

Submitted by:
Prepared by:
For reading:

ANCHORAGE, ALASKA
AO NO. 2020-XXX

1 **AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE 21.09.070 TO**
2 **PROVIDE GIRDWOOD-SPECIFIC PARKING STANDARDS.**

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4 **WHEREAS**, title 21, chapter 9 (21.09) of the Anchorage Municipal Code provide
5 specific standards and regulations for land use in Girdwood, recognizing the need
6 to preserve and enhance the distinctive mountain-resort character and natural
7 environment of the Girdwood area; and
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9 **WHEREAS**, 21.09 defers to the municipal-wide ~~code provisions~~ of ~~chapter~~ 21.07
10 for commercial parking standards, despite the very different geography, land use
11 regulations and transportation usage patterns of Girdwood; and
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13 **WHEREAS**, meeting the current parking standards has been an insurmountable
14 hurdle for almost all commercial development or redevelopment in Girdwood ~~since~~
15 ~~the new Title 21 adoption~~, and almost all current commercial uses in Girdwood rely
16 on grandfathered parking rights; and
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18 **WHEREAS**, ...; now therefore,
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20 **THE ANCHORAGE ASSEMBLY ORDAINS:**
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22 **Section 1.** Anchorage Municipal Code section 21.09.070-L₁ is hereby amended
23 to read as follows (the remainder of the section is not affected and therefore not
24 set out):
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26 21.09.070 - Site development and design standards
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28 ...
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30 L. *Off-street parking standards*
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32 1. *General.* Required parking shall be provided in accordance with Section
33 21.07.090, except as specified in this section. The [Planning Director](#) or
34 [Traffic Engineer](#) may waive an off-street parking requirement if sufficient
35 public parking in the district satisfies off-street parking requirements.
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37 2. **For all ~~land-use zones~~Girdwood zoning districts except gC-1 and gC-**
38 **2, the following adjustments shall apply to the calculations made in**
39 **21.07.090 E.1 (referencing Table 21.07-4).**
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- a. For the Use Category of Food and Beverage Service, outdoor seating areas shall be calculated at 1 parking ~~spot~~ space per 250 sf
- b. After calculating the parking ~~count~~ requirement for each use type, including application of 21.09.070 L.2.a above, and before applying any other reductions, the scaling factor from Table 21.09-~~XX-11~~ below shall be applied (multiplied with the parking ~~count~~ requirement) based on Use Category. (As an example, if applying 21.07.090 E.1 gives an initial parking ~~count~~ requirement of 7 for a retail sales use category, ~~it the 7 required spaces would then be~~ multiplied by 70% to yield 4.9 required parking spaces.) ~~Scaling also applies to loading and drop off calculations.~~

Table 21.09-11: Girdwood Adjustment to Parking Requirements

<u>Use Category</u>	<u>Scaling Factor</u>
RESIDENTIAL USES	
Household Living	100%
Group Living	100%
COMMUNITY USES	
Adult Care	50%
Child Care	50%
Community Service	70%
Cultural Facility	70%
Educational Facility	70%
Health Care Facility	70%
Park and Open Area	70%
Public Safety Facility	100%
Transportation Facility	100%
Utility Facility	100%
Communication Structures	100%
COMMERCIAL USES	
Agricultural Uses	70%
Animal Sales, Service & Care	70%
Assembly	70%
Entertainment and Recreation	70%
Food and Beverage Service	70%

<u>Food and Beverage Service – Outdoor Seating Areas</u>	<u>40%</u>
<u>Office</u>	<u>50%</u>
<u>Personal Service, Repair, and Rental</u>	<u>70%</u>
<u>Retail Sales</u>	<u>70%</u>
<u>Vehicles and Equipment</u>	<u>100%</u>
<u>Visitor Accommodations</u>	<u>100%</u>
MARIJUANA USES	
<u>Marijuana Uses</u>	<u>70%</u>
INDUSTRIAL USES	
<u>Industrial Service</u>	<u>70%</u>
<u>Manufacturing and Production</u>	<u>70%</u>
<u>Marine Facility</u>	<u>70%</u>
<u>Warehouse and Freight Movement</u>	<u>100%</u>
<u>Waste and Salvage</u>	<u>100%</u>

Table 21.09-XX

c. Parking reductions and alternatives as described in 21.07.090 F may be applied except for 21.07.090 F.8 (Uses adjacent to transit service), and 21.07.090 F.10 (Transit pass benefits)

~~c. After calculation of parking counts through steps L.2.a through L.2.c above, there remains a minimum count of three parking spaces as defined in 21.07.090 E.2, but subject to L.1 above.~~

3. *gC-5, gC-8, and gC-9 districts.* Required parking for any non-residential use in the gC-5, gC-8 or gC-9 districts may be located off-site within the adjoining right-of-way or within 600 feet of the site in community parking facilities under a municipal parking agreement. Properties may also use the reduced parking requirements and parking reductions provided in Section 21.07.090. (RESERVED: Tailored parking requirements and reductions for the new townsite area will be further developed in coordination with the update to the Girdwood Area Plan and adopted as an amendment to this section.)

4. *gC-7 district.* In the gC-7 district, on-site parking for new commercial development is prohibited. Parking for new commercial development shall be located within the adjoining right-of-way, or in community parking lots

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under a municipal parking agreement. Required parking for upstairs dwelling units in the gC-7 district may also be located off-site. Any on-site parking for residential units shall be located on the side or rear of the principal building and enclosed within a garage architecturally compatible with the principal building and no closer to the street than the building's primary front façade. On-site parking in the rear setback is prohibited.

5. *Parking lot location—Residential.* Parking for multifamily dwellings or multiple residential dwelling structure projects is prohibited in any required front setback or the first 10' of any required side or rear setback. Section 21.09.070E.6.c., Buffering Non-Similar Uses, applies. All surface parking lots shall be screened from adjacent streets, properties, and public trails through the use of retained vegetation and/or landscaping encompassing the front setback, with breaks for driveways and walkway access.

6. *Parking lot location—Nonresidential.* Parking is prohibited in any required front setback, and the first 10' of any required side or rear setback, except in the gC-3 district as provided in subsection 21.09.040 C.2.c.iii.(B). ~~Any required front, side, or rear setback may be used for loading unless otherwise prohibited by this title.~~ Section 21.09.070E.6. Setback Area Vegetation, applies.

7. *Parking Lot Interior Landscaping.* Parking lot interior landscaping is required for any parking lot with more than 40 parking spaces, as provided in Section 21.07.080E.2.c. and Table 21.07-1.[6]. **PARKING LOT LANDSCAPING. PUBLIC AND PRIVATE PARKING LOTS SHALL HAVE A 20-FOOT LANDSCAPED BREAK IN ANY LINE OF PARKING SPACES OVER 20 CARS LONG AND A MINIMUM 15-FOOT LANDSCAPED STRIP BETWEEN EVERY OTHER DOUBLE-LOADED BAY OF CARS.]**

8.[7.] *Parking within multifamily and non-residential structures.* Parking structures for more than two cars within multifamily and nonresidential structures, shall be constructed at least half a level below grade or, if constructed at grade, shall be earth covered using berming at least a half level on all sides. Vegetative and/or architectural screening of multiple level parking structures is required. The mechanical equipment required to vent enclosed parking shall be located away from outdoor play areas or entries, public rights-of-way and pedestrian spaces, and shall be completely screened from view.

8. *Parking surfacing materials.*
a. On commercial lots, the first 20 feet of a driveway, as measured from the edge of the street travelled way, shall be paved if connecting to a paved public street. ~~Aprons adjacent to paved roads shall be paved~~

Commented [DTG1]: Sections 5 and 6.: The proposed changes in Sections 5 and 6 appear to conflict with Girdwood Section 21.09.070E.6.c., *Setback Area Vegetation—Buffering Non-Similar Uses*, which requires all setbacks between commercial, multifamily, and single-family uses to be retained as natural vegetation areas. Therefore, recommend to clarify in Sections 5 and 6 that the standard in 21.09.070E.6.c. still applies where non-similar uses abut.

Section 5.: Can we isolate the zoning district and lotting size situations where it is necessary to reduce a side or rear parking setback? Some of the zoning districts require large lot sizes which seem to be ample enough to accommodate the amount of entitled development even without these side or rear setback reductions for parking. In such cases, the side and rear setbacks should remain wide enough to support natural tree vegetation and Girdwood natural character. The proposed change should be more targeted at problem situations rather than a generally applicable change. Example:

gR-5: Minimum lot size is 20,000 sf for multifamily projects and "multiple residential structure projects" (e.g., multiple duplexes on a lot). gR-5 is a new development area (not existing lots). How is reducing side setback to 10 feet needed to develop at the allowed 4-8 dua, or 8-20 dua with major size plan review? Why not retain 12 feet or 15 feet, in the interest of preserving natural vegetative cover (trees)?

Commented [DTG2]: Section 6: Per comment above, 10' is not enough space to retain natural tree vegetation, especially if a property owner installs a fence on the lot line. Can this provision be focused on the zones/lots where it is needed; and be increased to at least 12'; and be clarified to not apply between commercial and abutting residential zoned properties? There are cases where the commercial parcel has ample development space without removing this buffer along abutting residentially zoned properties.

Commented [DTG3]: Deleted Section 6 (parking lot landscaping): Recommend replacing the deleted standard rather than simply deleting all parking lot interior landscaping requirements from Girdwood. For example, the proposed tracked-change edit would replace the deleted standard with the more flexible interior parking lot landscaping requirement in 21.07.080E., which applies to the rest of the Municipality. Otherwise, there would be no interior landscaping requirement at all left for Girdwood parking lot. That conflicts with not only Girdwood's character and goals but even the lower standards in the Anchorage Bowl for visual and environmental reasons. The interior landscaping requirement that applies to the rest of the Muni is flexible, allows the designer to determine where and how to aggregate the required interior area, which is calculated in proportion to the size of the parking lot. See suggested language.

- 1 **b.** Notwithstanding ADA requirements, if interior roads, driveways, and
- 2 parking lots [SHALL] **may** be paved, or surfaced with a layer of
- 3 crushed rock, or any other surface consistent with the paving
- 4 alternatives defined in 21.07.090 H.12.b.
- 5 **c.** On lots greater than 0.5 acre, parking lots shall not be paved within
- 6 20' of lot lines in order to maintain a permeable surface
- 7 **d.** [EXCEPT] Paving of driveways and surface parking lots for single-family
- 8 and two-family residences is not required.

9
 10 PASSED AND APPROVED by the Anchorage Assembly this _____ day of
 11 _____, 2019.

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 14 _____
 15 Chair of the Assembly

16 ATTEST:

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 19 _____
 20 Municipal Clerk
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