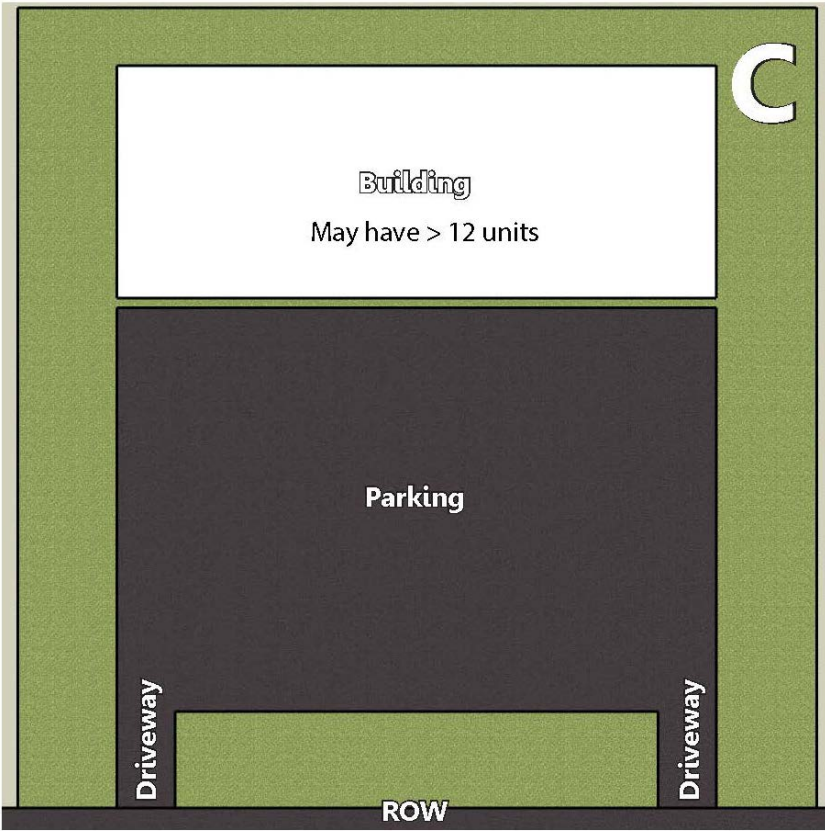
⁴See AMCR 21.90.003.F.1.ff for Woonerf Street requirements.

⁵Use of "Optional" street section where building height is 30' of greater requires a minimum unobstructed width of 26 feet for the private street.



Illustrations #2-3:
Private Street (A or B) Examples





**Illustrations #4-5:
Driveway (C or D) Examples**

| AMCR 21.90 | RECOMMENDATIONS | PZC Action | STAFF Response |
|--|--|------------|----------------|
| Update 21.90.001 Definitions to delete some conflicting definitions between 21.90 and 21.14.040, also updates some definitions in 21.90 and 21.14.040. | 21.90.003 [1] - Definitions – | | |
| <i>Update:</i> Definition for Contractor | CONTRACTOR shall mean the party to whom a municipal building permit, land use permit, or right-of-way permit is issued, and who is responsible for the installation of all public and/or private <u>streets [ROADS]</u> , parking areas, pedestrian amenities, drainage features and utilities, and other associated site improvements required by the agreements or permits. | | |
| <i>Add:</i> Definition for Curb and gutter | <u>Curb and gutter shall be defined as raised strips of concrete combined with a depressed concrete channel along the edges of streets or parking lots. Curbs provide structural support to the edge of pavement, provide a durable surface for snow plow blades, define borders between traveled and untraveled surfaces, and help contain low speed traffic within the edges of the pavement. When combined with gutters, curbs collect and convey storm-water runoff to point of collection and improve the efficiency of street sweepers by concentrating debris for easy mechanical clean-up.</u> | | |
| <i>Update:</i> Definition for Developer: | Developer shall mean the party obligated under a subdivision agreement, development agreement, right-of-way permit, building permit, for all required <u>street [ROAD]</u> improvements, parking areas, pedestrian amenities, drainage features, utilities, and other improvements required by the agreements or permits. <u>This definition specific to AMCR 21.90</u> | | |

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| <i>Add:</i> Last sentence to definition of Development: | Development shall mean a residential development ultimately consisting of more than two dwelling units per lot or tract. <u>This definition specific to AMCR 21.90.</u> | | |
| <i>Delete:</i> definition for Driveway and add reference to 21.14.040 for driveway definition. | <u>Refer to 21.14.040 for definition.</u> [DRIVEWAY SHALL MEAN THE PAVED CONNECTION MEETING MUNICIPAL DRIVEWAY STANDARDS LOCATED BETWEEN THE GARAGE OF A DWELLING UNIT AND THE ADJACENT STREET (PUBLIC OR PRIVATE) OR BETWEEN A PARKING FACILITY AND THE ADJACENT STREET (PUBLIC OR PRIVATE). A DRIVEWAY IS NOT A STREET. IT DOES NOT PROVIDE PRIMARY FRONTAGE OR ADDRESS FOR BUILDINGS, NOR IS IT PRIMARILY DESIGNED FOR NON-MOTORIZED PEDESTRIAN ACCESS]. | | |
| <i>Add:</i> Managed Guest Parking definition to 21.90. | <u>Managed Guest Parking shall mean parking managed under a parking agreement between the Municipality of Anchorage and the developer/property owner(s).</u> | | |
| <i>Update:</i> MASS definition. | <u>MASS shall mean the abbreviation for the "Municipality of Anchorage Standard Specifications," which is a manual that identifies the approved common construction practices associated with subdivision development and public works projects.</u> [MASS shall mean Municipality of Anchorage Standard Specifications]. | | |
| <i>Delete:</i> Definition for Parking lot/area. | [PARKING LOT/AREA SHALL MEAN MORE THAN TWO PARKING SPACES, NOT LOCATED IN A STREET, DESIGNED TO PROVIDE PARKING FOR A DEVELOPMENT. MANEUVERING FOR THE PARKING SPACES MAY OCCUR EITHER IN THE STREET OR A TRAVEL AISLE WHERE PARKING IS BACK-TO-BACK, DEPENDING ON THE PARKING SPACE CONFIGURATION]. | | |
| <i>Add:</i> Reference for Parking Facility. | <u>Parking Facility: Refer to 21.14.040 for definition.</u> | | |

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| <i>Delete:</i> Definition for Parking Space <i>Add:</i> make reference to 21.14.040. | Parking space: <u>Refer to 21.14.040 for definition.</u> [SHALL MEAN ONE SPACE WHERE A VEHICLE IS INTENDED TO BE PARKED]. | | |
| <i>Add:</i> Parking Space, Guest reference to 21.14.040. | <u>Parking Space, Guest: Refer to 21.14.404 for definition.</u> | | |
| <i>Add:</i> Pedestrian Connection reference to 21.14.040. | <u>Pedestrian Connection: Refer to 21.14.040.</u> | | |
| <i>Add:</i> Reference to 21.14.040 for additional information. | Plan shall mean a document, prepared by a professional engineer licensed in the State of Alaska, showing all applicable items as listed below in subsection 21.90.003E.1. <u>See 21.14.040 for additional information on different types of plans, as defined by Title 21.</u> | | |
| <i>Edit and Delete:</i> Private Roadway definition. <i>Add:</i> Reference to 21.14.040 for additional information. | Edit 21.90 with: Private <u>Street:</u> [ROADWAY] <u>Refer to 21.14.040 for definition.</u> [SHALL MEAN A ROADWAY LOCATED ON PRIVATE PROPERTY THAT PROVIDES ACCESS FROM DRIVEWAYS TO PUBLIC ROADWAYS, MAINTENANCE FOR PRIVATE ROADWAYS SHALL BE THE RESPONSIBILITY OF THE PRIVATE OWNERS]. | | |
| <i>Edit and Delete:</i> Public Roadway definition. <i>Add:</i> Reference to 21.14.040 for additional information. | Edit 21.90 with: Public <u>Street</u> [ROADWAY]. <u>Refer to 21.14.040 for definition.</u> [SHALL MEAN A ROADWAY CONSTRUCTED IN PUBLIC RIGHT-OF-WAY OR IN A PUBLIC USE EASEMENT TO MUNICIPAL STANDARDS. THE MUNICIPALITY OF ANCHORAGE SHALL BE RESPONSIBLE FOR MAINTENANCE OF PUBLIC ROADWAYS]. | | |
| <i>Add:</i> Sidewalk with reference to 21.14.040. | <u>Sidewalk: Refer to 21.14.040 for definition.</u> | | |

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| <p><i>Add:</i> Definition of Woonerf Street to 21.90.</p> | <p><u>Woonerf Street shall mean a street designed for vehicular travel, pedestrian travel, social gathering and recreation. Pedestrians and cyclists take precedence in the use of the street. The access for all modes is accommodated on the same surface, and is not differentiated by grade separation or other barriers. Woonerf Streets include traffic calming measures to ensure safe co-existence of all users. Traffic calming measures may include landscaping features, patterned paving, planters, trees, benches, or bollards. These features are intended to enhance user safety and use.</u></p> | | |
| <p><i>Edit:</i> 21.90.002 – General duties of developer.</p> | <p>21.90.004[2] – General duties of developer. A. The developer shall be responsible for planning, designing, and constructing all elements of private <u>streets</u> [ROAD] within a development to meet or exceed municipal private <u>street</u> [ROAD] standards. Approval of an engineered <u>street</u> [ROAD] construction plan, quality control plan, and verification the developer has retained the services of a professional engineer, licensed in the State of Alaska, for inspection of the private <u>street</u> [ROAD] construction shall be required prior to obtaining building or land use permits from building safety. Certified as-built/record drawings and a compilation of weekly inspection and test reports for all private <u>street</u> [ROAD] construction shall be submitted to building safety prior to issuance of any certificates of occupancy for the development.</p> | | |

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| <p><i>Edit:</i> 21.90.003 – Responsibilities of developer, contractor, and municipality.</p> | <p>21.90.005[3] – Responsibilities of developer, contractor, and municipality.</p> <p>1. The developer shall submit engineered plans for the construction of all private <u>streets</u> [ROADWAYS] and other facilities required to serve a development as part of the submittal package for a building or land use permit.</p> <p>2. The developer shall provide adequate public use easement dedication when required by the municipal traffic engineer for improved connectivity, circulation and/or public safety as set out in AMC Section <u>21.03.100</u> [21.15.150].</p> <p>3. The developer shall enter into a subdivision agreement, development agreement, or right-of-way permit for construction of all <u>streets</u> [ROADS] and other facilities within dedicated public use easements or right-of-way.</p> | | |
| <p><i>Updates to:</i> Contractor Responsibilities.</p> | <p>B. Contractor Responsibilities.</p> <p>3. Prior to obtaining a building or land use permit, the contractor shall submit verification that the services of a licensed professional engineer have been retained for construction inspection of all private <u>street</u> [ROAD] improvements as well as an approved quality control plan and construction schedule for those improvements to be approved by the <u>building official</u> [MUNICIPAL ENGINEER].</p> <p>C. <u>Building official and</u> Municipal engineer responsibilities.</p> <p>1. The <u>building official</u> [MUNICIPAL ENGINEER] shall review and approve or disapprove all plans for all developments.</p> | | |

| AMCR 21.90 | RECOMMENDATIONS | PZC Action | STAFF Response |
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| <p><i>Updates, deletions, and additions to:</i> Municipal responsibilities</p> | <p>2. The <u>building official</u> [MUNICIPAL ENGINEER] shall determine to what standards any required improvements are to be constructed. The construction standards may not exceed the applicable standards of AMC Title 21.</p> <p>[3]. [THE MUNICIPAL ENGINEER SHALL INCLUDE THE APPROVED PLAN WITHIN THE APPLICABLE AGREEMENT].</p> <p>3[4].The municipal engineer and/or building official or their designee may periodically inspect construction of the required development improvements for conformance with the approved plan.</p> <p>4[5].The municipal engineer shall review and approve or disapprove all design or construction waivers from the standards in this regulation.</p> <p>5[6].The <u>building official</u> [MUNICIPAL ENGINEER] shall review the as-builts and inspection reports for consistency with these regulations and the approved plans.</p> | | |
| <p><i>Updates and additions to:</i> 21.90.005[3] - Procedures - Section 1. Plan Preparation:</p> | <p>Section 1. Plan Preparation:</p> <p>b. Dimensions of all proposed <u>streets</u> [ROADS], driveways, <u>Primary Pedestrian Connections</u>, parking; <u>Resident Parking Spaces and Guest Parking Spaces</u> and adjacent right-of-way;</p> <p>m. Construction details and standard cross sections of all proposed <u>streets</u> [ROADS], public and private, showing street width, limits of excavation, frost classification of subgrade material, depth of classified fill, pavement thickness, curbs, gutters, shoulders, deep utilities, storm drain;</p> <p>n. Elevation profiles of all proposed <u>streets</u> [ROADS], public and private;</p> | | |

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| <p><i>Updates and additions to:</i> 21.90.005[3] - Section 2. Daily and weekly inspection reports....</p> | <p>2. Daily and weekly inspection reports shall be compiled by the engineer of record and submitted to building safety by close of business, Monday following the reporting period. Failure to comply with this requirement may subject the contractor to issuance of a stop work order until compliance and/or additional fees. The certificates of occupancy shall not be issued until all inspection reports have been received and approved by the <u>building official</u> [MUNICIPAL ENGINEER]. At a minimum, the inspection reports shall contain the following information:</p> <p>f. Sieve analysis and classification of structural fill material placed within the <u>street</u> [ROADWAY] prism or utility trenches;</p> <p>h. Sieve analysis and classification of structural fill material placed in the private <u>street</u> [ROADWAY], storm drain trench and/or utility trench;</p> <p>j. Results of field density testing as set out in subsection E.3. (below), for all <u>street</u> [ROAD] and trench backfill;</p> | | |
| <p><i>Updates or additions to:</i> 21.90.005[3] - Section 4. Quality control testing standards:</p> | <p>a. All FDTs shall.....</p> <p>xi. Soil type and <u>proctor</u> [PROCTER] curve number;</p> <p>b. Minimum frequency of quality control testing...</p> <p>ii. Density testing for <u>street</u> [ROAD] construction: One test per 400 L.F. on each lift of classified fill and backfill, and one test per 400 L.F. on completed subgrade prior to placement of leveling course.</p> | | |

| AMCR 21.90 | RECOMMENDATIONS | PZC Action | STAFF Response |
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| <p><i>Updates or additions to:</i> 21.90.005[3] – F. Design.</p> <p><i>Continued on pages 17-20</i></p> | <p>1. Private <u>Street</u> [ROAD] design criteria:</p> <p>a. All private <u>streets</u> [ROADS] shall be constructed <u>in accordance with Table 21.90.002-1 and the criteria found in this section</u> [WITH 26 FEET OF PAVEMENT, CURB AND GUTTER ON BOTH SIDES, FOR A TOTAL 30-FOOT SECTION FROM THE BACK OF CURB TO BACK OF CURB].</p> <p>b. All private <u>streets</u> [ROADS] shall be crowned with minimum two percent cross slopes; [Inverted] alternative sections may be approved by the municipal engineer [FOR ROADWAYS LENGTHS LESS THAN 300 FEET].</p> <p>c. All private <u>streets</u> [ROADS] shall have a minimum longitudinal grade of one percent and a maximum grade of ten percent <u>unless otherwise approved by the municipal engineer.</u></p> <p>f. Vertical curves shall be used for transition between intersecting grades of <u>streets</u> [ROAD] when the change exceeds one percent.</p> <p>i. Clear vision areas and clear vision triangles for private streets shall be in compliance with [AMC SECTION 21.45.020] AMC Chapter 24.70, <u>DCM 1.9.E3</u>, and AASHTO Sight Distance Triangle (see Municipal Driveway Standards).</p> <p>j. <u>Any dead end private street with a length in excess of 150-feet (measured from the face of curb, or nearest edge of the traveled way for uncurbed streets, of the intersecting street to the end of the private street) shall be provided with turnaround provisions meeting the requirements of Handout F.02, Recommended Fire Lane Turnarounds.</u></p> | | |

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| | <p><u>k. Use of the Optional private street section requires a recorded parking agreement between the Municipality of Anchorage and the developer(s)/property owner(s). The agreement shall include the following:</u></p> <ul style="list-style-type: none"> <u>i. The minimum number of Managed Guest Parking stalls is the number of guest parking stalls required by Table 21.07-4.</u> <u>ii. Managed Guest Parking stalls shall be individually signed to indicate that vehicles parked for more than the designated time period, not to exceed 24 hours, will be towed at the vehicle owner's expense.</u> <u>iii. The developer/property owner shall maintain a contract with a towing company for the immediate removal of any vehicles parked along the private street and any vehicles parked in Managed Guest Parking for a period of time in excess of the designated time period not to exceed 24 hours.</u> <u>iv. The developer/property owner shall post the name and phone number of the towing contractor at all locations posted as "no parking" and at Managed Guest Parking stalls.</u> <u>v. Optional private streets shall be signed as "No Parking Fire Lane."</u> <p><u>l. Sidewalks shall be constructed of Portland Cement Concrete with a minimum thickness of 4-inches and a minimum width of 5-feet.</u></p> <p><u>m. An 8' wide separated asphalt pathway may be substituted for a sidewalk.</u></p> | | |

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| | <p>n. <u>When a development includes multiple parking facilities the preference is to consolidate access between separate parking facilities with a private street. Using the private street for turning and maneuvering should be avoided.</u></p> <p>p. [M] All organics shall be removed from the <u>street</u> [ROAD] subgrade unless approved by the municipal engineer.</p> <p>q. [N] The thickness of structural fill for private <u>streets</u> [ROADS] shall be designed using the limited subgrade frost penetration method as described in DCM Section 1.070F. All substitute design methods shall have prior approval by the municipal engineer.</p> <p>r. [O] Geotextile fabric shall be installed at the bottom of excavations <u>when recommended in DCM Section 1.10E.</u> [FOR ALL PRIVATE STREETS TO PREVENT CONTAMINATION OF STRUCTURAL FILL WITH FROST SUSCEPTIBLE SOILS, UNLESS OTHERWISE APPROVED BY THE MUNICIPAL ENGINEER.]</p> <p>s. [P] All structural fill <u>used in construction of</u> [FOR] private <u>streets</u> [ROADS] shall [BE TYPE II CLASSIFIED FILL MATERIAL, AS DEFINED IN THE] <u>comply with</u> MASS Section 20.21.[05] and shall be installed in accordance with the guidelines established in DCM Section 1.10B. [TYPE III CLASSIFIED FILL MATERIAL, AS DEFINED IN MASS, MAY BE USED FOR BACKFILL OF STORM DRAIN AND UTILITY TRENCHES BELOW THE ROAD BASE].</p> <p>t. [Q] All structural fill material for private <u>streets</u> [ROADS] shall be placed in lifts no greater than 12 inches thick and compacted to 95 percent maximum density at optimum moisture content.</p> | | |

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| | <p><u>u.</u> [R] The top six inches of the structural fill for private <u>streets</u> [ROADS] shall be Type II-A classified fill material only, as set out in MASS Section 20.21.</p> <p><u>w.</u> [T] All private <u>streets</u> [ROADS] shall be designed with adequate catchment of surface water runoff to prevent adverse drainage impacts to adjacent properties and/or right-of-way.</p> <p><u>z</u>[W]. All private <u>streets</u> [ROADS] will be signed according to MUTCD Standards with a "private" designation on the street sign. A certificate of occupancy will not be issued until the street signs are installed and inspected. See traffic department for design of sign specified as a <u>D3-101PVT</u> [P3-1P].</p> <p><u>ee.</u> <u>A Woonerf Street shall include the following design elements:</u></p> <ul style="list-style-type: none"> i. <u>A width of 24-feet and must not exceed 500-feet in length.</u> ii. <u>Have a clear and distinct entrance with a sign indicating the Woonerf status.</u> iii. <u>Incorporate different colors and textures in pavement material.</u> iv. <u>Use traffic calming measures such as chicanes. Traffic calming measures must be placed at maximum intervals of 160-feet. Use of vertical traffic calming measures to be approved by the Fire and Traffic Engineering Departments.</u> <p><u>ff.</u> <u>A Woonerf Street may also include the following additional design elements:</u></p> <ul style="list-style-type: none"> i. <u>Eliminate the continuous curb.</u> ii. <u>Incorporate outdoor furnishings, landscaping and lighting.</u> <p><u>gg.</u> <u>Approval by the municipal engineer and the planning director is required for Woonerf Streets.</u></p> | | |

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| <p><i>Edit:</i> Public Streets and Emergency Response Sections.</p> | <p><u>hh.</u> <u>Woonerf Streets are considered Optional private streets and are required to provide Managed Guest Parking.</u></p> <p><u>ii.</u> <u>Woonerf Street design elements must not interfere in Emergency vehicle access.</u></p> <p>2. Public <u>streets</u> [ROADS] constructed in P[Public U]se E[ements] (PUE).</p> <p>a. <u>Streets</u> [ROADS] determined by the traffic engineer to require a PUE dedication for purposes of access and/or connectivity shall be constructed to the standards identified in AMC Title 21 for public streets; and</p> <p>b. PUEs shall be <u>50</u> [44] feet wide to accommodate the <u>street</u> [ROADWAY] section and the snow storage area. Additional dedication shall be required in the event that pedestrian facilities are needed, as determined by the area wide trails plan, determined by a traffic impact analysis, or the <u>street</u> [ROADWAY] volumes are expected to exceed the requirements in AMC Title 21 for pedestrian facilities.</p> <p>3. Emergency Response.</p> <p>b. Residential developments with 30 or more dwelling units shall be provided with separate and approved access <u>streets</u> [ROADS], meeting the remote requirements of IFC D104.3., as adopted under AMC Title 23.</p> <p>c. The number of dwelling units on a single fire apparatus <u>street</u> [ROAD] shall not be increased unless fire apparatus access <u>streets</u> [ROADS] will connect with future developments as determined by the fire code official. No new structures shall be constructed on a fire apparatus access <u>street</u> [ROAD] unless approved by fire code official.</p> | | |

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| <p><i>Entire Parking Section to be deleted from 21.90 – Continued on page 22).</i></p> | <p>[4. PARKING]</p> <p>[A. ALL OVER-FLOW PARKING AREAS AND PARKING AISLES SHALL BE DESIGNED TO MINIMIZE MANEUVERING IN THE MAIN PRIVATE ROADWAY].</p> <p>[B. OVERFLOW PARKING SHALL BE PROVIDED, IN ADDITION TO REQUIRED PARKING. OVERFLOW PARKING SHALL BE CALCULATED PER THE TABLE BELOW]:</p> <table border="1" data-bbox="526 562 922 1171"> <thead> <tr> <th data-bbox="526 562 727 695">[TYPE OF DEVELOPMENT</th> <th data-bbox="727 562 922 695">% OF REQUIRED PARKING NECESSARY FOR OVERFLOW</th> </tr> </thead> <tbody> <tr> <td data-bbox="526 695 727 800">TWO (2) AND THREE (3) DWELLING UNITS</td> <td data-bbox="727 695 922 800">25%</td> </tr> <tr> <td data-bbox="526 800 727 898">FOUR (4) TO SIX (6) DWELLING UNITS</td> <td data-bbox="727 800 922 898">20%</td> </tr> <tr> <td data-bbox="526 898 727 997">GREATER THAN SIX (6) DWELLING UNITS</td> <td data-bbox="727 898 922 997">15%</td> </tr> <tr> <td data-bbox="526 997 727 1075">APARTMENT COMPLEX</td> <td data-bbox="727 997 922 1075">12%</td> </tr> <tr> <td data-bbox="526 1075 727 1171">OTHER USES</td> <td data-bbox="727 1075 922 1171">PER PARKING STUDY, IF REQUIRED]</td> </tr> </tbody> </table> <p>[C. OVERFLOW PARKING MAY BE PROVIDED ON-STREET, IF THE FOLLOWING REQUIREMENTS ARE MET: THE PARKING SPACE SHALL BE A MINIMUM OF 20 FEET LONG UNLESS BOUNDED ON BOTH ENDS BY PARKING SPACES, IN WHICH CASE, THE BOUNDED PARKING SPACE SHALL BE A MINIMUM OF 24 FEET LONG. FOR EXAMPLE, IF THERE ARE THREE PARKING SPACES BETWEEN TWO DRIVEWAYS, THOSE PARKING SPACES WOULD BE 20 FEET, 24 FEET AND 20 FEET LONG RESPECTIVELY. IF THE ON-STREET PARKING IS NOT SUFFICIENT TO MEET THE OVERFLOW PARKING REQUIREMENT, OFF-STREET PARKING SHALL BE PROVIDED].</p> | [TYPE OF DEVELOPMENT | % OF REQUIRED PARKING NECESSARY FOR OVERFLOW | TWO (2) AND THREE (3) DWELLING UNITS | 25% | FOUR (4) TO SIX (6) DWELLING UNITS | 20% | GREATER THAN SIX (6) DWELLING UNITS | 15% | APARTMENT COMPLEX | 12% | OTHER USES | PER PARKING STUDY, IF REQUIRED] | | |
| [TYPE OF DEVELOPMENT | % OF REQUIRED PARKING NECESSARY FOR OVERFLOW | | | | | | | | | | | | | | |
| TWO (2) AND THREE (3) DWELLING UNITS | 25% | | | | | | | | | | | | | | |
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| GREATER THAN SIX (6) DWELLING UNITS | 15% | | | | | | | | | | | | | | |
| APARTMENT COMPLEX | 12% | | | | | | | | | | | | | | |
| OTHER USES | PER PARKING STUDY, IF REQUIRED] | | | | | | | | | | | | | | |

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| | <p>[D. ALL PARKING SPACES INSIDE GARAGES AND CARPORTS SHALL MEET DESIGN REQUIREMENTS FOUND IN AMC SECTION 21.45.080, IF THE DRIVEWAY IS BEING USED TO MEET REQUIRED OR OVERFLOW PARKING REQUIREMENTS];</p> <p>[E. INDIVIDUAL DWELLING UNIT GARAGE DRIVEWAYS SHALL HAVE A MINIMUM OF 22 FEET BETWEEN THE GARAGE DOOR AND THE BACK OF CURB OR EDGE OF PAVEMENT FOR ALL ROADWAYS].</p> <p>[F. ALL OVER-FLOW PARKING LOCATED AT 90 DEGREES TO THE INTERIOR ROADWAYS OF THE DEVELOPMENT SHALL BE AT LEAST 24 FEET DEEP, INCLUDING ANY OVERHANG].</p> <p>[G. PRIVATE PARKING GARAGES SHALL PROVIDE A MINIMUM 30 FEET OF ON-SITE VEHICLE QUEUING/STACKING THAT DOES NOT INTERFERE WITH ANY PARKING STALLS OR ROADWAYS].</p> <p>[H. ALL PRIVATE MULTI-PLEX PARKING GARAGES SHALL HAVE AN ENTRANCE/EXIT THAT IS A MINIMUM OF 18 FEET WIDE].</p> <p>[I. ALL PRIVATE MULTI-PLEX PARKING GARAGES SHALL HAVE TWO ENTRANCE/EXIT POINTS, IF DESIGNED TO PROVIDE OVER 20 PARKING SPACES, UNLESS OTHERWISE APPROVED BY THE TRAFFIC ENGINEER].</p> | | |
| <i>Edit:</i> Noncompliance Section | <p>5[6]. Failure to provide all inspection reports and as-built drawings of all private <u>street</u> [ROAD] construction, certified by a professional engineer registered in the State of Alaska shall result in non-issuance of all certificates of occupancy for the development.</p> | | |
| <i>Add to Title 21:</i> Title 21.07.090 M.7. Ingress and Egress, a new item d. | <p><u>d. Minimum width of 20 feet for 2-way ingress/egress entries for parking structures. Formal waiver required from Municipal Traffic Engineer for a reduction/exception to this standard.</u></p> | | |

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| <p>Add to Title 21: Title 21.07.110 F.2. e. <i>Minimum Standards</i> a new item iv.</p> | <p><u>iv. Guest Parking: Locate guest parking spaces as to minimize maneuvering in private streets and circulation aisle and not exclusive to or physically associated with any individual dwelling.</u></p> | | |
| <p>Amend Title 21: 21.07.110 F.3. Driveway Width d. <i>Exceptions</i></p> | <p>The traffic engineer <u>and the planning director</u> may approve a departure from the standards of this section, such as a narrow driveway, if documentation prepared by a <u>licensed professional in the state of Alaska</u> [TRAFFIC ENGINEERING PROFESSIONAL] demonstrates <u>the driveway still meets this chapter standards and the Municipal driveway standards memo issued by the Municipal Traffic Engineer, and</u> [TO THE SATISFACTION OF THE TRAFFIC ENGINEER] that change is appropriate. [TRAFFIC ENGINEER A]. Approval shall be contingent on factors such as 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 polices. The traffic engineer <u>and planning director</u> may also be more restrictive than the standards of this section, provided [THE TRAFFIC ENGINEER] <u>they</u> document[S] the rationale.</p> | | |

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| <p><i>Amend Title 21:</i> Title 21.14.040 - DEFINITIONS</p> | <p>Driveway The paved connection meeting municipal driveway standards located between the garage of a dwelling unit and the adjacent street (public or private) or between a parking facility and the adjacent street (public or private). [A PRIVATE TRAVEL WAY PROVIDING MOTOR VEHICLE ACCESS FROM A PARKING SPACE OR PARKING FACILITY TO A STREET] A driveway is not a street. It does not provide primary frontage or address for buildings, nor is it primarily designed for non-motorized pedestrian access.</p> <p>Parking Space A space for the parking of one vehicle [AUTOMOBILE].</p> | | |