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Title 21: Land Use Planning (Module 3)  
Public Review Draft – June 2004  
Anchorage, Alaska  
Clarion Associates
### Chapter 21.07: Development and Design Standards

**Sec. 21.07.010 General Provisions**

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CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

21.07.010 GENERAL PROVISIONS

A. Purpose

The development and design standards set forth in this chapter shall apply to the physical layout and design of development in Anchorage. These provisions address the physical relationship between development and adjacent properties, public streets, neighborhoods, and the natural environment, in order to implement the comprehensive plan vision for a more attractive, efficient, and livable community. The specific purposes of this chapter include:

1. To encourage the proper use of the land by promoting an appropriate balance between the built environment and the preservation and protection of open space and natural resources;

2. To protect public and private investment through preservation of open spaces, protection of natural resources including existing trees, providing buffers between incompatible uses and along roadways, and encouraging the planting of new trees and vegetation as deemed appropriate;

3. To promote sound management of water quality and quantity through preservation of natural areas and by encouraging soil management and the use of native plant materials;

4. To provide appropriate standards to ensure a high quality appearance for Anchorage and promote good design while also allowing flexibility, individuality, creativity, and artistic expression;

5. To provide development and design standards that address and are tailored to Anchorage’s northern climate;

6. To strengthen and protect the image, identity, and unique character of Anchorage and thereby to enhance its business economy;

7. To protect and enhance residential neighborhoods, commercial districts, and other areas by encouraging physical development that is of high quality and is compatible with the character, scale, and function of its surrounding area; and

8. To encourage developments that relate to adjoining public streets, open spaces, and neighborhoods with building orientation and physical connections that contribute to the surrounding network of streets and walkways.

B. Alternative Compliance

1. Purpose

Alternative compliance is a procedure that allows development to occur where the intent of the design-related provisions of this chapter is met through an alternative design. It is not a general waiver of regulations. Rather, the procedure permits a site-specific plan that is equal to or better than the strict application of a design standard.

1 NOTE: Suggested new purpose statement.
2. **Applicability**
   The alternative compliance procedure shall be available only for the following sections of this chapter:

   a. Section 21.07.110, *Residential Building Standards*;
   
   b. Section 21.07.120, *Public/Institutional and Commercial Building Standards*; and
   
   c. Section 21.07.130, *Large Retail Establishments*.

3. **Pre-Application Conference Required**
   An applicant proposing to use alternative compliance under this section 21.07.010.B. shall request and attend a pre-application conference prior to submitting the site plan for the development, to determine the preliminary response from the Director. Based on that response, the site plan application shall include sufficient explanation and justification, in both written and graphic form, for the alternative compliance requested.

4. **Decision-Making Responsibility**
   Final approval of any alternative compliance proposed under this section shall be the responsibility of the decision-making body responsible for deciding upon the application. By-right projects proposing alternative compliance shall receive written approval of the alternative compliance from the Director.

5. **Criteria**
   To grant a request for alternative compliance, the decision-making body shall find that the following criteria are met:

   a. The proposed alternative achieves the intent of the subject design standard to the same or better degree than the subject standard.
   
   b. The proposed alternative achieves the goals and policies of Anchorage 2020 to the same or better degree than the subject standard.
   
   c. The proposed alternative results in benefits to the community that are equivalent to or better than compliance with the subject design standard.

6. **Effect of Approval**
   Alternative compliance shall apply only to the specific site for which it is requested and does not establish a precedent for assured approval of other requests.

**21.07.020 NATURAL RESOURCE PROTECTION**

A. **Purpose**

   The Municipality contains many natural amenities, including stream corridors, river corridors, natural drainages, wildlife habitat areas, water bodies, wetlands, significant viewsheds, and hillsides, as well as significant amounts of native forest, tree cover, and open space, all of which contribute to the Municipality’s character, quality of life,
and property values. The regulations of this section are intended to ensure that the natural character of the Municipality is reflected in patterns of development and redevelopment, and significant natural features are incorporated into open space areas.

B. **Stream, Water Body, and Wetland Protection**

1. **Purpose**
   The following requirements are intended to promote, preserve, and enhance the important hydrologic, biological, ecological, aesthetic, recreational, and educational functions provided by stream and river corridors, associated riparian areas, water bodies, and wetlands.

2. **Applicability**
   This subsection 21.02.020.B. shall apply to all new development, except for the following development or activities:

   a. Agricultural activities, such as soil preparation, irrigation, planting, harvesting, grazing, and farm ponds;
   
   b. Development on lots of record that were approved for single-family residential use prior to the effective date of this Title;
   
   c. Maintenance and repair of existing public roads, utilities, and other public facilities within an existing right-of-way or easement;
   
   d. Maintenance and repair of flood control structures and activities in response to a flood emergency; and
   
   e. Wetland and wildlife habitat restoration, construction, and/or enhancement that improves or restores the wetland or stream corridor functions, provided that the proposed activity is approved by the appropriate agency such as the U.S. Army Corps of Engineers or the Alaska Department of Fish and Game.

3. **Relationship to Other Regulations**
   a. This subsection 21.02.020.B. does not repeal or supersede any existing federal, state, or local laws, easements, covenants, or deed restrictions. When this section imposes a higher or more restrictive standard than found in another applicable ordinance, statute, or regulation, this section shall apply.
   
   b. No person shall engage in any activity that will disturb, remove, drain, fill, dredge, clear, destroy, or alter any area, including vegetation, within a wetland that falls in the jurisdiction of the federal government and its agencies, except as may be expressly allowed under federal laws or regulations.

---

2 NOTE: This section is based loosely on the existing Section 21.45.210, Stream protection setback. However, we have made major changes, including: a new purpose statement; a new applicability statement; consolidation of standards for wetlands and streams; and increases in the setback requirement from 25 to 50 feet.
c. The decision-making body shall not grant final approval to any development or activity, including subdivisions, in a wetland that falls within the federal government’s jurisdiction until all necessary federal approvals and permits have been obtained.

4. Buffer/Setback Requirements
   a. Streams or River Corridors
      i. In the R-10 district, all buildings, accessory structures, and parking lots shall be set back at least 100 feet horizontally from the ordinary high-water mark of stream or river corridors or, if not readily discernible, from the defined bank of the stream or river. No disturbance is permitted in the 100-foot setback area.

   ii. In the R-5, R-6, R-9, I-1, and I-2 zoning districts, all buildings, accessory structures, and parking lots shall be set back at least 50 feet horizontally from the ordinary high-water mark of stream or river corridors or, if not readily discernible, from the defined bank of the stream or river. No disturbance is permitted in the 50-foot setback area.

   iii. For all zoning districts not listed in subsections i. and ii. above, all buildings, accessory structures, and parking lots shall be set back at least 25 feet horizontally from the high-water mark of stream or river corridors or, if not readily discernible, from the defined bank of the stream or river. No disturbance is permitted in the 25 foot setback area.

   iv. Segments of streams or tributaries that are contained in culverts for a contiguous length of 100 feet or more are not regulated by this section.

   v. For parcels where there are wetlands contiguous with a stream, setback requirements are listed in Table 2 of the Anchorage Wetlands Management Plan.

b. Wetlands
   i. To the maximum extent feasible, class A and B wetlands, as defined and delineated in the Anchorage Wetlands Management Plan, shall not be included as part of a platted development lot.

   ii. All buildings, accessory structures, fills and other storage of materials, and parking lots shall be set back at least 10 feet horizontally from the delineated edge of a wetland unless approved by a U.S. Corps of Engineers wetlands permit.

3 NOTE: Per discussions with staff, we have suggested a new citywide setback requirement of 50 feet, with the current 25 feet standard still applicable in some places (more urban areas). The existing 100-foot setback requirement in the R-10 district is retained.
c. **Water Bodies**
   In all districts, all buildings, accessory structures, and parking lots shall be set back at least 15 feet horizontally from the edge of water bodies. No disturbance is permitted in the 15-foot setback area.

d. **Credit for Other Requirements of this Title**
   Stream corridor, water body, and wetland setback areas shall be credited toward any relevant tree retention requirements, private open space requirements, or landscaping requirements, only if such setback areas serve the purposes of those requirements as set forth in this Title.

5. **Boundary Delineation**
   a. **Qualified Professional**
      In cases where stream channels, water bodies, or wetlands are not mapped and recorded in official plans or other documents, including the Anchorage Wetlands Management Plan, maintained by the Municipality, delineation of such features shall be performed by a qualified professional that has demonstrated experience necessary to conduct site analysis. Delineations shall be subject to the Director's approval. For purposes of this section, a "qualified professional" shall be ---.4

   b. **Stream and River Corridor Boundaries**
      Stream and river corridors shall be delineated at the ordinary high-water mark or, if not readily discernible, the defined bank of the stream or river, as those terms are defined in Chapter 21.13. The municipal Watershed Management Section shall maintain the official record of all stream and river corridor boundaries.

   c. **Wetland Boundaries**
      i. **Mapped Wetlands**
         Boundary delineation of wetlands shall be established by reference to the Anchorage Wetlands Management Plan, which is available for reference in the municipal Planning Department and which is hereby adopted and incorporated into this Title by reference. Plats shall depict class A and B wetland boundaries.

      ii. **Unmapped Wetlands**
         The review of a development proposal may discover a potential wetland that has not been mapped or for which the boundaries have not been clearly established. In such instances, the applicant shall retain a qualified wetland expert to delineate the boundaries of the wetland according to professional standards. Any new wetland boundaries delineated herein shall be approved by the U.S. Corps of Engineers.

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4 NOTE: Further discussion needed on definition of “qualified professional” for purposes of this section.
Chapter 21.07: Development and Design Standards
Sec. 21.07.020 Natural Resource Protection

6. Development Standards\(^5\)

a. Prohibited Activities

i. No person shall engage in any activity that will disturb, remove, fill, drain, dredge, clear, destroy, or alter an area, including vegetation, within stream or river corridors, pond or lake edges, wetlands, or their associated buffer/setback areas, except as may be expressly allowed in this section or Title.

ii. Channel alteration, including culvertization other than for roadway and driveway crossings, is prohibited unless a variance is obtained under the provisions of Section 21.03.200, a flood hazard permit is obtained as per Section 21.03.100, and relevant state and federal permits are obtained.

iii. No storage or processing of hazardous materials or other substances that would constitute a violation of Chapter 15.40 is permitted.

b. Utilities

Utilities, including potable water wells, may be allowed in a buffer/setback area only if the decision-making body determines that there is no practical alternative. Any disturbance of the buffer area shall be reclaimed by regrading to original contours and revegetation with native species. Provisions for reclamation of the disturbed area shall be included in any development or improvements agreement for the project, with adequate collateral to guarantee the reclamation will be completed. Utility corridors in buffer/setback areas shall be located at the outside edge of the area and access roads for maintenance of utilities shall be located outside the buffer/setback area. Access for maintenance of utilities in buffer/setback areas should be at specific points rather than parallel to the utility corridor.

c. Recreation, Education, or Scientific Activities

Structures and improvements for recreational, educational, or scientific activities such as trails, fishing access, and wildlife management and viewing may be permitted in a buffer/setback area provided a management plan that establishes long-term protection and maintenance of the buffer/setback area is submitted to and approved. Such plans shall address, at a minimum, a schedule for regular evaluation of the impacts of allowed activities on the buffer/setback area, the proposed treatment of dead or diseased trees, and the extent to which pruning or thinning will be allowed.

7. Preservation of Vegetation

All existing vegetation within the stream/river corridor, lake or pond edge, or wetland buffer/setback area shall be preserved, and where necessary to provide adequate screening or to repair damaged riparian areas, supplemented with additional native planting and landscaping. The removal

\(^5\) NOTE: The current code splits the stream buffer area into a 15-foot section and a 10-foot section, and specifies allowed uses in each. This suggested new section takes a simpler approach and provides uniform standards for the entire buffer.
of dead or naturally fallen trees or vegetation, or trees or vegetation that the Municipality finds to be a threat to the public health, safety, or welfare shall be exempt from this requirement.

8. **Wetland Mitigation Requirements**

When a wetland or its buffer is altered in violation of law or without specific permission or approval by the decision-making body, the Director shall require restoration to the previous condition, to the maximum extent feasible, according to an approved wetland mitigation plan.

9. **Structures and Uses Otherwise Prohibited**

This section does not permit any structure, or any use of land or a structure, otherwise prohibited by this Title.

10. **Implementation of Anchorage Wetlands Management Plan**

   a. **Municipal Programs**

      The following municipal programs and activities shall be undertaken in conformity with the Anchorage Wetlands Management Plan:

      i. Municipal capital facility programming as expressed in the capital improvement plan.

      ii. Municipal management and disposal of the state lands selected under AS 29.18.210–29.18.213.

   b. **Municipal Zoning and Platting Actions**

      Municipal zoning and platting actions taken under this Title shall be consistent with the Anchorage Wetlands Management Plan.

      i. **“A” Wetlands**

         Wetlands designated “A” in the Anchorage Wetlands Management Plan and in Table 2 shall be protected as indicated in that table and in Chapter 4 of the Anchorage Wetlands Management Plan.

      ii. **“B” Wetlands**

         New development plans in “B” wetlands shall obtain a COE permit; concurrent with or prior to necessary approval by platting board and or PZC. In order to maximize protection of wetlands designated "B," in addition to the criteria normally considered in subdivision and conditional use applications, the Platting Authority or the Planning and Zoning Commission must, prior to approval, make explicit findings that, or the applicant must certify with their Corps of Engineers permit that:

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6 NOTE: This is the current Section 21.05.115. We have made no substantive changes yet, though have reorganized the material and added new subheadings. Is this section necessary? We are not sure of its value, given the new uniform wetlands standards we suggest in the previous section. This section appears to make wetlands protection applicable only to public actions by the Municipality -- correct? The new “Stream and Wetlands Protection” section we drafted above is applicable to both public and private actions. Do the A, B, and C designations used here need to be maintained in the code? (Also, we have removed here the provision dealing with the existing reserve tract provisions in the current Section 21.80.100, since we received instructions to remove the reserve tract concept entirely from the new subdivision chapter.)

7 NOTE: Where is this table? If it’s in the plan, should it be carried forward into the code?
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(A) The proposed design and placement of roadways, utility lines, and structures will not interfere with the natural drainage function indicated in the required hydrologic studies or that such interference can be adequately mitigated to maintain the natural drainage function.

(B) The soils in the area proposed for development shall adequately support roadways and structures, or that properly designed roads and foundations will be provided.

(C) Habitat areas identified in the required habitat studies or in other municipal documents shall be adequately protected.

Maintenance of open space in its natural state shall be required where the Platting Authority or the Planning and Zoning Commission determines that such maintenance is necessary to protect the hydrologic and habitat values of wetlands on the property being developed or on adjacent property. Areas where open space is to be preserved in its natural state shall be indicated on the plat or approved site plan. The Platting Authority and Planning and Zoning Commission may require such land development techniques and such additional conditions as may be appropriate to carry out the intent of the wetlands plan, taking into consideration information required by subsections 21.15.110.C or 21.15.030.C.3 and such other wetlands studies as may be relevant.

iii. “C” Wetlands

When approving plats or conditional use permits in wetlands designated "C" under the plan, the Platting Authority or the Planning and Zoning Commission shall, whenever practicable, include the recommended construction mitigation techniques and conditions and enforceable policies in Table 2.

c. Application of Plan to Approved Projects

Conditional uses and preliminary plats approved prior to March 12, 1996, the date of adoption of the revised Anchorage Wetlands Management Plan, shall not have additional conditions imposed upon them as a result of requirements of the plan except as follows:

i. The "A" designation shall apply regardless of prior approvals.

ii. Approved plats or conditional uses in wetlands that are returned to the Platting Authority or Planning and Zoning Commission for major amendment may be examined for conformity with plan goals and enforceable policies.

iii. A new Corps of Engineers permit is required.
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C. Steep Slope Development

1. Purpose
   The purpose of these provisions is to:

   a. Prevent soil erosion and landslides;
   b. Provide safe circulation of vehicular and pedestrian traffic to and within hillside areas and to provide access for emergency vehicles necessary to serve the hillside areas.
   c. Encourage only minimal grading that relates to the natural contour of the land;
   d. Preserve the most visually significant slope banks and ridge lines in their natural state;
   e. Preserve visually significant rock outcroppings, native plant materials, natural hydrology, and other areas of visual significance;
   f. Encourage variety in building types, grading techniques, lot sizes, site design, density, arrangement, and spacing of buildings in developments;
   g. Encourage innovative architectural, landscaping, circulation, and site design; and
   h. Discourage mass grading of large pads and excessive terracing.

2. Applicability
   This subsection shall apply to any development or subdivision proposal within the Municipality for properties with an average slope of 20 percent or greater, or where adverse conditions associated with slope stability, erosion, or sedimentation are present as determined by the Municipality.

NOTE: This new section is intended to replace the existing Sections 21.80.360 (Hillside lots) and 21.80.370 (R-10 District). The existing standards are fairly vague and general.

NOTE: This section suggests a common approach that has worked in many other communities with steep slopes, such as Reno; Estes Park, Colorado; Salt Lake County, Utah, etc. For Anchorage, a threshold figure of 20 percent is proposed for discussion purposes. Development is limited on steep slopes over 20 percent and banned on slopes of 30 percent or more. The approach in this draft is a more moderate one; other communities ban development on slopes of 20 percent or more, or limit density on slopes of 20 percent or more.
3. **Standards**

All proposed development subject to this section shall comply with the following standards.

a. One hundred percent of areas with slopes greater than 30 percent shall remain in private or public open space, except as expressly allowed by this Title.

b. Cutting and grading to create benches or pads for buildings or structures shall be avoided to the maximum extent feasible.

c. The original, natural grade of a lot shall not be raised or lowered more than four feet at any point for construction of any structure or improvement, except:

   i. The site’s original grade may be raised or lowered a maximum of six feet if retaining walls are used to reduce the steepness of man-made slopes, provided that the retaining walls comply with the requirements set forth in this section.

   ii. As necessary to construct a driveway from the street to a garage or parking area, grade changes or retaining walls up to six feet may be allowed.

   iii. For the purposes of this subsection 21.07.020.C.3.c., buildings set into a slope are not considered to lower the natural grade within their footprint.

   iv. For the purposes of this subsection 21.07.020.C.3.c., basements are not considered to lower the natural grade within their footprint.

   d. Sharp angles shall be rounded off, in a natural manner, at the top and ends of cut and fill slopes (within approximately five feet of the sharp angle). Where this would damage tree root systems, the amount of

---

**NOTE:** The following voluntary guidelines are proposed to supplement the mandatory code standards. We recommend placing all guidelines in a separate user’s guide rather than in the code itself. “The following guidelines should be followed by all proposed development on sites where the average slope of the site exceeds 20 percent. Compliance with such guidelines may be considered in development review, but failure to comply with guidelines shall not be independent grounds for denial of development approval.

a. Orient roads and building sites to minimize grading.

b. Orientation of buildings should consider views from the site as well as the aesthetic impact of views of the site from surrounding properties.

c. Hilltops, if graded, should be rounded to blend with natural slopes rather than leveled.

d. Slopes providing a transition from graded areas into natural areas should be varied in percent grade both up-slope and across the slope, in the undulating pattern of surrounding natural slopes; so that the top or the toe (or both) of the cut or fill slope will vary from a straight line in plan view.

e. Parking areas should be constructed on multiple levels and follow natural contours as necessary to minimize cut and fill.

f. Roads should follow natural topography to the extent feasible, to minimize cut and fill. Necessary grading should be constant half-cut and half-fill along the length of the road (versus all cut or all fill at points) unless other arrangements would result in less severe alteration of natural terrain.

g. Repetitive padding or terracing of a series of lots (stair-stepping up a slope) is discouraged. Creation of a single large pad or terrace (especially creating a single pad or terrace of an entire lot) should be an exception to typical design, to deal with circumstances that cannot be managed with other techniques. Typical design should utilize full split pads (separate level for a down-slope lower story), a split foundation (adapting a single story to a slope), setting the building into a cut in the hillside, or a combination of techniques.”
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rounding off may be reduced and shrubs used instead to hide the transition.

e. Except for driveways, cut and fill slopes shall be entirely contained within a lot (i.e., natural grade at the lot lines shall be maintained).

f. Retaining walls may be used to minimize cut and fill. Generally, a retaining wall shall be no higher than four feet, except that a wall varied in height to accommodate a variable slope shall have an average height no greater than four feet and a maximum height no greater than eight feet in any 100-foot length. A higher wall is permitted:

i. Where used internally at the split between one- and two-story portions of a building; and

ii. Where substantially hidden from public view at the rear of a building, where it may not exceed the eave height of the building.

g. A retaining wall shall not be stepped in height but shall be sloped from one height to another to match the terrain behind it.

h. Streets, roads, private access roads, and other vehicular routes shall not be allowed to cross slopes between 30 and 50 percent, except that a short run of no more than 100 feet or 10 percent of the road/street's entire length, whichever is less, may be allowed by the decision-maker upon finding that:

i. In no case shall any short run that crosses slopes between 30 percent and 50 percent exceed 100 feet in length; and

ii. Such street or road will not have significant adverse safety, environmental, or visual impacts, or appropriate engineering or other measures will be taken by the developer to substantially mitigate any such adverse impact; and

iii. No alternate location for access is feasible or available.

i. No street, road, private access road, or other vehicular route shall cross slopes greater than 50 percent.

j. Streets, roads, private access roads, and other vehicular routes shall to the maximum extent feasible follow natural contour lines. See Figures 1 and 2 below.\(^{11}\)

\(^{11}\) NOTE: Draft illustrations are provided from another community. If this standard is retained, the illustrations will be updated in a style consistent with all new Anchorage Title 21 illustrations.
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Grading for streets, roads, private access roads, and other vehicular routes shall be limited to the cartway portion of the right-of-way, plus up to an additional ten feet on either side of the cartway as needed, except that when developing access on slopes in excess of 25 percent, only the cartway right-of-way shall be graded plus the minimum area required for any necessary curb, gutter, or sidewalk improvements. The remainder of the access right-of-way shall be left undisturbed to the maximum extent feasible.

Site design shall not change natural drainage patterns.

1. All final grading and drainage shall comply with Title 23 and the Municipality’s Erosion-Sediment Control Handbook.

ii. To the maximum extent feasible, development shall preserve the natural surface drainage pattern unique to each site as a result of topography and vegetation. Grading shall ensure that drainage flows away from all structures, especially structures that are cut into hillsides. Natural drainage patterns may be modified on site only if the applicant shows that there will be no significant adverse environmental impacts on site or on adjacent properties. If natural drainage patterns are modified, appropriate stabilization techniques shall be employed.

iii. Development shall mitigate all negative or adverse drainage impacts on adjacent and surrounding sites.

iv. Standard erosion control methods shall be used during construction to protect water quality, control drainage, and reduce soil erosion. Sediment traps, small dams, or barriers of straw bales shall be located wherever there are grade changes to slow the velocity of runoff.
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D. Avalanche Areas

1. Purpose
The purpose of this section is to prohibit or limit development within hazardous areas subject to avalanches.

2. Applicability
This subsection 21.07.020.D. shall apply to all development within the Municipality.

3. High Hazard Avalanche Zones
Development is prohibited within High Hazard Avalanche Zones. In the event that there is no high hazard-free area on a site and a development application is subsequently denied, an applicant may appeal the denial to the Assembly. If an appeal of a project denial is granted by the Assembly, then the development application shall incorporate hazard mitigation according to the standards in 21.07.020.D.5. below.

4. Moderate Hazard Avalanche Zone
Development within a Moderate Hazard Avalanche Zone may only be permitted under the following circumstances:

a. If an entire property is located within the Moderate Hazard Avalanche Zone, development may be permitted only if the hazard can be adequately mitigated to ensure public safety pursuant to the standards in subsection 21.07.020.D.5.

b. In the event that development outside of the Moderate Hazard Avalanche Zone will result in significant environmental degradation, the Assembly may, in its discretion, approve such development with adequate mitigation measures to assure the safety of the occupants of the property.

5. Mitigation Standards

a. Development shall be restricted to the least hazardous area of a project site.

b. If structural avalanche defenses are required to protect people or structures, they shall be designed by a certified engineer to withstand avalanche impact forces.

c. Clear-cutting or other large-scale removal of vegetation, particularly within avalanche path starting zones, shall be prohibited.

d. Extractive operations are prohibited within avalanche hazard zones during the winter unless there is an approved program of avalanche control and defense measures.

NOTE: Proposed new section. Staff has not yet had a chance to review this draft section.

NOTE: The terms “High Hazard Avalanche Zone” and “Moderate Hazard Avalanche Zone” will need to be coordinated with terminology already in use by the Municipality. We understand extensive mapping already has been done of avalanche zones in Anchorage, but these terms are new.
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e. Utility lines or pipes crossing hazard zones shall be buried. Surface pipes, poles or towers for suspended transmission lines in hazard zones shall be protected by utilizing avalanche diversion methods or protection structures.

f. Roads intended for winter use shall avoid avalanche hazard areas. If the Director finds that it is not possible to construct a road that avoids high or moderate avalanche hazard areas, then the Director may approve a road subject to site-specific mitigation methods. Roads which must cross hazardous areas shall be designed to limit exposure and utilize avalanche control practices to reduce the danger along exposed road segments. Where the main access road to a proposed development is crossed by an avalanche path, a secondary access may be required.

g. Warning signs shall be placed along commonly traveled winter roads and trails which cross avalanche hazard zones.

h. Property owners who develop in avalanche areas or obtain driveway access through avalanche areas shall bear the costs of any avalanche control measures that may be required to mitigate the hazard.

E. Wildlife Habitat Protection

1. Intent and Purpose
Many areas within the Municipality provide important and critical wildlife habitat for a wide variety of animal and bird species. As a result of development activities, many habitat areas have been significantly impaired, altered, fragmented, and in some cases destroyed. In combination with the tree retention standards and stream corridor, water body, and wetlands protection standards set forth above, the following requirements have been developed to promote, preserve, and retain valuable wildlife habitats and to protect them from adverse effects and potentially irreversible impacts. Maintaining habitats also minimizes wildlife and human conflicts.

2. Applicability
The requirements of this subsection 21.07.020.E. shall apply to development within the Municipality that contains wildlife habitats designated as "critical habitat," as shown on the Anchorage Coastal Resource Atlas, as amended.

3. Development Limitations in Areas of Critical Habitat
All development subject to this section shall, to the maximum extent feasible, incorporate the following principles in siting buildings, structures, roads, trails, utilities, and other similar facilities:

a. Maintain buffers between areas dominated by human activities and core areas of wildlife habitat, with more intense human activities, such

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NOTE: This is a set of new, relatively simple performance standards to ensure that the presence of wildlife habitat is considered as part of the development review process. Many additional tools may be available outside the zoning ordinance to protect all types of sensitive environmental features, such as wildlife habitat. For example, allowing tax incentives for conservation easements often is a useful strategy to complement land-use regulations.
as automobile and pedestrian traffic, relegated to more distant zones away from the core habitat areas.16

b. Provide for wildlife movement across areas dominated by human activities by:

i. Maintaining natural vegetation connectivity between open space parcels on adjacent and nearby parcels;

ii. Locating roads and recreational trails away from natural travel corridors used by wildlife such as riparian areas;

iii. Minimizing fencing types and placement that inhibit the movement of wildlife species; and

iv. Minimizing the visual contrast between human-dominated areas, including individual lots, and less disturbed terrain in surrounding areas (e.g., by retaining or planting native vegetation and trees around a house or accessory structure).

c. Mimic features of the local natural landscape in developed areas by:

i. Retaining as much pre-development habitat as possible, including large areas of high plant diversity and natural vegetated areas that have not yet been fragmented by roads or residential development;

ii. Minimizing disturbance to trees, the understory, and other natural landscape features during construction;

iii. Designing house lots in a fashion consistent with local natural habitats, for example, by preserving and landscaping with natural, native vegetation; and

iv. Enhancing the habitat value of degraded pre-development landscapes with selective plantings.

4. Referral Requirements and Planning Commission’s Action

a. Development applications and site plans subject to this subsection shall be referred to the Alaska Department of Fish and Game, Division of Wildlife, and to the U.S Fish and Wildlife Service for review, comment, and recommendations. The Alaska Department of Fish and Game, Division of Wildlife, and U.S. Fish and Wildlife Service’s comments and recommendations shall be incorporated into the staff report or in some other manner transmitted in writing to the

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15 NOTE: Core wildlife habitat areas typically include habitat for threatened or endangered species, species that are particularly sensitive to human activity, habitat that is regionally unique, and areas that support large numbers of native species. Consideration should also be given to habitat that is rare locally or may have educational value, such as wetlands, riparian areas, large meadows, or woodlots. A spatial buffer would prohibit any human activities within the core area, especially roads and motorized traffic and ideally non-motorized traffic and hikers. A visual buffer might take the form of a row of trees or shrubs along a road or hiking trail. A temporal buffer involves the limitation or exclusion of human activity in or near sensitive areas during critical times of the year, such as the nesting period in birds, or the immediate post-natal period in mammals.
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b. The approving authority shall give special consideration to wildlife habitats that are determined by the Alaska Department of Fish and Game, Division of Wildlife, and the U.S. Fish and Wildlife Service in its review to be of critical value, and may require project modifications or special conditions recommended to mitigate impacts on critical wildlife habitat.

c. The approving authority may deny a development proposal if it finds that the proposed development will have significant adverse impacts on critical wildlife habitat that cannot be adequately mitigated.

d. If the Director finds that a development application subject to his or her approval may have significant adverse impacts on critical wildlife habitat that cannot be adequately mitigated, the Director shall refer the application to the Planning Commission for final action.

e. For purposes of this subsection, “significant adverse impact on critical wildlife habitat” means elimination, reduction, and/or fragmentation of wildlife habitat to the point that viability of a local population of an individual species is threatened in the Municipality and the diversity of wildlife species occurring in the Municipality is reduced.

F. Wildfire Hazard Areas

All development located within the Urban-Wildland Overlay Zone (see Section 21.04), shall comply with the standards and requirements of the Urban-Wildland Interface Code, which is set forth in Chapter 21 of the Anchorage Municipal Code.

G. TreeRetention

1. Purpose

In addition to enhancing the image of the Municipality and protecting property values, tree retention provides numerous environmental benefits, including soil retention, erosion control, anadromous fish habitat protection, absorption of carbon dioxide, production of oxygen, air and water quality improvement, sheltering from wind and rain, particulate settling and dust control, noise buffering, glare reduction, and visual buffering of development. Retention of existing trees is especially important in Anchorage’s northern climate because...
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it takes longer for trees to grow to maturity. By specifying the quantity and
location of trees that shall be maintained on development sites and lots, the
provisions of this subsection 21.07.020.G. are intended to promote and
protect these benefits, as well as implement the Comprehensive Plan and
comply with state and federal water quality regulations. The provisions of this
section enhance property values and protect the health, safety, and welfare of all persons living or working within the Municipality.

2. Applicability

a. General Requirement

As a part of the development review and approval process, all development in the Municipality, except those areas and activities listed in subsection b. below, shall be required to prepare a tree retention plan that identifies a percentage of existing trees to be retained, per Table 21.07-1 of this section. The plan may be combined with the landscaping plan required in 21.07.080, Landscaping, Screening, and Fences, and shall contain sufficient detail to enable the Municipality to verify compliance with this subsection 21.07.020.G. The tree retention area requirements shall apply to all new development and redevelopment on lots that do not already have, or are not part of a tree retention plan, but do not apply to existing development. In new residential development, the tree retention requirements shall be applied to the development as a whole at the time of subdivision plat review and approval, not to each individual lot.

b. Exceptions

The tree retention requirements shall not apply to the following areas or activities:

i. Property already occupied by a single-family detached, single-family attached, duplex, or townhouse dwelling, unless nonresidential uses are proposed for such property, except that any construction, paving, or other activity on the property that may damage trees on the public right-of-way is subject to the restrictions of subsection 21.07.020.G.6.c., Protection of Tree Retention Areas During Construction.

ii. Tracts of land for which this Title imposes no yard requirements and permits 100 percent coverage of the lot by buildings.

iii. Where utility easements cross tree retention areas, public utility companies and government agencies conducting operations for the purpose of assuring uninterrupted utility and governmental services and unobstructed passage on public streets.

iv. Property in use for tree farming or other agricultural activities (as defined in Chapter 21.13), provided the best management

16 NOTE: As drafted, tree retention requirements do NOT apply to existing single-family lots.
practices established by the Alaska Department of Natural Resources are observed.


vi. The removal of dead, diseased, or naturally fallen trees or vegetation, or trees or vegetation that the Director finds to be a threat to the public health, safety, or welfare.

3. Relationship to Landscaping and Screening
The tree retention requirements of this subsection 21.07.020.G. shall generally be in addition to the requirements in Section 21.07.080, Landscaping, Screening, and Fences, except that if an area designated for tree retention is located in an area where landscaping is required by Section 21.07.080, and preservation of existing trees would serve the same purpose as required landscaping (for example, where tree preservation near the primary building would serve to break up its visual mass to the same degree that foundation plantings would do so), then additional landscaping shall not be required in such areas.

4. Minimum Retention Areas
All activities subject to this section shall preserve at least the minimum amounts of tree retention area shown in Table 21.07-1.

<table>
<thead>
<tr>
<th>Zoning Districts</th>
<th>Minimum Required Tree Retention (% of existing tree canopy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-5, R-6, R-9, R-10</td>
<td>40%</td>
</tr>
<tr>
<td>R-1, R-2</td>
<td>30%</td>
</tr>
<tr>
<td>R-3, R-4, RMX</td>
<td>30%</td>
</tr>
<tr>
<td>C-2A, C-2B, C-2C, GC, NMU, CCMU, RCMU</td>
<td>15%</td>
</tr>
<tr>
<td>PLI</td>
<td>15%</td>
</tr>
<tr>
<td>I-1, I-2</td>
<td>10%</td>
</tr>
</tbody>
</table>

5. Location of Required Tree Retention Areas
a. Tree Retention Areas
Priority areas for preservation of existing trees are listed below, in order of priority. All tree retention plans should preserve existing trees in the highest priority category possible. During the development review and approval process, the Municipality may suggest or incorporate modifications that would enable existing trees in higher-priority areas to be preserved, based on identification of trees and other natural resources in the Anchorage Coastal Zone Management Plan, the Anchorage Wetlands Management Plan, the Anchorage Parks Plan, or other adopted maps and plans.

NOTE: The left-hand column could be structured by general type (as is shown) or by zone district name. If a “rural” designation is kept, we need direction on which areas are considered rural.
i. **Priority 1: Sensitive Environmental Areas and Features**

Sensitive environmental areas and features, including areas with large numbers of mature trees, areas containing multiple signature trees, areas with locally rare or unusual species, wetland areas, stream corridors, the margins of existing lakes or ponds, natural drainages, wildlife habitat areas, steep slopes, or geological hazard areas.

ii. **Priority 2: Buffering and Screening Areas**

Areas where perimeter landscaping or buffering is required pursuant to Section 21.07.080, *Landscaping, Screening, and Fences*, and where there are stands of existing trees on the adjacent property. In Class B districts, this category shall also include street frontage areas that do not contain access driveways.

iii. **Priority 3: Other Areas**

Other areas.

b. **Utility Easements**

Tree retention areas shall not be co-located with utility easements.

c. **Visibility Clearance**

No existing trees shall be required to be protected in a location that would interfere with protected intersection or driveway visibility clearance areas as defined in subsection 21.06.020.B.2.j., *Sight Distance Triangles*.

d. **Final Approval of Designated Areas**

The location of all required tree retention areas shall be subject to negotiation with the Director during the development review and approval process. In the event the applicant and Director cannot agree on the location of required tree retention areas, and the applicant chooses to continue with the development review and approval process, the Director shall issue a recommendation that the application be denied or approved with conditions ensuring that tree retention areas are located in areas most consistent with subsection a. above, as determined by the Director. The final grading plan or site plan approval for the property shall include the tree retention areas.

6. **Tree Retention Standards**

a. **Use and Treatment of Tree Retention Areas**

No primary or accessory structure, and no parking or loading area, driveway, paved area, leach fields, or utility easement, may be located in areas designated to meet minimum tree retention requirements. Grading shall not be permitted in tree retention areas. All areas designated to meet the minimum tree retention requirements shall be designated on the preliminary subdivision plat or site plan, as applicable. Natural areas intended to meet minimum tree retention requirements shall be kept in their natural condition to the maximum extent feasible. Any permitted man-made features located in or near tree retention areas (such as retention and detention ponds or
drainage facilities) shall be designed to resemble similar natural areas as much as possible.

b. **Early Tree Removal Prohibited**

Periodic thinning of existing trees is permitted prior to approval of a grading plan or site plan; however, the removal of any signature tree, or the clearing or damage of trees (per subsection c. below) from any contiguous area of 500 square feet or more is prohibited unless authorized by an approved grading permit or site plan. Any property from which trees are removed in violation of this subsection shall be ineligible for approval of an application for a grading permit, site plan, building permit, or other development approval for a period of three years after such unauthorized tree removal.

c. **Protection of Tree Retention Areas During Construction**

During construction, the following limitations shall be observed in order to protect the tree retention areas:

i. **Damage Prohibited**

Within the tree retention areas, no person shall:

(A) Cut, carve, or otherwise damage or remove any tree except in accordance with the provisions of this chapter;

(B) Attach any wire, nails, advertising posters, or other contrivance harmful to any tree;

(C) Allow any gaseous, liquid, or solid substance that is harmful to trees (such as concrete washout, fuel, lubricants, herbicides, or paint) to come in contact with them; or

(D) Set a fire or permit any fire to burn when such fire or the heat thereof will injure any portion of any tree.

ii. **Fence Required**

All tree retention areas shall be fenced with a sturdy and visible fence before grading, excavation, filling, construction, or demolition operations begin. Fencing shall encompass the critical root area of all trees preserved. Fencing around signature trees shall extend as far as practical, preferably at least one foot distance from the tree for each inch of caliper, but in no case closer than six feet to the trunk. The applicant and staff should consider existing site conditions in determining the exact location of any tree protection fencing.

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20 NOTE: We propose “sterilizing” the site for a certain period (e.g., three years) as a strong indication of the Municipality’s determination to prohibit clear-cutting. An alternative approach would be to impose strict restoration standards on sites that clear-cut in violation of the ordinance. However, any restoration approach would have to be tough to act as an effective deterrent.

21 NOTE: This section is fairly detailed, but should prove effective. We recommend being very specific as to what construction activities are prohibited. An alternative approach would be to adopt a much simpler standard, as is done in the draft Girdwood regulations, which says simply: “The trees designated to be retained shall be protected during construction by the use of fencing or other firm barriers placed at the drip line. Grading is not permitted within 10 feet of the trunk of any tree to be retained.”
iii. **Compaction Prohibited**

All building materials, vehicles, construction equipment, dirt, debris, or other objects likely to cause soil compaction or above-ground damage shall be kept outside fencing protecting tree retention areas. Where a limited amount of encroachment is unavoidable and is approved by the Municipality, the critical root zone of affected trees shall first be mulched with a four-inch layer of processed tree bark or wood chips.

iv. **Grade Change Prohibited**

There shall be no raising or lowering of the ground level within tree retention areas. Stripping of topsoil in tree retention areas shall not be permitted. Where necessary, the use of moderate fill is permitted only with prior installation of an aeration system approved by the Municipality.

v. **Ditches Prohibited**

No person shall excavate any ditch or trench within a tree retention area. Where such encroachment is unavoidable and is approved by the Municipality, ditches or trenches shall be so located as to minimize root damage.

d. **Assurances**

If the Municipality determines that there is significant risk that trees required to be preserved may be damaged or removed during construction, a bond or other performance guarantee to cover the cost of replacing damaged or removed trees may be required by the Municipality.

7. **Ownership, Access, and Maintenance**

a. **Location**

Required tree retention areas shall be located on the same platted lot as the development for which they have been required. In the alternative, tree retention areas may be located on another part of the overall development site in an area that is dedicated for park or open space, so long as an easement permanently restricting the tree retention area from future development is recorded.

b. **Private Ownership or Dedication**

Required tree retention areas may remain in private ownership, and the property owner shall retain the right to exclude the public from such areas. If the property owner desires to dedicate the required tree retention areas to the Municipality or to a third party for use as a public park or open space, the required tree retention area shall be designed to meet the requirements of the Municipality or the third party for the type of park or public open space intended, and availability of such tree retention area for public use shall be indicated on the plat or site plan submitted for approval. No purported dedication of open space to the Municipality shall be effective without the express written approval of the Municipality to such dedication.
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c. Maintenance

All required tree retention areas shall be maintained in healthy condition and free of trash and debris by the property owner or a property owners association.

8. Adjustments

Where the preservation of the amounts of tree cover required by Table 21.07-1 would effectively prohibit the development of the property for a purpose that is otherwise authorized by this Title, the Director may adjust the required percentage of tree preservation to allow for such development, but for each tree over three inches DBH removed as a result of such adjustment the site plan shall include an additional two trees (beyond the requirements of Section 21.07.080, Landscaping, Screening, and Fences) that will be at least three inches DBH at maturity.

21.07.030 OPEN SPACE

A. Purpose

This Section 21.07.030 is intended to ensure that open space and natural areas throughout the Municipality are considered and protected during the development review process. Open space serves numerous purposes, including preservation of natural areas and resources, preservation of scenic views, greater resident access to open areas and recreation, public health benefits, and enhancement of the quality of new development in the Municipality.

B. Public Open Space Dedication and Fees In-Lieu

1. Purpose

This subsection 21.07.030.B. is intended to provide land or fees in-lieu of land for park, trail, and open space demand generated by new residential subdivisions. In general, these lands shall be suitable for the development of active play areas, passive open areas, trails, or in some instances to preserve unique landforms or natural areas. Where no suitable land is available, based on subsection 21.07.030.B.4. below, Characteristics of Land to be Dedicated, fees in-lieu of land or the equivalent monetary value may be substituted at the Municipality’s discretion.

2. Applicability

An applicant for any development that includes ten or more residential units shall be required to dedicate a portion of land per individual unit, or pay a fee in lieu thereof pursuant to this subsection 21.07.030.B.

3. Amount of Park Land to be Dedicated

At least ten acres per 1,000 projected residents.

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22 NOTE: This section contains standards and requirements for two types of open space: 1) residential subdivisions of at least ten lots are required to dedicate land or provide a fee in-lieu; 2) all development is required to provide private, common open space.

23 NOTE: This is a suggested new section that proposes public land dedication requirements for residential subdivisions of at least ten single-family lots. (Non-residential developments are not required to dedicate land but are required to set-aside land for common open space in the following section.) This section contains suggested standards for amounts of land to be dedicated as well as standards for the type of land that may be dedicated. As drafted, the land to be dedicated could be used either for active or passive recreation or remain open space.
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4. Characteristics of Park Land to be Dedicated

Except as otherwise required by the Platting Authority at the time of preliminary plat approval, all dedications of land under this section shall meet the following criteria. These criteria should be considered general guidelines to ensure that the dedication of land is suitable for open space or park development.

a. Locational Criteria

To the maximum extent feasible, where significant natural and scenic resource assets exist on a property, the subdivider, developer, or owner shall give priority to their preservation through public land dedication. In reviewing the proposed location of public land dedication areas, the Director shall use all applicable plans, maps, and reports to determine whether significant resources exist on a proposed site that should be protected, with priority being given to the following areas (which are not listed in a particular order):

i. Wetlands;

ii. Flood Hazard Overlay District;

iii. Lakes, rivers, stream/riparian corridors, and drainageways;

iv. Wildlife habitat and migration corridors; and

v. Areas with average slopes over 20 percent.

b. Unity

The dedicated park land shall form a single parcel of land, except where the Platting Authority determines that two or more parcels would be in the best interest of the public, given the type and distribution of open spaces needed to adequately serve the proposed development. In such cases, the Platting Authority may require that such parcels be connected by a dedicated strip of land at least 30 feet in width.

c. Usability

At least 50 percent of the total land dedicated, if intended primarily for active recreational use, shall be located outside the Flood Hazard Overlay District, alluvial soils, lakes, or other water bodies, and areas with slopes greater than 15 percent, and at least 75 percent of the total land dedicated shall be located outside of wetlands. Lakes, ponds, creeks, or other water bodies, and wetlands may be dedicated only if sufficient abutting land is dedicated as a public recreation area or park or if such area constitutes a necessary part of the drainage control system. Land dedicated only for greenways need not follow the requirements of this subsection.

NOTE: The actual amounts to include in this section require further discussion. The number in the text is a relatively common national standard. It is calculated based on standard averages of projected residents per housing unit. Staff notes: “The draft “Anchorage Bowl Parks, Natural Resource and Recreation Facilities Plan” (page 7) has a standard for neighborhood use areas that is 1.5 to 2.5 acres per 1,000 residents. The distance of these parks from home is ¼ - ½ mile in urban areas and 1 – 2 miles in rural areas. Using the neighborhood use area standard, the Title 21 standard could possibly be 2 acres per 1,000 population.” However, we believe that the suggested 2 acres per 1,000 residents is too low.

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d. **Location**
   The dedicated park land shall be located so as to reasonably serve
   the recreation and open space needs of residents of the subdivision
   and to comply with the Comprehensive Plan. The dedicated park
   land may be located outside of the residential development in order to
   comply with the currently approved long-range recreational plans, to
   add property to existing park land, or to combine land dedication
   efforts with those of other developments.

e. **Access**
   Public access to the dedicated land shall be provided either by
   adjoining public street frontage or by a dedicated public easement, at
   least 30 feet wide, which connects the dedicated land to a public
   street or right-of-way, unless the land being dedicated is a sensitive
   environmental area to which access should be restricted for
   preservation purposes. Gradients adjacent to existing and proposed
   streets shall allow for reasonable access to the dedicated land.
   Where the dedicated land is located adjacent to a street, the
   subdivider shall remain responsible for the installation of utilities,
   sidewalks, and other improvements required along that street
   segment. Public access to greenway dedications only shall be at
   least 20 feet wide.

f. **Topography**
   The average slope of the portion of dedicated land deemed usable for
   active recreation shall not exceed the average slope of the entire
   subdivision to be developed. In no case shall a slope on the usable
   portion of dedicated land exceed 15 percent.

g. **Areas Not Eligible**
   Lands within the following areas shall not be accepted for public/open
   space dedication:

   i. Private yards;

   ii. Public or private streets or rights of way;

   iii. Open parking areas and driveways for dwellings; and

   iv. Land covered by structures not intended solely for
       recreational uses.

5. **Procedure for Dedication of Park Land**
   The dedication of such land shall be reviewed and approved as part of the
   preliminary plat. The subdivider shall designate on the preliminary
   subdivision plat the area or areas of land to be dedicated pursuant to this
   section. Where wetlands have been certified to exist on the property, the
   preliminary subdivision plat shall also identify the boundaries of such
   wetlands.

6. **Submission of Deed and Survey**
   Unless otherwise stipulated in a subdivision agreement, the conveyance of
   dedicated land to the Municipality shall be by warranty deed, and the title shall
be free and clear of all liens and encumbrances, including real property taxes
prorated to the time of conveyance. The deed shall be submitted no later
than two years after the approval of a phase’s preliminary plat, or by the time
that 50 percent of the Certificates of Occupancy for that phase have been
issued, whichever is earlier. The Platting Authority may grant an extension of
time after the initial two years after subdivision plat or master plan approval
has elapsed.

7. Payments of Fees In-lieu of Land Dedication

a. General

The payment of fees, in lieu of the dedication of land described above
under subsections 21.07.030.B.1. through 6. above, may occur at the
request of the Municipality or the subdivider. The payment of fees in
lieu of land dedication also may be required by the Platting Authority
at the time of preliminary plat approval upon finding that all or part of
the land required to be dedicated under this section is not suitable for
public recreation and open space purposes, or upon finding that the
recreational needs of the proposed development can be met by other
park, greenway, or recreational facilities planned or constructed by
the Municipality within reasonable proximity to the development, or
upon finding that existing park land is adequate to serve the
development.26

b. Procedure for Approval

The payment of such fees in lieu of land dedication shall be reviewed
and approved as part of the preliminary plat. Any subdivider wishing
to make such payment shall attach to the application for preliminary
plat approval a letter requesting the payment of fees in lieu of land
dedication. Upon receipt of the preliminary subdivision plat, the
Director shall submit a copy thereof, along with the letter, to the
Platting Authority. In the event of a dispute between an applicant who
wants to make payment in lieu, and a recommendation by the Platting
Authority that facilities should be provided, the Planning and Zoning
Commission shall make the final determination.

c. Time of Payment

The fees in lieu of dedication shall be paid prior to recording any lot(s)
in the subdivision to which the fees relate.

d. Amount of Payment

i. Where payment to the Municipality is to be made in lieu of
dedication of land as permitted by this section, the
subdivider/developer shall provide to the Municipality, at the
subdivider/developer’s cost/expense, a current written
appraisal of the fair market value of the unimproved land that
otherwise would be conveyed. Each appraisal shall be
performed by an Alaska-licensed real estate appraiser.

25 NOTE: These provisions are intended to address situations when dedication of land is impractical, infeasible, or when additional
revenue could be used for purchase of recreational lands better suited to the Municipality’s goals.

26 NOTE: We think the term “reasonable proximity” is sufficient and preserves flexibility. However, some staff have questioned
whether the term should be made more definite, perhaps by referencing the distance standards for parks used in the draft parks
plan.
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ii. The Platting Authority may waive the requirement of an appraisal where the subdivider/developer provides to the Municipality documentation evidencing the fair market value of the subject property, which in the opinion of the Platting Authority reasonably estimates the land’s fair market value.

iii. The appraisal or documentation of the land’s fair market value, along with other evidence that, in the Municipality’s opinion, aids in the determination of fair market value, may be used in the determination of the amount of any payment in lieu of land dedication permitted by this section.

iv. Nothing in this section shall limit or preclude the Platting Authority from requiring a written appraisal.

e. Disagreements As To Amount

In the case of disagreement between the Municipality and the applicant regarding the fair market value of the property, such determination shall be made by a special appraisal committee consisting of one professional appraiser appointed by the Director, one professional appraiser appointed by the applicant, and one professional appraiser appointed by the first two committee appointees. This committee shall view the land and hear the contentions of both the Municipality and the applicant. The findings of the committee shall be by a majority vote and shall be certified to the Platting Authority in writing within 30 days of the date the third member is appointed to the committee. The costs of the appraiser appointed by the applicant shall be borne entirely by the applicant; the Municipality shall bear all other costs associated with the committee.

f. Use of Funds

All monies received by the Municipality pursuant to this section shall be used only for the acquisition or development of parks, open space sites, and related facilities.

C. Private Common Open Space

1. Purpose

Private common open space is private open land area set aside for the exclusive use and enjoyment of a development’s residents, employees, or users. Goals and requirements for common open space complement this Title’s requirements for dedicated open space and parks, and serve similar purposes.

2. Applicability

All development in the Municipality shall be required to set aside a portion of land as private common open space according to the following requirements:

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27 NOTE: New section.
28 NOTE: These percentages are typical and are proposed for discussion purposes.
Chapter 21.07: Development and Design Standards
Sec. 21.07.030 Open Space

a. Residential development containing five or more units: 30 percent of total land area.

b. Commercial/Mixed-Use development: 15 percent of total land area.

c. Industrial development: 10 percent of total land area.

3. Standards

a. Locational Criteria
   To the maximum extent feasible, where significant natural and scenic resource assets exist on a property, the subdivider, developer, or owner shall give priority to their preservation as private common open space. In reviewing the proposed location of private common open space areas, the Director shall use all applicable plans, maps, and reports to determine whether significant resources exist on a proposed site that should be protected, with priority being given to the following areas (which are not listed in a particular order):

   i. Wetlands;

   ii. Flood Hazard Overlay District;

   iii. Lakes, rivers, and stream/riparian corridors;

   iv. Wildlife migration corridors;

   v. Areas with average slopes over 20 percent; and

   vi. Tree retention areas.

b. Areas Not Credited
   Lands within the following areas shall not be counted towards required private common open space set-aside areas:

   i. Private yards;

   ii. Public or private streets or rights of way;

   iii. Open parking areas and driveways for dwellings; and

   iv. Land covered by structures not intended solely for recreational uses.

c. Use of Common Open Space Areas
   Common open space areas shall not be disturbed, developed, or improved with any structures or buildings, except for the limited purposes allowed below:

   i. Facilities for active recreation (equipment for such uses shall be indicated on the site and/or subdivision plan provided by the developer);
ii. Common open space areas may include passive recreational and educational purposes approved by the Director, including but not limited to walking, biking, picnicking, fishing, preservation of natural areas and scenic resources, parks, environmental education, and wildlife habitat protection.

iii. Clearing of underbrush and debris and the provision of walks, fountains, fences, and other similar features are allowed.

d. **Design Criteria**

   Land set aside for private common open space shall meet the following design criteria, as relevant:

   i. Common open space areas shall be distributed throughout the development and located so as to be readily accessible and useable by residents, unless the lands are sensitive natural resources and access should be restricted. A portion of the open space should provide focal points for the neighborhood.

   ii. The lands shall be compact and contiguous unless the land shall be used as a continuation of an existing trail, or specific topographic features require a different configuration. An example of such topographic features would be the provision of a trail or private open area along a riparian corridor.

   iii. Where private common open space areas, trails, parks, or other public spaces exist adjacent to the tract to be subdivided or developed, the private common open space shall, to the maximum extent feasible, be located to adjoin, extend, and enlarge the presently existing trail, park, or other open area land.

e. **Ownership**

   All private common open space areas shall be owned jointly or in common by the owners of the development.

f. **Fee In Lieu Prohibited**

   The payment of fees, in lieu of the set-aside of land for private common open space uses, is prohibited.

### 21.07.040 DRAINAGE, STORMWATER RUNOFF, EROSION CONTROL

#### A. Purpose

This section is intended to:

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29 NOTE: As indicated in the Annotated Outline, this section consolidates several related topics from various places in the current code. However, based on our discussion with staff in January 2004, we have not yet made any major substantive changes to this material. Our understanding is that staff currently is conducting pilot projects to determine new drainage and stormwater standards for the Municipality, and that those new standards will be incorporated in a new version of the technical manuals, which are referenced in this section. The Municipality should advise as to any additional substantive changes that are necessary to this material.

30 NOTE: New purpose statement.
Chapter 21.07: Development and Design Standards
Sec.21.07.040 Drainage, Stormwater Runoff, Erosion Control

1. Protect water quality for present and future residents of the Municipality by limiting the amount of pollutants in stormwater runoff; and

2. Regulate land-disturbing activity in order to control accelerated erosion and sedimentation and accordingly to prevent water pollution from sedimentation, to prevent accelerated erosion and sedimentation of lakes and natural watercourses; and to prevent damage to public and private property by sedimentation during and after construction;

B. Storm Drainage

Prior to the issuance of a building or land use permit, including a fill, excavation, and grading permit, all applicants shall provide a site drainage plan for the area affected by the application, including an appropriate drainage outfall for collection and treatment of surface water and roof drainage. The drainage plan shall also indicate effects if any, on adjacent properties and on the area’s overall surface and subsurface hydrology. The drainage plan may be coordinated with the site plan.

C. Stormwater Runoff Restrictions and System Plan Review

1. Applicability

Any person who constructs, alters, installs, modifies, or operates a stormwater treatment or disposal system shall comply with the Stormwater Treatment Plan Review Guidance Manual established by the Director of Public Works and, if necessary, gather data to confirm stormwater conditions.


The Director of Public Works shall develop, implement, and maintain the Stormwater Treatment Plan Review Guidance Manual, which will be used to develop, review, and approve stormwater runoff system plans for projects that discharge stormwater into or onto land, surface water, or groundwater within the Municipality. This subsection 21.07.040.B. regulates stormwater discharge and shall be read in conjunction with other provisions of law, including but not limited to, Chapters 15.40, 15.50, 15.65, 23.15, and Section 21.08.050 of this Title, Improvements. Developments in subdivisions and on individual lots shall conform to other provisions of law.

3. Types of Approvals

The Department of Public Works may, in its discretion, issue a project-wide approval to a person who plans to conduct an operation with the same runoff characteristics at various discharge locations. The Department of Public Works may, in its discretion, require the submission of site-specific plans, including a schedule and description of all planned discharge activities, for approval. The Department of Public Works may, in its discretion, restrict that approval to certain proposed discharge activities.

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NOTE: This section carries forward the existing section 21.45, 230, Storm drainage. Is this provision applicable to all development? Are there any exemptions from this requirement?

NOTE: This carries forward the substance of the existing Section 21.67.010, Stormwater runoff restrictions and system plan review. We have reorganized the section and added subheadings to improve clarity. As noted above, we have not yet made any substantive changes.
4. **Expiration of Approval**

   If construction, alteration, installation, modification, or operation has not begun within two years after issuance of plan approval, the approval is void, and plans shall be resubmitted to the Department of Public Works for review and approval.

D. **Erosion and Sedimentation Control**

   All grading, excavating, and removal or destruction of natural topsoil, trees, or other natural vegetation shall conform to an erosion and sedimentation control plan prepared by the subdivider and approved by the Department of Public Works before the work may commence. The plan shall conform to the guidelines and policies in the report, *Soil Erosion and Sediment Control* (Municipality of Anchorage, 1978), or any other guidelines and policies on this subject approved by the Department of Public Works, and to the following:

1. The smallest practical area of land shall be exposed at any one time during development.

2. When land is exposed during development, the exposure shall be kept to the shortest practical period of time.

3. Sediment and other pollutants, including but not limited to oil, grease, nutrients, bacteria and heavy metals generated by development activity, shall be removed from runoff waters from land undergoing development by means of appropriate water quality control measures before the runoff waters are permitted to be discharged into wetlands, streams or lakes. Examples of water quality control measures that may be appropriate are debris basins, desilting basins or silt traps, oil/water separators, retention/detention basins and infiltration devices. This applies to groundwater where applicable.

4. Provisions shall be made to effectively accommodate the increased runoff and pollutant loads caused by changed soil and surface conditions during and after development. Such provisions shall include both stormwater and water quality control measures.

5. Ground cover shall be replaced as soon as practical in the development.

6. The development plan shall be fitted to the topography and soil conditions so as to create the least erosion potential.

7. Wherever feasible, natural vegetation shall be retained and protected.

8. All slopes resulting from cut and fill operations shall not exceed a maximum slope of 50 percent. A lesser slope may be deemed necessary by the municipal engineer due to soil conditions. If slopes of greater than 50 percent are desired, such slopes shall be supported by a retaining structure approved by the public works department.

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33 NOTE: Existing Section 21.85.180, *Erosion and sedimentation control*. No changes yet, pending further feedback fromn the Municipality.
9. The proposed construction shall not adversely affect spawning of anadromous fish, or significantly reduce upstream fish passage through the creation of excessive in-stream velocities.

21.07.050 UTILITY DISTRIBUTION FACILITIES

A. Underground Placement Required for New or Relocated Lines

1. Except as provided in subsection 21.07.050.A.2. below, all newly installed or relocated utility distribution lines shall be placed underground.

2. Utility distribution lines owned or operated by utilities that are parties to a joint trench agreement shall be placed underground in a joint trench.

3. Nothing in this section restricts the maintenance, repair, or reinforcement of existing overhead utility distribution lines.

B. Exceptions

1. Except where an assessment district has been formed to convert overhead utility distribution lines as provided in Chapter 19.60, utility distribution lines need not be placed underground in the Class B improvement area defined in subsection 21.08.050.B., or in the I-2 zoning district. However, in the following areas newly installed or relocated utility distribution lines shall be placed underground: Lower Hillside, between and including Abbott Road, Rabbit Creek Road, Hillside Drive and the New Seward Highway.

2. Except where an assessment district has been formed to convert overhead utility distribution lines as provided in Chapter 19.60, CATV utility distribution lines need not be placed underground where there are other overhead utility distribution lines; provided that, when all of the other overhead distribution lines are placed underground, the CATV utility distribution line shall be placed underground in a joint trench with the other utility distribution lines.

3. A new utility distribution line may be placed overhead when necessary immediately to restore service interrupted by accident or damage by flood, fire, earthquake or weather; provided that the utility distribution line shall be replaced by a utility distribution line conforming to this chapter within 12 months of its placement.

4. A utility distribution line or service connection may be placed on the surface of frozen ground, provided that it is placed underground within 12 months thereafter.

5. New facilities may be added to existing overhead utility distribution facilities located outside target areas.

6. A temporary utility distribution line may be placed overhead in connection with new construction if the utility’s tariff approved by the state public utilities commission expressly provides for removal of that line by a date certain, not to exceed 12 months thereafter.

C. Variances

1. The Planning and Zoning Commission may grant a variance from subsection 1. above when the Commission finds any of the following:

   a. Placing a utility distribution line underground would cause an excessive adverse environmental impact;

   b. Placing a utility distribution line underground would threaten public health and safety, because the placement cannot be shown to meet acceptable technical standards for safety; or

   c. Placing a utility distribution line underground in an environmentally sound and safe manner would cost more than three times the cost of placing the line overhead, where the applicant demonstrates the relative cost to the satisfaction of the commission.

2. The Director may grant a variance from subsection 1. above when he or she finds that the utility distribution line is being placed overhead temporarily for one of the reasons listed in this subsection:

   a. The line is being placed to provide service when weather conditions do not allow excavation for underground placement;

   b. A permanent location for underground placement is not available because of construction in progress; or

   c. The line is being placed to provide service to a temporary use or structure.

3. The Planning and Zoning Commission may adopt regulations in accordance with Chapter 3.40, delegating authority to grant variances under subsection a. above to the Director.

4. A variance issued under this subsection shall expire within two years of its issuance.

D. Nonconforming Overhead Lines

Existing overhead utility distribution lines located where this Title requires new or relocated utility distribution lines to be placed underground are nonconforming utility distribution lines and are subject to the provisions of this subsection. A utility distribution line is not a nonconforming structure or use under Chapter 21.11, Nonconformities, solely because it is a nonconforming overhead line under this section.

NOTE: Carried forward from existing 21.90.050. Further discussion needed. Is this policy still in place -- the standard nonconformity provisions do not apply?
Chapter 21.07: Development and Design Standards
Sec.21.07.050 Utility Distribution Facilities

E. Designation of Target Areas

1. The Director shall submit to the Assembly a ten-year program designating target areas for the underground placement of nonconforming utility distribution lines. The ten-year program shall be resubmitted for Assembly review every five years. The Director shall consult with the utilities and public agencies affected by the program. The ten-year program and its revisions shall become effective when adopted by the Assembly. In reviewing the ten-year program and its revisions, the Assembly shall consider the following factors:

a. Whether undergrounding will avoid or eliminate an unusually heavy concentration of overhead distribution facilities.

b. Whether the street or general area is extensively used by the general public and carries a heavy volume of pedestrian or vehicular traffic.

c. Whether the appearance of grounds and structures adjacent to the roadway is such that the removal of the overhead facilities will substantially improve the general appearance of the area.

d. Whether the street or area affects a public recreation area or an area of scenic interest.

e. Whether there is a significant opportunity to achieve economies due to the anticipated relocation or replacement of overhead lines or the widening or realignment of streets within a given area.

f. Whether the targeted areas are of sufficient size to allow the utility companies significant discretion in choosing those facilities that will be converted under subsection c. below.

g. Whether the area under consideration is within a zone where new and relocated distribution lines are required to be placed underground.

h. Whether the installation of underground distribution lines is economically, technically and environmentally feasible.

2. The Director shall prepare a two-year implementation plan that designates overhead utility distribution facilities within the target areas to be placed underground that two-year period. The Director shall consult with the utilities and public agencies affected by any implementation plan. Each two-year implementation plan shall be effective when approved by the Assembly. In reviewing a two-year implementation plan and its revisions, the Assembly shall consider the factors stated in subsection i. above.

36 NOTE: Here, we removed the provisions specifying target areas for 1995, which were obsolete. Representatives from the utility companies we spoke with criticized these provisions as unrealistic.
Chapter 21.07: Development and Design Standards
Sec. 21.07.060 Transportation and Connectivity

F. Conformance with Ten-Year Plan

1. A utility owning or operating nonconforming utility distribution lines shall place those lines underground in accordance with the ten-year plan approved under subsection b. above; provided that a utility need not expend, except by special agreement, during any fiscal year of the utility, more than four percent of its gross revenues derived from service connections within the Municipality, excluding toll revenues and revenues from sales of electric power for resale, during its preceding fiscal year to comply with this subsection.

2. New service connections shall be placed underground in target areas designated under subsection b. above; provided that service connections may be delayed from October through May, if placed underground within one year of installation.

G. Lines in Municipal Right-of-Way

1. The Department of Public Works shall furnish to a utility owning or operating utility distribution lines all planning documents for municipal road construction that will require the relocation of those utility distribution lines.

2. Once a utility installing a utility distribution line underground in material compliance with a right-of-way permit issued by the Department of Public Works, and in accordance with this chapter, the Municipality shall reimburse the cost of any subsequent relocation of the utility distribution line required by municipal road construction.

3. If municipal road construction requires the relocation of a nonconforming utility distribution line, the Municipality, as part of the road construction project cost, shall reimburse the cost of the relocation. Reimbursable costs under this subsection include engineering and design, inspection, construction and general overhead costs, but exclude utility plant betterment costs. Plant betterment costs are the costs of providing utility distribution line capacity or quality beyond what current industry standards require for the capacity or level of service existing before the relocation.

H. Conversion of Service Connections

A utility that places a nonconforming utility distribution line underground as required by subsection c. above shall bear the cost of placing underground any related service connections or other utility facilities on a customer's premises, in accordance with the utility's applicable tariff or rules or regulations of operation.

21.07.060 TRANSPORTATION AND CONNECTIVITY

A. Purpose

The purpose of this Section 21.07.060 is to support the creation of a highly connected transportation system within the Municipality in order to provide choices for drivers, bicyclists, and pedestrians; increase effectiveness of municipal service delivery; promote walking and bicycling; connect neighborhoods to each other and to local destinations such as employment, schools, parks, and shopping centers; reduce vehicle miles of travel and travel times; improve air quality; reduce emergency
Chapter 21.07: Development and Design Standards
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response times; mitigate the traffic impacts of new development, and free up arterial capacity to better serve regional long-distance travel needs.

B. Applicability

The standards of this Section 21.07.060 shall apply to all development in the Municipality.

C. Traffic Impact Mitigation

1. Traffic Impact Analysis Required

The transportation system for new development shall be capable of supporting the proposed development in addition to the existing uses in the area. Evaluation of system capacity shall be undertaken through a Traffic Impact Analysis (TIA), which should consider the following factors without limitation: street capacity and level of service; vehicle access and loading; on-street parking impacts; the availability of transit service and connections to transit; impacts on adjacent neighborhoods; and traffic safety including pedestrian safety. At a minimum, a Traffic Impact Analysis (TIA) shall be required with applications for development review and approval when:

a. Trip generation during any peak hour is expected to exceed 250 trips per day or more than 100 trips during any one-hour peak period, based on traffic generation estimates of the Institute of Transportation Engineers' Trip Generation Manual (or any successor publication);

b. A TIA is required by the Planning & Zoning Commission or Assembly as a condition of any land use application approved pursuant to the requirements of this Title;

c. The Director shall, unless the Traffic Engineer deems it unnecessary through a waiver, also require a TIA for:

i. Any project that proposes access to a street with Level of Service "D" or below;

ii. Any application for a rezoning, conditional use, or major site plan review;

iii. Any case where the previous TIA for the property is more than two years old;

iv. Any case where increased land use intensity will result in increased traffic generation; and

v. Any case in which the Traffic Engineer determines that a TIA should be required because of other traffic concerns than may be affected by the proposed development.

2. TIA and Development Review Process

a. A scoping meeting between the developer and the Traffic Engineer shall be required prior to the start of the TIA in order to determine its parameters.
b. When access points are not defined or a site plan is not available at the time the TIA is prepared, additional studies may be required when a site plan becomes available or the access points are defined.

3. Traffic Mitigation Measures
The applicant shall, as part of the Traffic Impact Analysis, recommend measures to minimize and/or mitigate the anticipated impacts and determine the adequacy of the development’s planned access points. Mitigation measures shall be acceptable to the Traffic Engineer and may include, without limitation: an access management plan; transportation demand management measures; street improvements on or off the site; placement of pedestrian, bicycle or transit facilities on or off the site; or other capital improvement projects such as traffic calming infrastructure or capacity improvements.

D. Streets and On-Site Vehicular Circulation

1. Street Standards

2. Parking Lots
In addition to complying with the standards in this subsection 21.07.060.D., parking areas shall comply with the standards set forth in subsection 21.07.090.G.4., Vehicular Access and Circulation.

3. Street Connectivity
   a. Purpose
   Street and block patterns should include a clear hierarchy of well-connected streets that distribute traffic over multiple streets and avoid traffic congestion on principal routes. Within each residential development, the access and circulation system and a grid of street blocks should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians through the development, and provide ample opportunities for linking adjacent neighborhoods, properties, and land uses. Local neighborhood street systems are intended to provide multiple direct connections to and between local destinations such as parks, schools, and shopping. These connections should knit separate developments together, rather than forming barriers between them.

   b. Vehicular Access to Public Streets
   Any development of more than 100 residential units or additions to existing developments such that the total number of units exceeds 100 shall be required to provide vehicular access to at least four public streets unless such provision is deemed impractical by the Director, Traffic Engineer, and Municipal Engineer due to topography, natural features, or the configuration of adjacent developments.

   c. Connections to Vacant Land
   Where new development is adjacent to land likely to be developed or redeveloped in the future, all streets, bicycle paths, and access ways
in the development’s proposed street system shall continue through
to the boundary lines of the area, as determined by the Director,
Traffic Engineer, and the Municipal Engineer, to provide for the
orderly subdivision of such adjacent land or the transportation and
access needs of the community. In addition, all redevelopment and
street improvement projects shall take advantage of opportunities for
retrofitting existing streets to provide increased vehicular and
pedestrian connectivity.

d. Vehicular Interconnections to Similar or Compatible Adjacent
Uses
Every proposed public or private street system shall be designed to
provide vehicular interconnections to all similar or compatible
adjacent uses (existing and future) when such interconnections would
facilitate internal and external traffic movements in the area. Such
connections shall be provided during the initial phase of the project
approximately every 1,250 to 1,500 linear feet for each direction
(north, south, east, west) in which the subject property abuts similar
or compatible uses. If the common property boundary in any
direction is less than 1,250 linear feet, the subject property will be
required to provide an interconnection if it is determined by the
Director and Traffic Engineer that the interconnection in that direction
can best be accomplished through the subject property. When the
Director and Traffic Engineer deem a vehicular connection
impractical, they can increase the length requirement and/or require
pedestrian connections. The Director and Traffic Engineer may delay
the interconnection if such interconnection requires state approval or
will result in significant hardship to the property owner.

e. Cul-de-Sacs and Dead-End Streets Discouraged
The design of street systems shall use through-streets. Permanent
cul-de-sacs and dead-end streets shall only be used when
topography, the presence of natural features, and/or vehicular safety
factors make a vehicular connection impractical. Where cul-de-sacs
or dead-end streets are unavoidable, site and/or subdivision plans
shall incorporate provisions for future vehicular connections to
adjacent, undeveloped properties, and to existing adjacent
development where existing connections are poor.

f. Cross Access to Adjacent Properties
All non-residential development shall be designed to allow for cross-
access to adjacent properties to encourage shared parking and
shared access points on public or private streets. When cross-access
is deemed impractical by the Traffic Engineer or Municipal Engineer
on the basis of topography, the presence of natural features, or
vehicular safety factors, this requirement may be waived provided that
appropriate bicycle and pedestrian connections are provided between
adjacent developments or land uses. A cross access easement must
be recorded prior to issuance of a Certificate of Occupancy for the
development.
g. **Neighborhood Protection from Cut-through Traffic**  
   Street connections shall connect neighborhoods to each other and to local destinations such as schools, parks, greenbelt trail systems and shopping centers, while minimizing neighborhood cut-through vehicle traffic movements that are non-local in nature. Configuration of local and internal streets and traffic calming measures shall be used to discourage use of the local street system for cut-through collector or arterial vehicle traffic.

E. **Standards for Pedestrian Facilities**

1. **Sidewalks**
   a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual and M.A.S.S.
   b. Sidewalks shall be installed on both sides of all arterials, collector streets, and local streets (including loop streets and cul-de-sacs), and within and along the frontage of all new development or redevelopment. This requirement shall not apply to local streets in districts in which the minimum lot size is 40,000 square feet or greater.
   c. To the extent feasible, pedestrian crossings shall be made safer for pedestrians whenever possible by shortening crosswalk distance with curb extensions, reducing sidewalk curb radii, and eliminating free right-turn lanes. Signals that allow longer crossing times in commercial and mixed-use districts, mid-block crossings in high-pedestrian use areas (if well-marked and traffic speeds are low), and raised crosswalks and medians shall be provided as appropriate.

2. **On-site Pedestrian Walkways**
   a. **Continuous Pedestrian Access**
      Pedestrian walkways shall form an on-site circulation system that minimizes conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances.
   b. **On-site Pedestrian Connections**
      Site plans shall orient to pedestrian site access points and connections to surrounding street and trails networks, to destinations such as schools or shopping within one-quarter mile of the site, and to pedestrian linkage points on adjacent parcels, including building entrances, transit stops, walkway easements, and signalized street crossings. On-site pedestrian walkways shall connect (a) building entrances to one another and (b) from building entrances to public sidewalk connections and existing or planned transit stops. If buildings are not placed directly on the public sidewalk, then pedestrian walkways shall link the principal pedestrian site access to building entrances. All developments that contain more than one building shall provide walkways between the principal entrances of the buildings.
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Through-Block Connections
Within residential and/or non-residential developments, pedestrian ways, crosswalks, or multi-purpose trails no less than five feet in width shall be constructed near the center and entirely through any block that is 900 feet or more in length where necessary to provide adequate pedestrian circulation or access to schools, churches, retail stores, personal service establishments, recreational areas, or transportation facilities.

c. 

d. Cul-de-sacs and Dead-end Streets
Where residential developments have cul-de-sacs or dead-end streets, such streets shall be connected to the closest local or collector street or to cul-de-sacs in adjoining subdivisions via a sidewalk or multi-use path, except where deemed impractical by the Director.

3. Trails
While not encouraged to substitute for a good system of on-street facilities, multi-use trails may be used to enhance pedestrian and bicycle travel where the existing circulation system does not serve these needs well, or where other open spaces provide corridors free of obstacles. However, all trails shall connect to the street system in a safe and convenient manner, and shall meet the following requirements in addition to the standards contained in the Areawide Trails Plan, Design Criteria Manual, and M.A.S.S.:

a. All trail connections shall be wel-signed with destination and directional signing.

b. All trails shall connect origin and destination points such as residential areas, schools, shopping centers, parks, etc.

c. All trails shall be built in locations that are visible and easily accessible, for the personal safety of users.

d. Trails shall be designed in such a manner that motor vehicle crossings can be eliminated or significantly minimized.

4. Use and Maintenance of Sidewalks, Walkways, and Trails
a. Restrictions on Use
Sidewalks, walkways, and trails are intended to provide pedestrian access. Vehicle parking, required snow storage for vehicle areas, garbage containers, merchandise storage or display, utility boxes and poles, signs, trees, and other obstructions shall not encroach into the required minimum clear width of any required sidewalk, trail, walkway, or other pedestrian way. Pedestrian amenities including bollards and garbage containers for pedestrians are exempt from this requirement.

b. Maintenance and Snow Removal
Sidewalks, trails, and walkways required by this Title shall be maintained in usable condition throughout the year, including snow removal as appropriate.
F. Standards for Bicycle Facilities

1. Bicycle Lanes Encouraged

Locations for bicycle lanes are identified in the Areawide Trails Plan and information about the design standards are included in the Design Criteria Manual. Bicycle lanes are encouraged in the design of all arterial, collector, and local streets where low traffic speeds and volumes allow bicyclists and motorists to safely share the road.

21.07.070 NEIGHBORHOOD PROTECTION STANDARDS

A. Purpose and Relationship to Other Requirements

This section provides a transition between non-residential and residential uses, through discretionary approval criteria that may be applied in combination with other development standards in this Chapter 21.07 in order to provide significantly more protection for neighborhoods from the impacts of adjacent development. This section makes available a menu of additional tools to use in discretionary approvals to protect residential neighborhoods from potential adverse impacts of adjacent non-residential uses, including limitations on hours of operation, noise, and lighting.

B. General Conditions

As a condition of the approval of any conditional use permit, site plan review, or variance of any nonresidential use located in or within 300 feet of any residential district, the decision-making body shall be authorized to impose conditions that are necessary to reduce or minimize any potential adverse impacts on residential property. Such conditions may include but are not limited to the following:

1. Hours of operation and deliveries;

2. Location on a site of activities that generate potential adverse impacts on adjacent uses, such as noise and glare;

3. Placement of trash receptacles, compactors, or recycling;

4. Location and screening of loading and delivery areas;

5. Lighting location, design, intensity, and hours of illumination;

6. Placement and illumination of outdoor vending machines, telephones, or similar outdoor services and activities;

7. Additional landscaping and screening to mitigate adverse impacts;

8. Height restrictions to preserve light and privacy and views of significant features from public property and rights of way;

9. Preservation of natural lighting and solar access;

NOTE: A suggested new section emphasizing the types of conditions that may be placed on development approvals to minimize impacts on adjacent neighborhoods. This authorization, in combination with the wide variety of new development standards in this chapter, provide significantly more protection for neighborhoods than exists in the current code.
10. Ventilation and control of odors and fumes; and
11. Paving to control dust.

C. Height and Setbacks

Any non-residential structure that is located in a commercial or industrial zoning district and within 100 feet of a property boundary with a residential zoning district shall be set back from the residential boundary a minimum distance equal to the height of the non-residential structure.

21.07.080 LANDSCAPING, SCREENING, AND FENCES

A. Purpose

This section is intended to ensure that new landscaping and the retention of existing vegetation is an integral part of all development and that it contributes added high quality to development, retains and increases property values, and improves the environmental and aesthetic character of the community. Specific purposes include:

1. Improve the general appearance of Anchorage, its aesthetic appeal, and the image of its street corridors and urban districts;
2. Unify and improve the visual character of individual development, and enhance and define public and private spaces;
3. Buffer land uses from neighboring land uses that differ significantly in scale, intensity, or type;
4. Promote the use of existing vegetation and retention of Anchorage's urban forest;
5. Reduce runoff and erosion, mitigate noise and control dust, and preserve air and water quality;
6. Screen certain unsightly or obtrusive building, lighting, parking, storage, and utility features from view;
7. Ensure that installed landscaping is compatible with the climate and natural setting of the Anchorage area;
8. Ensure that the location, size, and types of landscaping are designed to provide desired effects even in during harsh urban and winter conditions;
9. Provide flexible requirements that encourage and allow for creativity in landscape design.

NOTE: This provision should be relocated to Chapter 21.06, Dimensional Standards, when the first full draft of the new Title 21 is prepared.

NOTE: This is a substantially new landscaping section, based on a draft prepared by Clarion Associates and subsequent edits suggested by staff based on the recommendations of the 1998 draft Landscape Ordinance project, other 1995-2003 audits, and staff experience with landscaping in Anchorage.
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Sec. 21.07.080 Landscaping, Screening, and Fences

B. Applicability

All development, except on a residentially zoned lot whose existing principal use is one single-family or one two-family dwelling, shall comply with the landscaping and screening standards of this Section 21.07.080. Additional landscaping may be required by other standards set forth in this Title.

C. Relationship to Other Requirements

a. Use-Specific Standards

Any use required to provide landscaping or screening pursuant to the use-specific standards of Sections 21.05.030 through 21.05.060 shall provide such use-specific landscaping or screening. In the event of a conflict between the use-specific requirements and the requirements of this Section 21.07.080, the use-specific provisions shall govern.

b. Tree Retention Requirements

The landscaping and screening requirements of this Section 21.07.080 shall be in addition to the requirements of Section 21.07.020, Natural Resource Protection. However, if an area designated for tree retention is located in an area where landscaping or screening would be required, and where the preservation of existing vegetation would serve the same purpose as required landscaping, then the applicant may receive a credit against required landscaping or screening that would serve the same purpose.

D. Landscaping

1. General Description of Landscaping Requirements

Two types of landscaping may be required for a development, depending on the use and zoning district of the property and adjacent properties, and the portion of the property involved. The two types of landscaping are: (1) perimeter buffer landscaping, and (2) interior site enhancement landscaping. Each type of required landscaping shall meet the minimum standards of subsection 21.07.080.G, General Landscaping Requirements and Standards, and shall be shown on a landscaping plan that meets the requirements of subsection 21.07.080.H, Landscaping Plan, unless exempted by the terms of those sections. The type and amount of planting material required to meet both the perimeter buffer requirements and the interior site requirements is determined by adding up “landscape units,” which are described in subsection 21.07.080.D.2. below. The perimeter buffer and interior site landscaping requirements are set forth in subsections 21.07.080.D.3. and 4. below.

2. Landscape Units Awarded

To provide for flexibility, allow design creativity, and encourage use of larger trees and retention of natural vegetation, the required amount of planting material for perimeter buffer and interior site landscaping is based on a “landscape units” point system. The number of units awarded to each plant is as follows:

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40 NOTE: Staff has drafted this system, based on the 1998 draft landscaping ordinance and their experience with local landscaping conditions in Anchorage.
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### TABLE 21.07-2: LANDSCAPE UNITS AWARDED

<table>
<thead>
<tr>
<th>New Landscape Material</th>
<th>Landscaping Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evergreen Tree, &gt; 10 ft high</td>
<td>10</td>
</tr>
<tr>
<td>Evergreen Tree, 8-10 ft high</td>
<td>8</td>
</tr>
<tr>
<td>Evergreen Tree, 6-8 ft high</td>
<td>6</td>
</tr>
<tr>
<td>Deciduous Tree, &gt; 2.5” caliper</td>
<td>7</td>
</tr>
<tr>
<td>Deciduous Tree, 1.5”–2.5” caliper</td>
<td>4</td>
</tr>
<tr>
<td>Shrubs, 36” high</td>
<td>1</td>
</tr>
<tr>
<td>Shrubs, 24” high</td>
<td>0.8</td>
</tr>
<tr>
<td>Shrubs, 18” high</td>
<td>0.5</td>
</tr>
<tr>
<td>Perennials/ground cover</td>
<td>1 per 400 sq ft</td>
</tr>
<tr>
<td>Lawn Grass</td>
<td>1 per 800 sq ft</td>
</tr>
<tr>
<td>Earthen Berm, minimum 18” high</td>
<td>0.05 per linear ft</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Installed Hardscape Material</th>
<th>Landscaping Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screening Wall or Decorative Fence</td>
<td>0.25 per linear ft</td>
</tr>
<tr>
<td>Landscape Lighting, Landscape Sculpture, and/or Landscape Boulder</td>
<td>As determined by UDC, per 21.07.080.E.1.d</td>
</tr>
</tbody>
</table>

Retained Existing Vegetation [1]

| Landscaping Units |
| Evergreen Tree, greater than 10 ft high | 12 |
| Evergreen Tree, 6-10 ft high            | 10 |
| Deciduous Tree, > 8” caliper            | 12 |
| Deciduous Tree, 4-8” caliper            | 10 |
| Deciduous Tree, 2.5-4” caliper          | 8  |
| Deciduous Tree, 1.5-2.5” caliper        | 6  |

<table>
<thead>
<tr>
<th>Retained Existing Vegetation Mass [1]</th>
<th>Bonus Landscaping Units Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>300+ square feet with a minimum of 3 deciduous trees (2” caliper or greater), 3 evergreen trees (minimum 6 feet high) or any combination thereof</td>
<td>10%</td>
</tr>
<tr>
<td>500+ square feet with a minimum of 5 deciduous trees (2” caliper or greater), 5 evergreen trees (minimum 6 feet high) or any combination thereof</td>
<td>15%</td>
</tr>
<tr>
<td>800+ square feet with a minimum of 8 deciduous trees (2” caliper or greater), 8 evergreen trees (minimum 6 feet high) or any combination thereof</td>
<td>20%</td>
</tr>
</tbody>
</table>

**NOTES:**

[1] Points awarded for retained vegetation in perimeter buffers may only be applied in the buffer area along the same lot line or street frontage where the vegetation is found.

---

3. Perimeter Buffer Landscaping

a. **Purpose**

Perimeter buffer landscaping serves to separate land uses of significantly different characteristics or intensities and minimize the effects of one land use on another. It reduces unwanted views, noise
and operational effects, and other impacts of a land use on streets, public lands, or adjacent properties. Perimeter buffer landscaping can also mark the interface between public streets and individual property, soften the visual impacts of development on public streets, and help to frame Anchorage’s streetscapes with trees and vegetation. Buffer landscaping consisting of natural vegetation is desired or encouraged.

b. **Levels of Perimeter Buffer Landscaping**

There are three levels of perimeter buffer landscaping:

i. **Level 1 Buffer Landscaping**

Used to soften the visual impact of development or parking areas along streets. Provides a low-level buffer between uses of varying intensity.

ii. **Level 2 Buffer Landscaping**

A more substantial buffer than Level 1. Provides greater protection for streets from potentially obtrusive development or large parking lots, and also serves to buffer land uses of significantly different character and intensity.

iii. **Level 3 Buffer Landscaping**

Required along freeways to protect major visual entrances to the urbanizing areas of the Municipality. Also employed as the highest level buffer to separate the most incompatible land uses of contrasting character and density, mitigating the impacts of higher density uses on more sensitive zoning districts.

c. **Relationship to Other Requirements**

i. Landscaping provided to meet interior site enhancement landscaping requirements in this chapter may be counted towards meeting perimeter buffer landscaping requirements, except that landscaping provided to meet parking lot interior landscaping requirements may not be counted.

ii. Parking lots shall comply with all requirements, including the parking lot perimeter landscaping requirements, of subsection 21.07.090.G., *Parking Lot Design Standards*, and shall not be required to comply with this subsection 21.07.080.D.3.

d. **Applicability of Perimeter Buffer Landscaping**

Perimeter buffer landscaping shall be provided abutting street rights-of-way and parcels abutting development sites, except for at approved points of pedestrian or vehicle access, in accordance with Table 21.07-3 as follows:

---

41 NOTE: Level 1 buffer replaces existing street frontage categories and provides a low-level buffer between certain uses. Level 2 is intermediate. Levels 1 and 2 were proposed in the 1998 ordinance. Level 3 buffer is a new proposal and is the most intensive type of landscape buffer.
### TABLE 21.07-3: APPLICABILITY OF PERIMETER BUFFER LANDSCAPING

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R-5 - R-10, TA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PLI</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>R-1, R-2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>R-3</td>
<td>2</td>
<td>1</td>
<td></td>
<td>1</td>
<td></td>
<td>1</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>R-4, RMX</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>C-2 (A, B, C)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NMU, CCMU</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RCMU</td>
<td>2</td>
<td>1</td>
<td></td>
<td>1</td>
<td></td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>GC, MC</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td></td>
<td>2</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>I-1, AF</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td></td>
<td>2</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>MI, I-2, AD</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Non-residential use in R zone</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>1</td>
</tr>
</tbody>
</table>

**NOTES:**

[1] Refer to Chapter 21.05 for any additional, use-specific landscaping requirements.

[2] Level 3 buffer landscaping shall apply to any lot adjacent to the right-of-way of a freeway designated in the OS&HP on sections built to freeway design standards with full grade separations of intersecting streets, or to streets functioning as frontage roads for such freeways, with the exception of any lot or conglomerate of lots in common use or ownership whose area, less the buffer area required in this table, is less than the minimum lot area required in its use district, or whose depth, excluding all required setbacks, is less than 100 feet.

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**e. Specifications for Perimeter Buffer Landscaping**

In any area where perimeter buffer landscaping is required according to Table 21.07-3, the planting requirements in Table 21.07-4 shall apply. If existing vegetation meets the standards in Table 21.07-4 for the buffer landscaping level that is specified, then the required buffer landscaping area shall be retained in its naturally vegetated condition. If existing vegetation does not meet the standards for the buffer landscaping level, then existing vegetation shall be retained and additional landscaping shall be installed to comply with Table 21.07-4. The amount of landscaping required in Table 21.07-4 is measured per linear foot of property line or street frontage. Access driveways shall not be subtracted from the linear frontage in calculations of the amount of landscaping required. If there are driveways along the frontage or property line, required landscaping shall be condensed into the remaining buffer area.
### TABLE 21.07-4: SPECIFICATIONS FOR PERIMETER BUFFER LANDSCAPING

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Buffer Level 1</th>
<th>Buffer Level 2</th>
<th>Buffer Level 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planting Area Width</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(minimum average)</td>
<td>10 ft</td>
<td>15 ft</td>
<td>30 ft</td>
</tr>
<tr>
<td>(minimum at any point)</td>
<td>8 ft</td>
<td>12 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td><strong>Total Landscape Units Required</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>per linear foot of property line or street frontage</td>
<td>1 unit per linear foot</td>
<td>1.5 units per linear foot</td>
<td>2.5 units per linear foot</td>
</tr>
<tr>
<td><strong>Minimum number of landscape units that shall be trees</strong></td>
<td>0.50 units per linear foot</td>
<td>1.0 units per linear foot</td>
<td>2.0 units per linear foot</td>
</tr>
<tr>
<td><strong>Minimum number of landscape units that shall be evergreen trees</strong></td>
<td>none</td>
<td>0.3 units per linear foot [1]</td>
<td>1.0 units per linear foot [1]</td>
</tr>
<tr>
<td><strong>Minimum number of landscape units that shall be shrubs</strong></td>
<td>0.10 units per linear foot</td>
<td>0.10 units per linear foot</td>
<td>0.10 units per linear foot</td>
</tr>
</tbody>
</table>

**Additional Standards:**

[1] Because of low sun angles at Anchorage’s latitude, in order to minimize solar shadowing of abutting residential lots in the spring and fall, the director may waive the requirement that a minimum number of trees shall be evergreen, along north lot lines that abut residential or mixed-use districts, where the lot line runs within 30 degrees of east-west.

[2] No new signs of any kind shall be permitted within the 30-foot-wide planting area of Buffer Level 3.42

---

### 4. Interior Site Enhancement Landscaping

**a. Purpose**

Internal site enhancement landscaping serves to enhance the appearance and function of the building and site and reinforce its continuity with the surrounding properties. It also provides orientation to entrances, year-round color and interest, and improves pedestrian comfort in outdoor areas and parking lots. Interior site enhancement landscaping in parking lots breaks up the visual impact of large paved surfaces. Site enhancement landscaping materials and design should integrate with the overall site and building design, neighborhood context, and Alaska’s unique natural setting. Interior site enhancement landscaping consists of general site landscaping and parking lot interior landscaping.

**b. Relationship to Other Requirements**

Parking lots shall comply with the parking lot interior landscaping requirements of subsection 21.07.090.G., Parking Lot Design Standards, and shall not be required to comply with this subsection 21.07.080.D.4.

**c. General Site Landscaping**

All areas not devoted to buildings, structures, drives, walks, off-street parking facilities, and not otherwise devoted to landscaping required

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42 NOTE: Clarion has eliminated a proposed exception here for small real estate signs; sign regulations should not be content-based.
by this chapter, shall be planted to standards for general site landscaping, or remain in existing native vegetation. General site landscaping requirements include trees, shrubs, wildflowers, groundcovers, or turf around all buildings and yard spaces, in compliance with Area Type 1 landscaping standards in Table 21.07-5 below. Trees shall be provided to soften the effects of large structures and to define the edges of outdoor spaces. Except in loading dock areas, buildings shall be separated from any onsite parking lot or vehicle driveway by a walkway and/or by foundation planting areas that conform to general site landscaping requirements.

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Area Type 1</th>
<th>Area Type 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Planting Area Width (minimum)</td>
<td>10 feet</td>
<td>10 feet</td>
</tr>
<tr>
<td>Total Landscape Units Required</td>
<td>0.02 units per square foot of planting area.</td>
<td>0.1 units per square foot of planting area.</td>
</tr>
<tr>
<td>Minimum number of landscape units that shall be trees</td>
<td>0.01 units per square foot of planting area.</td>
<td>0.5 units per square foot of planting area.</td>
</tr>
<tr>
<td>Minimum number of landscape units that shall be shrubs</td>
<td>0.003 units per square foot of planting area.</td>
<td>No requirement.</td>
</tr>
</tbody>
</table>

E. Screening

1. Purpose and Description
Screening consists of landscaping, the retention of natural vegetation, or the use of physical structures to block views of specific activities or specific parts of a property or structure. Applicants are encouraged to locate the types of features listed in this section where they are not visible from defined viewpoints, so that screening is unnecessary.

2. Applicability
All townhouse residential, multi-family residential, public/institutional, commercial, and industrial uses shall be required to provide screening as specified in this subsection 21.07.080.E. to block the views of the specified features from any adjacent street or public open space or any adjacent property or public areas of a site. Public areas of a site include public parking areas, sales areas, outside eating areas, or other areas to which customers, clients, and guests are given regular access.

3. Refuse Collection
In order to improve the image of Anchorage’s streets and neighborhoods, to reduce the visual impacts of multi-family and nonresidential development, and

NOTE: Based on the proposed text, it is unclear where the “Area Type 2” requirements apply, other than in larger parking lots as specified in the next section.

NOTE: The material in this section is new. The existing screening provisions were better suited to buffering purposes, and the current code does not include effective techniques to block the view of specific areas such as refuse collection areas, rather than a site in general.
to avoid problems with blown trash, snow, and pests, all refuse collection receptacles shall adhere to the standards that follow. For purposes of this section, the term “refuse collection receptacles” includes dumpsters, garbage cans, debris piles, or grease containers, but does not include trash or recycling receptacles for pedestrians or for temporary construction sites.

a. **Location**

Outdoor refuse collection receptacles shall not be located in a required setback, except along rear alleys, and shall be set back from the front plane of the principal structure. Refuse collection receptacles shall not be located within any area used to meet the minimum parking and loading area requirements of this chapter, or be located in a manner that obstructs or interferes with any designated vehicular or pedestrian circulation routes onsite. Dumpsters shall be located at least 20 feet from residentially zoned property.

b. **Screening Enclosure**

Each refuse collection receptacle shall be screened from view on all sides by a durable sight-obscuring enclosure consisting of a fence or wall of between six feet and eight feet in height. The enclosure shall include a roof. The access to this enclosure shall be screened with an opaque gate of at least five feet in height. The walls, roof, and gate shall be compatible in architectural design and materials with the principal building(s), except that the roof shall have a minimum 4:12 slope. The enclosure shall be maintained in working order, and remain closed except during trash deposits and pick-ups.

c. **Amortization of Nonconforming Refuse Collection Receptacles**

Any lawful permanent dumpster erected prior to the adoption of this chapter that does not comply with the location or screening requirements of this section shall be removed or altered to comply with the requirements of this section within [two] years from the effective date of this Title.

4. **Service and Off-Street Loading Areas**

Service and off-street loading areas create visual and noise impacts on surrounding uses and neighborhoods. These standards visually screen on-site service and off-street loading areas from public rights-of-way and adjacent uses.

a. To the maximum extent feasible, service and off-street loading areas shall not be visible from abutting streets and shall be oriented toward on-site service corridors.

b. No service and off-street loading areas shall be located within 20 feet of any public street, public sidewalks, or internal pedestrian walkway.

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45 **NOTE:** The proliferation of unscreened dumpsters has been identified in the Diagnosis and in discussions with city leaders as a major concern. The general idea of an amortization provision for dumpsters has been discussed and endorsed in concept by the Assembly, though the specific time frame requires further discussion. Note that the provision does not amortize the dumpsters themselves necessarily, just their screening and location.
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Clarion Associates

1. Service and off-street loading areas shall be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Non-enclosed service and off-street loading areas shall be permanently defined and screened with durable, sight-obscuring walls and/or fences of between six feet and eight feet in height. Screening materials shall be the same as, or of equal quality to, the materials used for the primary building and landscaping.

d. Except for customer parking, loading docks and off-street parking areas associated with new uses established on the properties abutting Level 3 perimeter buffer landscaping areas shall be located to the rear of those properties. If site development does not allow for these facilities in the rear, they shall then be effectively screened from the highways.

5. Rooftop Mechanical Equipment

Rooftop mechanical equipment, including HVAC equipment and utility equipment that serves the structure, shall be screened. Screening shall be accomplished through the use of parapet walls or a sight-obscuring enclosure around the equipment constructed of one of the primary materials used on the primary facades of the structure, and that is an integral part of the building’s architectural design. The parapet or screen shall completely surround the rooftop mechanical equipment to an elevation equal to or greater than the highest portion of the rooftop mechanical equipment being screened. Any parapet wall shall have an elevation of no more than four feet. In the event such parapet wall does not fully screen all rooftop equipment then the rooftop equipment shall be enclosed by a screen constructed of one of the primary materials used on the primary façade of the building so as to achieve complete screening from the property line.

6. Wall-Mounted Mechanical Equipment and Meters

Wall-mounted mechanical equipment, including air conditioning or HVAC equipment and groups of multiple utility meters, that extends six inches or more from the outer building wall shall be screened from view from streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites; through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary façade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least 80 percent of the equipment from view. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building.

7. Ground-Mounted Mechanical Equipment and Utility Fixtures

[RESERVED]

NOTE: Staff has requested this last provision; however, we are still unsure of its intent.

NOTE: Staff notes that above-ground utility boxes and ground-mounted mechanical equipment are a serious problem in Anchorage. They propose standards locating such facilities away from sidewalks, walkways, and trails to the maximum extent feasible, and prohibiting them on sidewalks, walkways, or trails. Also proposed is a requirement that all above-ground utility boxes be screened from view by a decorative screening fence or wall that is compatible with the architecture and landscaping of a development site or streetscape. This is a potentially major new issue not yet discussed; further discussion is needed as to what
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8. **Outdoor Merchandise Display Areas**\(^{48}\)

Screening shall be required of outdoor merchandise display areas as set forth in Section 21.05.\(\ldots\) [x-ref to use-specific standards for outdoor merchandise display areas].

9. **Outdoor Storage Areas**\(^{49}\)

Screening shall be required of outdoor storage areas as set forth in section 21.05.\(\ldots\) [x-ref to use-specific standards for outdoor storage areas].

F. **Fences**\(^{50}\)

1. **Applicability**

The provisions of this subsection 21.07.080.F shall apply to all construction, substantial reconstruction, or replacement of fences, retaining walls not required for support of a principal or accessory structure, or any other linear barrier intended to delineate different portions of a lot or to separate lots from each other.

2. **Location**

A fence may be constructed within property boundaries, or at the lot line, subject to the limitations in this section. No fence shall be installed so as to block or divert a natural drainage flow onto or off of any other property.

3. **Maximum Height**

Fences shall not exceed the maximum heights set forth below. Such maximum heights shall be measured from the top of any retaining wall, or if no retaining wall has been constructed, then from natural grade. No fence shall exceed eight feet in height.

   a. In the R-1, R-2, R-3, R-4, and RMX districts, front yard fences shall not exceed four feet in height.

   b. In the R-5, R-6, R-9, and R-10 zone districts, front yard fences shall not exceed six feet in height if the fencing material is sight-obscuring. Examples of non-sight obscuring fencing include chain-link and split rail fencing.

   c. In the C-2A, C-2B, C-2C, GC, NMU, CCMU, RCMU, and MC districts, front yard fences and walls shall not exceed three feet in height and shall not exceed eighty feet in side or rear yards.

   d. Enclosures provided as a part of a permitted tennis court, ball field, or other recreational facility shall be exempt from the height restrictions of this section.
4. Through Lots
In the case of a through lot, as defined in Chapter 21.13, which abuts a street of collector or greater classification, a fence may be constructed within the secondary front setback up to a maximum of eight feet in height, provided that vehicular access to the street is prohibited. A fence higher than four feet, or six feet in zoning districts R-5, R-6, R-9, and R-10, shall not be constructed within a front setback if access to the street is required due to a plat note, by a conditional use permit, or under other provisions of law.

5. Finished Appearance Outward
Whenever any fence will be visible from adjacent streets, and whenever a fence is installed as part of required buffering landscaping and is visible from adjacent properties, it shall be installed so that the more finished side (i.e., the side with fewer or no visible structural framing or bracing elements) faces outward from the lot on which it is installed.

6. Prohibited Materials
Fences or walls made of debris, junk, or waste materials are prohibited in all zoning districts, unless such materials have been recycled and reprocessed into building materials marketed to the general public and resembling new building materials.

G. General Landscaping Requirements and Standards
All required areas for landscaping or screening shall comply with the following standards:

1. Plant Materials
a. General
Given the short growing season, difficulty in establishing vegetation, and the size and character of individual trees, the retention of existing vegetation typically produces a far more beneficial effect in Anchorage than installed landscaping. All plant materials for required landscaping and screening shall emphasize the use of existing natural vegetation and installed native species that reflect Anchorage’s natural setting. Plant species selected shall be suitable for the local climate and the site. Trees, shrubs, and groundcover plants near streets, driveways, and parking lots shall be salt-resistant, tolerant to urban conditions such as pollution, and should be drought-tolerant to ensure a low-maintenance landscape and increase survival rates.

b. Plant Types and Plant Quality
All plant materials for required landscaping and screening shall be selected from the Anchorage Master Tree and Shrub List, and shall be A-Grade or Number-One Grade; free of defects; and of normal health, height, leaf density, and spread as defined by the American Standard for Nursery Stock, ANSI Z60.1, latest available edition, American Association of Nurserymen. Plants shall be nursery-grown.

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51 NOTE: Most of the material in this section is new.
52 NOTE: Staff should update the master plant list concurrent with the code rewrite. An update was begun several years ago. It will need to identify which plants are drought tolerant, and should identify which provide winter color.
and adapted to the local area. No artificial plants or vegetation shall be used to meet any of the standards of this section.

c. **Retained Existing Vegetation**
At least 50 percent of existing, healthy, natural vegetation that is located in areas where landscaping or screening is required, and that meets the standards for required landscaping or screening in such areas, shall be retained and integrated into any required landscaped area. To the maximum extent feasible, trees shall be preserved as stands and not as isolated specimens.

d. **Winter Color and Interest**
The use of plants with year-round color and texture to offset the reduced daylight and whites, browns, and grays of the seven months outside of the growing season is encouraged. Where landscape areas are provided, plant material shall consist of a mixture of evergreen and deciduous trees and shrubs. The use of permanent hardscape features such as landscape lighting, landscape boulders, or landscape structures that provide color and interest year-round may be counted toward up to 10 percent of the total landscaping units required for landscaping, as determined by the UDC through a non-public hearing review.

e. **Minimum Species Diversity**
To prevent uniform insect or disease susceptibility of extensive plant monocultures on a development site or in the adjacent area, minimum species diversity is required for installed plant material, as follows:

<table>
<thead>
<tr>
<th>TABLE 21.07-7: MINIMUM SPECIES DIVERSITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Trees on Site</td>
</tr>
<tr>
<td>-------------------------</td>
</tr>
<tr>
<td>5-30</td>
</tr>
<tr>
<td>31-60</td>
</tr>
<tr>
<td>61 or more</td>
</tr>
</tbody>
</table>

f. **Minimum Plant Sizes**
All plant materials for required landscaping and screening shall meet the minimum sizes as depicted in Table 21.07-7, with the addition that evergreen trees shall have a minimum 5:3 height-to-spread ratio.

2. **Planting Location**
Tree planting shall take into consideration the growth habits of each species and shall allow adequate space for healthy growing conditions.

a. **Adequate Distance from Curb**
All plant materials shall be planted a minimum of 3 feet from any back-of-curb, walkway, parking area, or structure. Plant materials
shall be planted a minimum of 4 feet back of wheel stops, where provided.

b. **Clustering**

Clustering of trees is encouraged for visual effect and improved survivability. Tree plantings may be clustered in focus areas within buffer landscaping areas or along street frontages to draw attention to natural amenities or entryways, except for within buffer level 3 planting areas.

c. **Wind Protection and Sunlight Access**

Location of trees and landscaping areas to increase the hospitality of outdoor climates and extend the warm outdoor season is encouraged. Planting clusters or shelterbelts can shelter proposed building entrances, parking areas, or outdoor pedestrian spaces against prevailing winter winds and precipitation, and airborne dust during early spring after breakup. The alignment of the planting islands should respond to prevailing winter winds for maximum wind reduction benefits. Coniferous trees should be located in careful consideration of maintaining sun exposure for windows, sidewalks, and outdoor spaces during fall and spring.

d. **Planting Locations to Avoid**

i. **Utility Easements**

Landscaping areas shall be exclusive of utility easements.

ii. **Visibility Clearance Areas.**

All landscaping, buffering and screening materials shall comply with the visibility clearance requirements of Chapter 21.06.

3. **Planting Beds and Areas**

a. **Raised Planting Beds**

Raised planting beds are encouraged to increase the durability and effectiveness of landscaping and to protect the applicant’s landscaping investment. Raised planting beds surrounded by a minimum 18-inch high wall may be reduced in width by two feet from the minimum required planting area width.

b. **Berms**

Berms may be incorporated into any required landscaping or screening area. No installed berm shall have a slope of greater than 3:1.

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NOTE: Anchorage has a serious problem with overlapping landscaping and utility easements in Anchorage, in part because utility easements tend to be on site and not in public ROW. Staff proposes a strong standard to garner public discussion. As another alternative for consideration, Clarion proposes the following language: “Whenever the provisions of this Section 21.07.030 would require the installation of trees or shrubs over or on utility easements, where branches or roots might interfere with utility lines or pipes, the required location for such trees and shrubs shall be modified to require installation at the closest location that would avoid potential conflicts with utilities and would enable the trees and shrubs to serve the same landscaping purpose. The utility is not responsible for replacement of disturbed landscaping within the utility easements. The utility must provide written notice to the affected property owner at least one week prior to disturbance of the landscaping, except in emergencies involving life or safety.”
Chapter 21.07: Development and Design Standards
Sec. 21.07.080 Landscaping, Screening, and Fences

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Clarion Associates

3. **Groundcover Areas**
Organic mulches, ground covers, or grass shall be planted so as to cover at least 80 percent of all required landscaping areas not occupied by required trees or shrubs within three years.

4. **Retention Ponds**
Retention ponds shall be physically, functionally, and visually integrated into adjacent landscape uses through the use of topography, building and parking lot placement, plantings, permanent water features, recreational or open space amenities, or other methods.

4. **Installation of Landscaping**
All required landscaping and screening shall be installed by the developer. All landscaping shall be installed before a final certificate of occupancy or certificate of completion is issued. If a certificate of occupancy or completion is requested between September and May, then the certificate shall be conditioned upon the landscaping being installed before the following June 30. A letter of credit, escrow, performance bond, or other surety approved by the MOA attorney for proper installation of the landscaping and equal in value to 125 percent of the value of the landscaping, as determined by the project landscape architecture firm, shall remain in place with the Director for 24 months after installation to ensure survival and proper maintenance of the landscaping in accordance with this section. Any landscape element that dies or is otherwise removed or is seriously damaged shall be removed within 30 days of the beginning of the growing season and replaced based on the requirements of this section. The bond shall be subject to forfeit if inspection has not been requested within 18 months. If the owner or other responsible party fails to fulfill this obligation during the first 18 months after installation of the landscaping, the Municipality shall either perform the work and seek reimbursement from the responsible party’s or owner’s surety, or demand performance by the surety. An initial inspection fee shall be charged as part of the permitting process.

5. **Inspection**
The Municipality may periodically inspect the condition of required landscaping and screening, and if required plant materials are diseased, damaged, or missing, they shall be replaced by the property owner.

6. **Use of Landscaped Areas**
No structure, parking or loading area, driveway, or paved area may be located in areas required for landscaping pursuant to this Title.

7. **Maintenance and Replacement**
   a. **Maintenance**
   Trees, shrubs, and other vegetation, irrigation systems, fences, walls, and other landscaping, screening, and fencing elements shall be considered as elements of a development in the same manner as

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56 NOTE: This provision has been revised to replace the 18-month installation period with a requirement that landscaping be installed early in the next growing season. An alternative approach would be to provide that no final certificate of occupancy may be issued until required landscaping has been installed.

57 NOTE: This broad maintenance requirement may be moved to the general landscaping or enforcement sections with a cross-reference here.
other requirements of this Title. The property owner shall be responsible for regularly maintaining all landscaping elements in good condition. All landscaping shall be maintained free from disease, weeds, and litter to the extent reasonably feasible. All landscaping, screening, and fencing materials and structures shall be repaired and replaced periodically to maintain them in a structurally sound and aesthetically pleasing condition. Any deteriorated, damaged, or decayed fence materials shall be promptly repaired, and any fence or wall post or section that leans more than 20 degrees from vertical shall be promptly repaired to correct that condition.

b. **Irrigation**

Hose bibs, quick coupler irrigation, or other approved watering sources are required within 100 feet of from all plantings.

**H. Landscaping Plan**

All landscaping and screening required under this Section 21.07.080 shall be reflected on a landscaping plan reviewed and approved by the Director. Such plan may be combined with any land clearance, vegetation protection, erosion control, or snow removal plan required for compliance with other sections of this Title. Where a landscaping plan is required under this Title, the plan shall include the information specified in the Title 21 User’s Guide.

**21.07.090 OFF-STREET PARKING AND LOADING**

A. **Applicability**

1. **Generally**

   a. The off-street parking and loading standards of this Section 21.07.090 shall apply to all parking lots and parking structures accessory to any new building constructed and to any new use established in every district.

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

   c. The off-street parking requirements set forth in subsection 21.07.090.C shall not apply in the C-2 Central Business Districts. However, all other standards of this Section 21.07.090 shall apply to the C-2 Central Business Districts.

   d. The requirements of this Section 21.07.090 shall apply to all temporary parking lots and parking lots that are the principal use on a site.

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58 NOTE: List of submittal requirements from the current code removed, for placement in the user’s guide.

59 NOTE: This section contains a comprehensive rewrite of the Anchorage parking standards. This draft section was prepared as part of a separate project overseen by the Anchorage Traffic Department. Key new features include a complete new table of off-street parking ratios, a new emphasis on alternative parking arrangements, and a new set of parking lot design standards.
2. **Expansions and Enlargements**[^60]

The off-street parking and loading standards of this section shall apply when an existing structure or use is expanded or enlarged. Additional off-street parking and loading spaces shall be required to serve the enlarged or expanded area, provided that in all cases the number of off-street parking and loading spaces provided for the entire use (pre-existing plus expansion) must equal 100 percent of the minimum ratio established in this section.

3. **Regulation of Parking Space Use**[^61]

The providers of required off-street parking spaces and the Municipality of Anchorage 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 reasonable time limitations on users other than tenants, employees, or staff. Direct charges may be made to users who exceed maximum time limits. The Traffic Engineer may review all methods of control and may disapprove of any restriction that adversely affects the purpose of this section. The Municipality may enforce any approved restrictions through any of the code enforcement provisions set forth in Chapter 21.12, Enforcement.

4. **Local Improvement Assessments and Parking**

Any property against which local improvement assessments have been levied for the construction of public off-street parking shall be exempted from providing and maintaining one space for each 100 square feet of property so assessed.

B. **Parking Lot Layout and Design Plan (10 or More Spaces)**

1. **Applicability**

For all proposed parking lots with 10 or more spaces, the applicant shall submit a parking lot layout and design plan for review and approval by the Traffic Engineer.[^62] The plan shall contain sufficient detail to enable the Traffic Engineer 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*.

2. **Minimum Plan Requirements**

   a. The parking lot layout and design plan shall be prepared by a design professional such as a certified land use planner, landscape architect, or architect registered in the State of Alaska. Such plans shall not be prepared by land surveyors unless they are an otherwise qualified design professional.

[^60]: The existing section 21.45.080.A.5 regarding the procedure to reduce parking requirements for additions, enlargements, and changes in occupancy has been moved to the last part of this parking section – **Modifications**. See discussion there regarding current procedures and suggested alternatives.

[^61]: This is existing section 21.45.080.W.5 with revisions highlighted. As discussed in the diagnosis, this section has been moved out of the design portion so that it will clarify that control of use is generally applicable to both new and existing parking areas. Other issues that might be addressed in this section are derelict/inoperable vehicle storage and use of surplus parking for other uses.

[^62]: The size trigger for parking lot plans is subject to further discussion. Some jurisdictions require for all; others require only for larger lots.
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Sec.21.07.090 Off-Street Parking and Loading

b. The Building Official and Traffic Engineer shall establish the minimum submittal requirements for such plans that will enable staff to adequately review and ensure compliance with the standards and requirements of this Section 21.07.090. Such submittal requirements shall include but not be limited to elements such as placement and dimensions of spaces, landscaping, pedestrian and vehicle circulation, snow storage, lighting, loading and trash collection areas, and drainage.

c. All parking layout and design plans and site plans are subject to review and approval by the Traffic Engineer to ensure that provisions have been made for minimum interference with street traffic flow and safe interior vehicular and pedestrian circulation, transit, and parking.

C. Off-Street Parking Requirements

1. Schedule A

Unless otherwise expressly stated in this Title, off-street parking spaces shall be provided in accordance with Table 21.07-8, Off-Street Parking Schedule A.

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL USES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td>Dwellling, mixed use</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Household Living      | Dwellling, multiple-family | • 1.25 per efficiency unit;  
|                       |                         | • 1.5 per one-bedroom unit  
|                       |                         | • 1.5 per two-bedroom unit 800 sf or less  
|                       |                         | • 1.75 per two-bedroom unit over 800 sf  
|                       |                         | • 1.75 per three-bedroom unit 900 sf or less  
|                       |                         | • 2.5 per three-bedroom unit over 900 sf  
|                       |                         | *(Kept original requirements.)*  
|                       |                         | All multiple-family dwellings shall provide 0.25 guest spaces per unit.  
|                       |                         | *(new)*                                                                               |                                   | X                                 |

63 NOTE: This section contains existing information regarding parking requirements put into table format. Existing requirements have been reviewed, compared to other standards around the nation, and modified as necessary. Additional requirements have been added for uses that were not previously addressed in the existing code. The Institute for Traffic Engineers will release a new edition of their Parking Manual in early 2004, and we recommend reviewing their new standards at that time.

64 NOTE: Staff feedback indicates that drive-through uses will be considered "accessory uses." Table 21.07-1 Schedule A currently only lists principal uses, based on the revised principal use table contained in revised Chapter 21.05 Use Regulations. If a principal use may have a drive-through as an accessory use, that has been noted along with a reference to vehicle stacking requirements.
### TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A

(“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling, single-family</td>
<td>• 2 per du up to 1,800 square feet; • 3 per du over 1,800 square feet, including any unfinished area which may be converted to living area (Kept original requirements.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All other Household</td>
<td>2 per du</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Living uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group Living</td>
<td>Correctional community</td>
<td>1 per 2,000 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>residential center</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dormitory</td>
<td>1 per 1,000 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Quasi-institutional house</td>
<td>1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of adults, per 800 sf gfa plus requirement for principal use (Used same requirement as for adult care)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Residential care (7+ client</td>
<td>1 per four beds plus 1 per 300 sf of office area plus requirement for dwelling, if located in a dwelling (Original was based on numbers of clients and employees)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>capacity)</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Roominghouse</td>
<td>1.5 per two guestrooms, (Increase from original 1 per two guestrooms)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>All other Group Living uses</td>
<td>1 per two beds plus 1 per 100 sf of assembly area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PUBLIC/INSTITUTIONAL USES</td>
<td>Adult Care 1-6 adults</td>
<td>1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of adults, per 800 sf gfa (plus requirement for principal use, if approved as accessory use)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Adult care, 7+ adults</td>
<td>1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of adults, per 800 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Child Care 1-6 children</td>
<td>1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of children, per 800 sf gfa (plus requirement for principal use if approved as accessory use)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Child care, 7+ children</td>
<td>1 per 400 sf gfa, and 1 additional space, reserved for pickup and delivery of children, per 800 sf gfa</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Service</td>
<td>Community assembly</td>
<td>1 per 80 sf of principal assembly area plus 1 per 300 sf of office area</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Community center&lt;sup&gt;65&lt;/sup&gt;</td>
<td>1 per 80 sf of principal assembly area plus 1 per 300 sf of office area</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Family self-sufficiency service</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Homeless and transient shelter</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Neighborhood recreation center&lt;sup&gt;66&lt;/sup&gt;</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Cultural Facility&lt;sup&gt;67&lt;/sup&gt;</td>
<td>Aquarium</td>
<td>1 per 500 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Botanical gardens</td>
<td>1 per 5,000 sf of gross land area</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Library</td>
<td>1 per 400 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Museum or cultural center</td>
<td>1 per 400 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Planetarium</td>
<td>1 per 400 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Zoo</td>
<td>1 per 2,000 sf gross land area</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>All other uses</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Educational Facility</td>
<td>Boarding school</td>
<td>See Schedule C.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>College and university</td>
<td>1 per 300 sf of enclosed floor space</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Computer-aided learning center</td>
<td>1 per 300 sf of enclosed floor space</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Elementary school</td>
<td>1 per 50 sf of floor area in the multipurpose room</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>High school or middle school</td>
<td>1 per six seats in the main auditorium or assembly room, based on maximum capacity</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>All other Educational Facility uses</td>
<td>1 per 300 sf of enclosed floor space</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Government Facility</td>
<td>Correctional institution</td>
<td>See Schedule C.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Governmental office</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Governmental service</td>
<td>1 per 600 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Police/fire station</td>
<td>See Schedule C.</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

---

<sup>65</sup> NOTE: Requirements noted in the literature vary widely for this use; staff should review based on use in Anchorage.

<sup>66</sup> NOTE: Requirements noted in the literature vary widely for this use; staff should review based on use in Anchorage.

<sup>67</sup> NOTE: Requirements noted in the literature vary widely for most of these cultural facility uses, especially for library, museum, and planetarium uses. For example, library parking requirements were found to vary from 1 per 250 to 1 per 1000 sf gfa. Staff should review based on use in Anchorage.
### TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A

(“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Health Care Facility</td>
<td>Health care facility or nursing home, all uses other than hospitals</td>
<td>1 per four beds, based upon maximum capacity. If the facility is used exclusively for the housing of the elderly, disabled, or handicapped, the Zoning Board of Examiners and Appeals may allow a portion of the area reserved for off-street parking to be landscaped if the board finds that the landscaping is suitable and is in the best interests of the residents of the neighborhood.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Health service establishment</td>
<td>1 per 250 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hospital</td>
<td>1 per two beds, based on maximum capacity, plus 1 per 300 sf of office and administrative area, plus required parking for supplemental uses (This is an increase from the original, which did not include parking for office area)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Park and Open Area</td>
<td>Cemetery</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Community garden</td>
<td>1 per 5,000 sf of lot area</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nursery, public</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Park, public</td>
<td>See Schedule C. Playfields (soccer, baseball, etc.) shall have minimum of 20 spaces per field.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Facility</td>
<td>Airport</td>
<td>See Schedule B.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Airstrip, private</td>
<td>See Schedule B.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus transit center</td>
<td>See Schedule C.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heliport</td>
<td>See Schedule B.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Railroad freight terminal</td>
<td>See Schedule C.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Railroad passenger terminal</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Taxicab dispatching office</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utility Facility</td>
<td>All uses</td>
<td>1 per 1,000 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Communication Structures</td>
<td>All uses</td>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A

(“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COMMERCIAL USES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Uses</td>
<td>Farming, animal husbandry</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Farming, horticultural</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Animal Sales, Service &amp; Care</td>
<td>Animal control shelter</td>
<td>1 per 400 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Animal grooming service</td>
<td>1 per 400 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kennel</td>
<td>1 per 600 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Paddock or stable</td>
<td>1 per 5 stalls</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pet shop</td>
<td>1 per 300 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Veterinary clinic</td>
<td>1 per 600 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assembly</td>
<td>Civic/convention center</td>
<td>1 per four seats of principal room. If no fixed seating, then</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>based on maximum capacity under provisions of International</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Building Code.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Club/lodge/meeting hall</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Entertainment event, major</td>
<td>See Schedule C.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Entertainment, Indoor</td>
<td>Amusement establishment</td>
<td>Indoor entertainment facility: 1 per 300 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Bowling Alley</td>
<td>• 4 per bowling lane (Kept original requirement.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fitness and recreational sports</td>
<td>1 per 4 persons based on the maximum allowable occupancy</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>center</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Movie theater</td>
<td>1 per four seats of principal room. If no fixed seating, then</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>based on maximum capacity under provisions of International</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Building Code.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nightclub, licensed or unlicensed</td>
<td>1 per three seats. If no fixed seating, then based on</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td>maximum capacity under provisions of International Building</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Code.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theater company or dinner</td>
<td>Theatre company or dinner</td>
<td>1 per four seats of principal room. If no fixed seating, then</td>
<td></td>
<td></td>
</tr>
<tr>
<td>theater</td>
<td>theater</td>
<td>based on maximum capacity under provisions of International</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Building Code.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A

("du" = dwelling unit; "sf" = square feet; "gfa" = gross floor area)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Entertainment / Recreation, Outdoor</td>
<td>General outdoor recreation, commercial</td>
<td>1 per 5,000 sf of land area, or 1 per 3 persons capacity (maximum), whichever is greater; playfields (soccer, baseball, etc.) shall have minimum of 20 spaces per field</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Golf course</td>
<td>4 per green</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Golf driving range</td>
<td>1 per tee</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Motorized sports facility</td>
<td>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</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shooting range, outdoor</td>
<td>2 per target area, or 1 per 5 seats, whichever is greater</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Skiing facility</td>
<td>See Schedule C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financial Institutions</td>
<td>Financial institution</td>
<td>1 per 300 sf gfa (plus vehicle stacking spaces if drive-through is provided)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Food and Beverage Service</td>
<td>Bar or tavern</td>
<td>1 per 200 sf gfa (Original was based on number of seats.)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brew pub</td>
<td>1 per 200 sf gfa (Original was based on number of seats.)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Food and beverage kiosk</td>
<td>1 per establishment, plus vehicle stacking spaces</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Restaurant</td>
<td>1 per 100 sf gfa (plus vehicle stacking spaces if drive-through is provided) (Original was based on number of seats.)</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Office</td>
<td>Office, business or professional</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Broadcasting and recording facility</td>
<td>1 per 300 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail (Personal Service)</td>
<td>All other uses</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dry-cleaning, drop-off site</td>
<td>2 per service window, plus vehicle stacking spaces if drive-through is provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Funeral services</td>
<td>1 per 150 sf gfa in main assembly areas</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Retail (Repair and Rental)</td>
<td>All uses</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Retail (Sales)</td>
<td>Auction house</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Business service establishment</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A

("du" = dwelling unit; "sf" = square feet; "gfa" = gross floor area)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience store</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farmers market</td>
<td>1 per 250 sf, with a minimum of 6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel sales with convenience store</td>
<td>1 per 200 sf gfa, plus vehicle stacking spaces for fuel sales (plus vehicle stacking spaces if drive-through carwash is provided)</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Meat and seafood processing, storage, and sales</td>
<td>1 per 400 sf gfa</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General retail, large</td>
<td>1 per 300 sf gfa</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| General retail, medium              | 1 per 200 sf gfa  
(Increased from original 1 per 300 sf gfa for general retail) | X                                                                                      |                                   |                                     |
| General retail, small               | 1 per 200 sf gfa  
(Increased from original 1 per 300 sf gfa for general retail) | X                                                                                      |                                   |                                     |
| Liquor store                        | 1 per 300 sf gfa                               | X                                                                                      |                                   |                                     |
| Lumber yard/building materials store| 1 per 300 sf gfa                               | X                                                                                      |                                   |                                     |
| Nursery, commercial                 | See Schedule B.                                | X                                                                                      |                                   |                                     |
| Pawnshop                            | 1 per 300 sf gfa                               | X                                                                                      |                                   |                                     |
| Plumbing and heating equipment dealer| 1 per 300 sf gfa                          | X                                                                                      |                                   |                                     |
| Shopping centers                    | See Schedule B.                                | X                                                                                      |                                   |                                     |
| Vehicles and Equipment              | Aircraft and marine vessel sales              | See Schedule B.                                                                        | X                                 |                                     |
| Gasoline service station            | 4 per 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) (plus additional vehicle stacking spaces if drive-through carwash is provided) | X                                                                                      | X                                 |                                     |
| Heavy equipment, sales and rental   | See Schedule B.                                | X                                                                                      |                                   |                                     |
| Impound yard                        | 1 per 500 sf gfa, plus 1 per 5,000 sf of outdoor storage area | X                                                                                      |                                   |                                     |
| Vehicle parts and supplies          | 1 per 400 sf gfa                              | X                                                                                      |                                   |                                     |
| Vehicle – large and small, sales and rental | See Schedule B.                          | X                                                                                      |                                   |                                     |

**NOTE:** Requirements noted in the literature vary widely for this use; staff should review based on use in Anchorage.
### TABLE 21.07-8: OFF-STREET PARKING SCHEDULE A
(“du” = dwelling unit; “sf” = square feet; “gfa” = gross floor area)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitor Accommodations</td>
<td>Camper park</td>
<td>1.1 spaces for each recreational vehicle space</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extended-stay lodgings</td>
<td>1.5 per guestroom or 1 bedroom unit; 1.75 per 2 bedroom unit; 2 per 3 bedroom or more unit</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hostel</td>
<td>1 per 600 sf gfa</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hotel</td>
<td>1 per guestroom, plus 1 per 90 sf gfa of meeting or lounge area, plus any supplemental uses</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inn</td>
<td>1 per guestroom, plus 1 per 90 sf gfa of meeting or lounge area</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Motel</td>
<td>1 per guestroom, plus 1 per 90 sf gfa of meeting or lounge area, plus any supplemental uses</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Recreational and vacation camp</td>
<td>1 per 2 beds, or 1 per cabin, sleeping unit, or tent site, whichever is greater</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### INDUSTRIAL USES

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Service</td>
<td>All uses</td>
<td>See Schedule B.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Manufacturing and Production</td>
<td>All uses</td>
<td>See Schedule B.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Marine Facility</td>
<td>All uses</td>
<td>See Schedule B.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Warehouse and Freight Movement</td>
<td>All other uses</td>
<td>See Schedule B.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Self-storage facility</td>
<td></td>
<td>1 per 50 units, plus 1 per 300 sf of office area, plus vehicle stacking spaces for security gate. Aisles suitable for temporary loading and unloading may be counted as required parking stalls in accordance with Table 21.07-4 as determined by the traffic engineer.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Waste and Salvage</td>
<td>All uses</td>
<td>See Schedule C.</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

---

**NOTE:** Highlighted text has been added to text from the recent ordinance for clarification.
2. **Schedule B**\(^70\)

Uses subject to Off-Street Parking Schedule “B” shall provide the following minimum number of off-street parking spaces, in Table 21.07-9, *Off-Street Parking Schedule B*.

Unless otherwise approved, lots containing more than one activity shall provide parking and loading in an amount equal to the total of the requirements for all activities.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Number of Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offices or administrative area</td>
<td>1 per 300 square feet</td>
</tr>
<tr>
<td>Indoor sales area</td>
<td>1 per 250 square feet</td>
</tr>
<tr>
<td>Outdoor sales or display area (3,000 square feet or less)</td>
<td>1 per 750 square feet</td>
</tr>
<tr>
<td>Outdoor sales or display area (over 3,000 square feet)</td>
<td>1 per 2,000 square feet</td>
</tr>
<tr>
<td>Indoor storage/warehousing/vehicle service/manufacturing area</td>
<td></td>
</tr>
<tr>
<td>1–3,000 square feet</td>
<td>1 per 300 square feet</td>
</tr>
<tr>
<td>3,001–5,000 square feet</td>
<td>1 per 650 square feet</td>
</tr>
<tr>
<td>5,001–10,000 square feet</td>
<td>1 per 750 square feet</td>
</tr>
<tr>
<td>10,001–50,000 square feet</td>
<td>1 per 1,250 square feet</td>
</tr>
<tr>
<td>50,001 square feet+</td>
<td>1 per 1,500 square feet</td>
</tr>
</tbody>
</table>

3. **Schedule C**\(^71\)

Uses that reference “Schedule C” have widely varying parking and loading demand characteristics, making it impossible to specify a single off-street parking or loading standard. Upon receiving a development application for a use subject to Schedule C standards, the Building Official and the Traffic Engineer shall apply the off-street parking and loading standard specified for the listed use that is deemed most similar to the proposed use or establish minimum off-street parking requirements on the basis of a parking and loading study prepared by the applicant. Such a study shall include estimates of parking demand based on recommendations of the Institute of Transportation Engineers (ITE), or other acceptable estimates as approved by the Traffic Engineer, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. The study shall document the source of data used to develop the recommendations.

\(^70\) Note: This is a new section to address multiple activities on one site.

\(^71\) NOTE: This is a new section to provide for uses whose parking requirements may vary widely.
4. **Maximum Number of Spaces Permitted**
   
a. **General Maximum Requirement**
   For any use categorized as a Commercial or Industrial use in Table 21.05-1, Table of Allowed Uses, off-street vehicle parking spaces shall not be provided in an amount that is more than 125 percent of the minimum requirements established in Table 21.07-8, Off-Street Parking Schedule A. The maximum number of allowable parking spaces may be adjusted by the Traffic Engineer and the Administrative Official if the applicant provides written information documenting that the proposed commercial or industrial use would not be economically viable without such adjustment.

b. **Exceptions**
   i. If application of the maximum parking standard would result in less than six parking spaces, the development shall be allowed six parking spaces.

ii. 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:

   - **(A)** Accessible parking
   - **(B)** Vanpool and carpool parking
   - **(C)** Structured parking, underground parking, and parking within, above, or beneath the building(s) it serves.

iii. For the purpose of calculating parking requirements, the following types of parking spaces shall not count against either the minimum or maximum requirements:

   - **(A)** Fleet vehicle parking

iv. Exceptions to the maximum parking requirement may be allowed in situations that meet the following criteria:

   - **(A)** The proposed development has unique or unusual characteristics such as high sales volume per floor area or low parking turnover, which create a parking demand that exceeds the maximum ratio and which typically does not apply to comparable uses; and,

   - **(B)** The parking demand cannot be accommodated by on-street parking, shared parking with nearby uses, or by increasing the supply of spaces that are exempt from the maximum ratio; and,

   - **(C)** The request is the minimum necessary variation from the standards; and,
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Sec. 21.07.090 Off-Street Parking and Loading

(D) If located in a mixed-use district, the uses in the proposed development and the site design are highly supportive of the mixed-use concept and support high levels of existing or planned transit and pedestrian activity.

D. Parking Alternatives

The Traffic Engineer and Administrative Official may approve alternatives to providing the number of off-street parking spaces required by subsection 21.07.090.C., in accordance with the following standards.

1. Shared Parking

The Traffic Engineer and Administrative Official may approve shared parking facilities for developments or uses with different operating hours or different peak business periods if the shared parking complies with all of the following standards:

a. Location

Shared parking spaces shall be located within 600 feet of an entrance, unless approved by the Traffic Engineer.

b. Zoning Classification

Shared parking areas shall be located on a site with the same or a more intensive zoning classification than required for the primary uses served.

c. Shared Parking Study

Those proposing to use shared parking as a means of satisfying off-street parking requirements shall submit a shared parking analysis to staff that clearly 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. It shall address, at a minimum, the size and type of the proposed development, 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. The applicant shall also demonstrate that any parking reduction requested as part of the shared parking study will not result in the spillover of parking onto other properties.

d. Agreement for Shared Parking

The parties involved in the joint use of off-street parking facilities shall submit a written agreement in a form to be recorded for such joint use, approved by the Traffic Engineer and Administrative Official as to form and content. An agreement for shared parking facilities shall be for the life of the occupancy of the building, and shall provide for the maintenance of jointly used parking facilities. The Traffic Engineer and Administrative Official may impose such conditions of approval as

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72 NOTE: This section contains revised shared/joint parking regulations and new sections on off-site parking and other alternative parking topics.

73 NOTE: This is existing Section 21.45.080.W.3 “Joint Use” with revisions highlighted.

74 NOTE: The intent of this requirement is to ensure that shared parking is not sited on more sensitive sites (e.g., residential areas).
may be necessary to ensure the adequacy of parking in areas affected by such an agreement. Recordation of the agreement shall take place before issuance of a building permit for any use to be served by the shared parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided in accordance with the requirements of subsection 21.07.090.C.

2. Off-Site Parking

The Traffic Engineer and Administrative Official may approve the location of required off-site parking spaces on a separate lot from the lot on which the principal use is located if the off-site parking complies with all of the following standards:

a. Ineligible Activities

Required parking spaces for residential uses must be located on the site of the use or within a tract owned in common by all owners of the properties that will use the tract. Required parking spaces for persons with disabilities may not be located off-site.

b. Location

No off-site parking space may be located more than 600 feet from an entrance (measured along the shortest legal pedestrian route) unless approved by the Traffic Engineer. Off-site parking spaces shall be connected to the use by acceptable pedestrian facilities. Off-site parking spaces may not be separated from the use served by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway, a traffic signal, a shuttle bus, or other traffic control is provided or other traffic control or remote parking shuttle bus service is provided.

c. Zoning Classification

Off-site parking areas shall have the same or a more intensive zoning classification applicable to the primary use served.

d. Agreement for Off-Site Parking

In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement between the record owners shall be required. The agreement shall guarantee the use of the off-site parking area in perpetuity. An attested copy of the agreement between the owners of record shall be submitted to the Municipality for recordation in a form established by the Municipal Attorney. Recordation of the agreement shall take place before issuance of a building permit or certificate of occupancy for any use to be served by the off-site parking area. An off-site parking agreement may be revoked only if all required off-street parking spaces will be provided in accordance with the requirements of this chapter. No use shall be continued if the parking is removed unless substitute parking facilities are provided, and the Traffic Engineer and Administrative Official shall be notified at least 60 days prior to the termination of a lease for off-site parking.

75 NOTE: This section is new.
3. **On-street Parking**

On-street parking spaces in the right-of-way along the property line, between the two side lot lines of the site, may be counted to satisfy the minimum off-street parking requirements, if approved by the Traffic Engineer. In mixed-use districts, on-street parking meeting the above criteria shall be counted towards off-street parking requirements.

4. **District Parking**

Minimum required off-street parking spaces may be waived for properties within the boundaries of a public parking or local improvement district that provides district-wide parking facilities.

5. **Stacked, Tandem, and Valet Parking**

Stacked, tandem, or valet parking for nonresidential uses is allowed if an attendant is present to move vehicles. In addition, a guarantee acceptable to the Municipality shall be filed with the Municipality ensuring that a valet parking attendant shall always be on duty when the parking lot is in operation.

6. **Structured Parking**

   a. **Maximum Parking Waiver**

      Where 75 percent or more of the parking accessory to a use is in structured parking, there shall be no maximum cap on the number of parking spaces.

   b. **Credit for Nearby Public Structured Parking**

      In the MU and C-2 districts, spaces available in public parking structures located within 1,000 feet of the subject use may be counted toward the total amount of required off-street parking.

   c. **Floor Area Bonus for Automated and Underground Parking in the C-2 and Mixed-use Districts**

      A floor area bonus shall be granted for underground parking structures and automated parking structures in the C-2 (A, B, and C) and mixed-use districts. The bonus shall be granted at a ratio of three square feet of additional bonus area for each square foot of structured parking that is underground or within an automated parking structure.

7. **Sites in Mixed-use Districts**

   In the mixed-use districts, the total requirement for off-street parking facilities shall be the sum of the requirements for the various uses computed separately, subject to the modifications set forth below.

   a. All uses within MU districts shall be eligible for a five percent parking reduction to reflect the reduced automobile use associated with mixed-use developments.

   b. A 10 percent parking reduction for multifamily residential dwellings may be allowed if the proposed use is located within 300 feet of a transit stop with midday service headways of 30 minutes or less in each direction.
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Sec. 21.07.090 Off-Street Parking and Loading

For non-residential uses, the minimum parking requirement may be reduced 10 percent if the use incorporates a transit stop that meets minimum design standards established by the Municipality to ensure ready access to users and is compatible with the design and materials of the non-residential use of which it is associated.

d. The total number of parking spaces required of a use or uses in a MU District may be further reduced by the Traffic Engineer and Administrative Official if the applicant prepares a parking evaluation that demonstrates a reduction is appropriate based on the expected parking needs of the development, availability of mass transit, and similar factors. The parking evaluation shall be prepared in a form and manner prescribed by the Traffic Engineer.

8. Other Eligible Alternatives
The Traffic Engineer may approve any other alternative to providing off-street parking spaces on the site of the subject development if the applicant demonstrates to the satisfaction of the Traffic Engineer that the proposed plan will protect surrounding neighborhoods, maintain traffic circulation patterns, and promote quality urban design to at least the same extent as would strict compliance with otherwise applicable off-street parking standards.

E. Off-Street Loading Requirements

No building or structure used for any commercial, business, industrial, or public/institutional use shall be erected, nor shall any such existing building or structure be altered so as to increase its gross floor area by 25 percent, without prior provision for off-street loading space in conformance with the following minimum requirements:

1. Types of Loading Berths
Required off-street loading space shall be provided in berths that conform to the following minimum specifications:

   a. Type A berths shall be at least 60 feet long by ten feet wide by 14 feet six inches high, inside dimensions.

   b. Type B berths shall be at least 30 feet long by ten feet wide by 14 feet six inches high, inside dimensions.

   c. Type C berths shall be located in the rear of a lot and utilize part of an adjacent alley. The building setback shall be a minimum of five feet from the property line along the alley for the entire width of the lot.

2. Number of Spaces
The following numbers and types of berths shall be provided for the specified uses in Table 21.07-10, Off-Street Loading Berths; provided, however, that, in any MU district, one type C berth may be substituted for one type B berth. The uses specified in this subsection shall include all structures designed, intended, or arranged for such use.

76 NOTE: This is the existing section 21.45.090. It has been moved into this combined section on parking and loading.
### TABLE 21.07-10: OFF-STREET LOADING BERTHS

<table>
<thead>
<tr>
<th>Use</th>
<th>Aggregate Gross Floor Area (square feet)</th>
<th>Berths Required</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Uses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple-family dwellings</td>
<td>25,000--150,000</td>
<td>1</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>150,000--400,000</td>
<td>2</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Each additional 250,000 or fraction thereof</td>
<td>1 additional</td>
<td>B</td>
</tr>
<tr>
<td><strong>Public/Institutional Uses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural facilities&lt;sup&gt;77&lt;/sup&gt;</td>
<td>7,000--24,000</td>
<td>1</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>24,000--50,000</td>
<td>2</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>50,000--100,000</td>
<td>3</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Over 100,000, each additional 50,000 or major fraction thereof</td>
<td>1 additional</td>
<td>B</td>
</tr>
<tr>
<td>Educational facilities</td>
<td>Over 14,000</td>
<td>1</td>
<td>B</td>
</tr>
<tr>
<td>Health care facilities</td>
<td>10,000--100,000</td>
<td>1</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Over 100,000</td>
<td>2</td>
<td>B</td>
</tr>
<tr>
<td>Railroad freight terminals and other transportation facilities</td>
<td>12,000--36,000</td>
<td>1</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>36,000--60,000</td>
<td>2</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>60,000--100,000</td>
<td>3</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>Each additional 50,000 or fraction thereof</td>
<td>1 additional</td>
<td>A</td>
</tr>
<tr>
<td><strong>Commercial Uses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assembly uses</td>
<td>25,000--150,000</td>
<td>1</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>150,000--400,000</td>
<td>2</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Each additional 250,000 or fraction thereof</td>
<td>1 additional</td>
<td>B</td>
</tr>
<tr>
<td>All commercial establishments not otherwise specified</td>
<td>7,000--24,000</td>
<td>1</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>24,000--50,000</td>
<td>2</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>50,000--100,000</td>
<td>3</td>
<td>B</td>
</tr>
</tbody>
</table>

<sup>77</sup> NOTE: This category has been added to this table and the requirements for general commercial uses have been used as a starting point.
### TABLE 21.07-10: OFF-STREET LOADING BERTHS

<table>
<thead>
<tr>
<th>Use</th>
<th>Aggregate Gross Floor Area (square feet)</th>
<th>Berths Required</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitor accommodations and office uses</td>
<td>Over 100,000, each additional 50,000 or major fraction thereof</td>
<td>1 additional</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>25,000--40,000</td>
<td>1</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>40,000--100,000</td>
<td>2</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Each additional 100,000 or major fraction thereof</td>
<td>1 additional</td>
<td>B</td>
</tr>
<tr>
<td>Industrial Uses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All industrial uses</td>
<td>Over 100,000, each additional 50,000 or major fraction thereof</td>
<td>1 additional</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>12,000--36,000</td>
<td>1</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>36,000--60,000</td>
<td>2</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>60,000--100,000</td>
<td>3</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>Each additional 50,000 or major fraction thereof</td>
<td>1 additional</td>
<td>A</td>
</tr>
</tbody>
</table>

3. **Uses Not Specifically Mentioned**

   In the case of a use not specifically mentioned in this section, the requirements for off-street loading facilities shall be the same as the use mentioned in this section which, in the opinion of the Traffic Engineer, is most similar to the use not specifically mentioned.

4. **Concurrent Different Uses**

   When any proposed structure will be used concurrently for different purposes, final determination of loading requirements shall be made by the Traffic Engineer, but in no event shall the loading requirements be less than the total requirements for each use based upon its aggregate gross floor area.

5. **Location of Off-Street Loading Facilities**

   Off-street loading facilities required under this Title shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. The required off-street loading space shall not be part of the area used to satisfy the off-street parking requirements unless approved by the Traffic Engineer. The placement of proposed off-street loading facilities adjacent to residential areas or in an area with a residential zoning classification shall be considered for noise and glare impacts. Mitigation techniques, including appropriate siting and site design measures, may be required by the Traffic Engineer.

6. **Manner of Using Loading Areas**

   No space for loading or unloading of vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading
space shall be provided with access to an alley, or, if no alley adjoins the lot, with access to a street. Any required front, side, or rear yard may be used for loading unless otherwise prohibited by this Title. Design and location of entrances and exits for required off-street loading areas shall be subject to the approval of the Traffic Engineer. Service and off-street loading areas shall comply with the screening requirements for such areas set forth in subsection 21.07.080.E.4.

7. Location
To the maximum extent feasible, loading areas shall be located to the rear of a site and/or away from adjacent residential areas.

8. Signs
The owners of the property shall provide, locate, and maintain loading signs as specified by the Traffic Engineer. Such signs shall not be counted against allowed advertising sign area.

F. Computation of Parking and Loading Requirements

1. Fractions
When measurements of the number of required spaces result in a fractional number, any fraction shall be rounded up to the next higher whole number.

2. Multiple Uses
Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses.

3. Area Measurements
Unless otherwise specified, all square footage-based parking and loading standards shall be computed on the basis of gross floor area of the use in question. Structured parking within a building shall not be counted in such measurement.

4. Computation of Off-Street Parking
Required off-street loading space shall not be included as off-street parking space in computation of required off-street parking space.

5. Snow Storage
Any parking space or area that is used or intended for snow storage shall not be counted towards meeting any parking requirement.

6. Parking for Unlisted Uses
Parking requirements for uses not specifically listed in subsection 21.07.090.C. shall be determined by the Traffic Engineer based on the requirements for the closest comparable use, as well as on the particular parking demand and trip generation characteristics of the proposed use. The Traffic Engineer may alternately require the submittal of a parking demand study that justifies estimates of parking demand based on the recommendations of the Institute of Transportation Engineers, and includes relevant data collected from uses or combinations of uses that are the same

78 NOTE: If any accessory uses have their own, additional parking requirements, those requirements are set forth in the accessory use regulations in Chapter 21.05.
or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

7. **Dimensions of Parking Spaces**

The parking configuration stated in the following table shall apply to all required off-street parking.

<table>
<thead>
<tr>
<th>Parking Angle</th>
<th>Stall Width</th>
<th>Stall to Curb</th>
<th>Aisle Width 1-way</th>
<th>Aisle Width 2-way</th>
<th>Curb Length</th>
<th>Overhang</th>
</tr>
</thead>
<tbody>
<tr>
<td>0°</td>
<td>9.0</td>
<td>9.0</td>
<td>12.0</td>
<td>24</td>
<td>23.0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>9.5</td>
<td>9.5</td>
<td>12.0</td>
<td>24</td>
<td>23.0</td>
<td></td>
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<tr>
<td></td>
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<td>10.0</td>
<td>12.0</td>
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<td>23.0</td>
<td></td>
</tr>
<tr>
<td>20°</td>
<td>9.0</td>
<td>15.0</td>
<td>12.0</td>
<td>24</td>
<td>26.3</td>
<td>0.7</td>
</tr>
<tr>
<td></td>
<td>9.5</td>
<td>15.5</td>
<td>12.0</td>
<td>24</td>
<td>27.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>15.9</td>
<td>12.0</td>
<td>24</td>
<td>29.2</td>
<td></td>
</tr>
<tr>
<td>30°</td>
<td>9.0</td>
<td>17.3</td>
<td>12.0</td>
<td>24</td>
<td>18.0</td>
<td>1.0</td>
</tr>
<tr>
<td></td>
<td>9.5</td>
<td>17.8</td>
<td>12.0</td>
<td>24</td>
<td>19.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>18.2</td>
<td>12.0</td>
<td>24</td>
<td>20.0</td>
<td></td>
</tr>
<tr>
<td>40°</td>
<td>9.0</td>
<td>19.1</td>
<td>12.0</td>
<td>24</td>
<td>14.0</td>
<td>1.3</td>
</tr>
<tr>
<td></td>
<td>9.5</td>
<td>19.5</td>
<td>12.0</td>
<td>24</td>
<td>14.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>19.9</td>
<td>12.0</td>
<td>24</td>
<td>15.6</td>
<td></td>
</tr>
<tr>
<td>45°</td>
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<td>24</td>
<td>12.7</td>
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<td>9.5</td>
<td>20.1</td>
<td>12.0</td>
<td>24</td>
<td>13.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>20.5</td>
<td>12.0</td>
<td>24</td>
<td>14.1</td>
<td></td>
</tr>
<tr>
<td>50°</td>
<td>9.0</td>
<td>20.4</td>
<td>12.0</td>
<td>24</td>
<td>11.7</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td>9.5</td>
<td>20.7</td>
<td>12.0</td>
<td>24</td>
<td>12.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>21.0</td>
<td>12.0</td>
<td>24</td>
<td>13.1</td>
<td></td>
</tr>
<tr>
<td>60°</td>
<td>9.0</td>
<td>21.0</td>
<td>18.0</td>
<td>24</td>
<td>10.4</td>
<td>1.7</td>
</tr>
<tr>
<td></td>
<td>9.5</td>
<td>21.2</td>
<td>18.0</td>
<td>24</td>
<td>11.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>21.5</td>
<td>18.0</td>
<td>24</td>
<td>11.5</td>
<td></td>
</tr>
<tr>
<td>70°</td>
<td>9.0</td>
<td>21.0</td>
<td>19.0</td>
<td>24</td>
<td>9.6</td>
<td>1.9</td>
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<td>9.5</td>
<td>21.2</td>
<td>18.5</td>
<td>24</td>
<td>10.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>21.2</td>
<td>18.0</td>
<td>24</td>
<td>10.6</td>
<td></td>
</tr>
</tbody>
</table>

---

**NOTE:** There were comments that Anchorage has a significant percentage of trucks and larger vehicles and that this should be considered. National research about SUV parking indicates that parking spaces 8 feet, 6 inches wide and 18 feet long will accommodate the average SUV but door maneuvers are “less comfortable,” there is a smaller margin of error for the driver, and sight distance (which is already inadequate for smaller vehicles) is more restricted. The City of Detroit recently chose to require minimum stall dimensions of 9 feet wide and 20 feet long to accommodate larger American vehicles throughout the city. Anchorage’s primary stall dimensions start at a width of 9 feet and therefore may be adequate for larger vehicles. Per staff direction, we have eliminated the existing provisions for compact spaces. However, we heard conflicting advice on this issue from different staff departments, and we note that always requiring larger spaces will increase the overall size of parking lots, which may be contrary to other 2020 Plan goals.
8. Calculation of Parking Space Dimensions

The spatial relationships described in Table 21.07-11 shall be calculated in the manner depicted in the following diagram:

![Diagram of parking space dimensions]

9. Recreational Vehicle Spaces

Parking spaces for recreational vehicles, if provided, shall be a maximum of 10 feet by 40 feet.

G. Parking Lot Design Standards

Parking lots and spaces provided in accordance with the requirements of this section shall meet the following standards:

NOTE: All dimensions are to the nearest tenth of a foot.
1. Location of Parking Lots

Parking lots shall be located on the proposed development site in accordance with the following standards for each use type specified, except when alternate configuration is approved by the Traffic Engineer and the Building Official.

a. Commercial Greenfield and Large Retail Developments

i. Relationship to Buildings

In order to reduce the scale of the paved surfaces, to create a unified streetscape, and to shorten the walking distance between the parked vehicle and the building, off-street parking for all commercial and large retail developments shall be located according to one of the following options.

(A) No more than 70 percent of the off-street surface parking spaces provided for all uses contained in the development’s primary building(s) shall be located between the front façade of the primary building(s) and the primary abutting street (i.e., the remaining spaces must be located to the rear or side of the primary building), or

(B) More than 70 percent of the off-street parking spaces provided for all uses contained in the development’s primary building(s) may be located between the front façade of the primary building(s) and the primary abutting street, provided the size of the perimeter buffer and buffer landscaping required by Section _____ is increased by 50 percent. (For example, if the required perimeter landscape buffer is 30 feet and 75% of the parking is between the front façade and the street, then the buffer would be increased to 45 feet and additional landscaping required.) For purposes of this section, the “primary building” shall be defined as the building with the most business activity or [ADD ILLUSTRATION]

ii. Parking in Setbacks and Buffers

No parking shall be permitted in any required perimeter landscape buffer or setback area, except as provided in subsection 21.06.020.B.2.h.iv, Temporary Features.

iii. Relationship to Residential Areas

To the maximum extent feasible, parking lots should be located away from any adjoining residential uses while still remaining in compliance with the standards and requirements of this section.

b. Infill Commercial Development

i. Relationship to Street Frontage

**NOTE: Need to define terms used in this section such as “commercial greenfield”, “large retail”, and “infill.”**
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Sec. 21.07.090 Off-Street Parking and Loading

No more than 70 percent of a site’s frontage on the primary adjacent public street shall be occupied by a parking lot, perimeter parking lot buffer, or driveways. At least 30 percent must be occupied by a wall of the primary building. [ADD ILLUSTRATION]

c. Multi-Family Greenfield Development
i. Relationship to Street Frontage
No more than 50 percent of a site’s frontage on the primary adjacent public street shall be occupied by a parking lot, perimeter parking lot buffer, parking structure, garages, or carports. [ADD ILLUSTRATION]

ii. Commercial Greenfield Standards Apply
Multi-family greenfield developments shall comply with all standards applicable to commercial greenfield developments as set forth above.

d. Multi-Family Infill Development
i. Relationship to Street Frontage
No more than 70 percent of a site’s frontage on the primary adjacent public street shall be occupied by a parking lot, perimeter parking lot buffer, or driveways. At least 30 percent must be occupied by a wall of the primary building(s).

ii. Parking Underneath Buildings
Parking may be allowed on the ground level underneath a building provided the parking area is fully screened by a wall or façade or other architectural treatment consistent with the rest of the building in terms of style, detail, and materials.

e. Central Business, Mixed-Use Districts, R-3, and R-4 Districts
i. Relationship to Street Frontage
In the Central Business District and mixed-use districts, no more than 50 percent of the street frontage may be occupied by accessory parking or driveways. This limit shall not apply to off-street parking as a principal use.

ii. Structured Parking
No ground floor structured parking shall be allowed adjacent to any public street. All ground floor structured parking must be screened by usable ground-floor commercial, institutional, or residential space of a minimum depth of 25 feet from the property line.

2. Location of Parking Spaces
a. General
Except as provided in this section, all required parking spaces shall be on the same lot as the main building served, or on an abutting lot.
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Sec.21.07.090 Off-Street Parking and Loading

1. Provided that the zoning district in which the lot is located allows for off-street parking as a permitted principal use or as a conditional use. Such abutting lot shall be under the same ownership as that of the building to be served, and there shall be a parking agreement, approved by the Municipality and recorded, which provides for parking requirements in perpetuity.

b. **Mixed Use**
Any off-street or structured parking in the mixed-use districts may be on the same lot as the building served, abutting or contiguous lots, or any lot within 300 feet.

c. **Recreational Vehicle Spaces**
All lots with 100 or more spaces associated with a retail commercial use shall provide one designated parking space for large recreational vehicles per 100 regular spaces. The recreational vehicle spaces shall be depicted on the parking lot layout plan.

d. **Carpool and Vanpool Spaces**
All non-residential lots with 100 or more spaces or that serve uses with 50 or more employees on a single shift shall designate at least two percent of the long-term employee or student parking spaces for carpool/vanpool parking. These designated spaces shall be located closer to the building entrances than other employee or student parking, with the exception of disabled-accessible and short-term visitor parking. These spaces shall be clearly marked “Reserved – Carpool/Vanpool Only” and include hours of use, per the Manual of Uniform Traffic Control Devices.

3. **Pedestrian Access and Circulation**

a. **Purpose**
These standards are intended to provide safe, efficient, and convenient pedestrian access and circulation patterns within parking lots. By creating a safe, continuous network of pedestrian walkways within and between parking lots and developments and adjoining streets and developments, pedestrians will feel more inclined to walk (rather than drive) between stores and other destinations. A pedestrian network that offers clear circulation paths from the parking areas to building entries also creates a safer, more inviting pedestrian environment.

b. **Pedestrian Circulation Plan Required**
Applicants shall submit a pedestrian circulation plan for all parking areas that demonstrates compliance with the following standards.

c. **Pedestrian Connections**
In addition to any pedestrian connections required under this chapter, clearly defined on-site pedestrian walkways shall:

i. Connect each primary entrance of any multi-family or non-residential building with all parking areas or parking structures that serve such primary building(s).
ii. Within all parking lots containing 40 or more spaces, be provided between a public right-of-way and building entrances when buildings are not located directly adjacent to the sidewalk.

d. **Demarcation of Pedestrian Connections**
At each point that the on-site pedestrian walkway system crosses or abuts a parking lot or internal street or driveway, the walkway or crosswalk shall be clearly marked and physically separated through the use of a (1) an upright curb of six inches or more in height, bollards, or other physical buffer; and (2) a change in paving materials distinguished by their color, texture, barrier, or striping. The vehicle overhang buffer shall not encroach into a curbed walkway. Additionally, pedestrian use areas shall be delineated with visual elements such as light poles, bollards, planters, and architectural elements to highlight their location, particularly after a snowfall.

e. **Pedestrian Drop-Off Areas**
For all parking lots with 40 or more spaces, a defined pedestrian drop-off area shall be provided near the primary building entry. The drop-off areas shall meet the standards set forth in the following section.

f. **Snow Storage**
No area necessary for pedestrian circulation such as walkways or drop-off areas shall be used for snow storage.

4. **Vehicular Access and Circulation**
Parking areas should be designed for a safe and orderly flow of traffic throughout the site. Plans shall be reviewed and approved by the Traffic Engineer. Applicants shall submit a vehicular circulation plan for all parking areas that demonstrates compliance with the following standards:

a. **Key Elements**
The vehicular circulation plan shall address the following elements as they relate to parking lots, including but not limited to: fire lanes, emergency access, drive-thrus, drop-offs, and loading areas.

b. **Circulation Patterns**
Circulation patterns within parking areas shall be well defined with curbs, landscaping, landscaped islands, and other similar features. In order to define circulation and provide better site distance, islands at the end of each aisle are encouraged. Parking spaces along major circulation drives are prohibited.

c. **Dead-End Parking Aisles**
To the maximum extent practicable, dead-end parking aisles shall be avoided.
d. **Relationship to Adjacent Properties and Parking Lots**
   The plan shall show existing parking and circulation patterns on adjacent properties and potential connections.

e. **Parking Area Entries/Driveways**
   Entries and driveways providing access to parking areas shall conform to the Municipality of Anchorage Driveway Design Standards currently adopted by the Traffic Department. A copy of those standards can be obtained from the Traffic Department.

f. **Passenger Drop-Off Areas**
   All institutional, recreational, and commercial uses such as schools/daycare, stadiums, and theaters that have high-volume peak traffic volumes shall be provided an on-site area for drop-offs and pick-ups that meets the following requirements:

   i. **Plan**
      The vehicle access and circulation plan shall show the location and design of the proposed passenger drop-off area. The plan shall also include information regarding 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.

   ii. **Schools**
      Drop-off and pick-up areas shall be required for schools (public or private). Drop-off and pick-up areas may be adjacent to a primary driveway access or aisle, but shall be located far enough off the roadway so that they do not cause traffic to stop. Additionally, access to drop-off areas shall not be impeded by location of parking lot access drives. Length and design of the drop-off and pick-up areas shall be approved by the Traffic Engineer.

g. **Parking and Maneuvering**
   All parking spaces and vehicle maneuvering areas required by this section, except those that serve single-family and duplex residences, shall be located entirely on private property unless specifically provided otherwise by this section.

h. **Alleys**
   The usable portion of an alley may be credited as aisle space subject to safety approval by the Traffic Engineer.

i. **Parking Lot Connections**
   Required parking areas 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.
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j. **Ingress and Egress Points**
   i. Ingress and egress to parking facilities shall be designed to maintain adequate sight distance and safety and as prescribed in municipal driveway standards.
   ii. Adequate ingress to and egress from each parking space shall be provided without backing more than 25 feet.

k. **Parking Space Obstructions**
   No wall, post, guardrail, or other obstruction that would restrict vehicle door opening shall be permitted within five feet of the centerline of a parking space.

5. **Snow Storage and Handling**
   Snow storage areas shall be indicated clearly on all parking lot plans. In addition, all parking areas shall meet the following standards.

a. **Snow Storage Area**
   i. **All Sites Outside Central Business Districts**
      In addition to the area set aside to meet the off-street parking requirements of this chapter, a portion of the site equal to a minimum of 20 percent of the area devoted to uncovered surface parking and driveways shall be set aside for snow storage. No parking credit shall be given for snow storage areas. Landscaped areas that are designed for snow storage and meet the standards of this section may be credited towards this minimum area requirement.

      Example: If the amount of parking required on a site plus driveways amounts to 4,000 square feet, then the development would be required to set aside 800 square feet additional for snow storage.

   ii. **Exemptions and Alternatives**
      (A) Minimum snow storage area requirements may be waived for properties within the boundaries of a public parking, local improvement, or snow management district that provides district-wide snow removal services.

      (B) Vehicle driveway and parking areas that are heated surfaces for melting snow shall be exempt from snow storage area requirements.

b. **Location and Design of Snow Storage Areas**
   i. Snow storage may be allowed in landscaped areas, but only if such portions of the landscaped area used for storage are planted with grasses or flowers, not trees or shrubs. Additionally, snow storage is permitted only in landscaped perimeter buffer areas if such buffer is wider than 20 feet. Snow storage areas must be in the first ten feet of such

---

NOTE: Should the height of snow piles be regulated? Further discussion needed.
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1. Perimeter buffers adjacent to the parking lot and shall avoid any areas planted with trees or shrubs. **Add illustration.**

2. Landscaped areas used for snow storage shall be covered in winter with permeable fabric to facilitate removal of sand and other materials after snowmelt. Landscaped areas that meet the above requirements may qualify for credit toward the minimum snow storage area required by this section. In any area containing a drainage outlet or inlet, snow storage locations shall comply with the municipal Design Criteria Manual sections regarding snow disposal sites and drainage.

3. **ii.** Snow storage is prohibited in the following locations:

   (A) On any landscaped island unless the island is a minimum of 15 feet wide.

   (B) In any area designated for pedestrian use or circulation such as a sidewalk or parking lot walkway.

   (C) In any location where sight distance triangles would be adversely impacted.

4. **iii.** Snow storage is discouraged between the primary building entry and the primary street that it faces. However, in any case no more than 50 percent of the primary street frontage on any site may be designated or used for snow storage.

5. **6. Refuse and Trash Collection Areas**
   a. All refuse and trash collection areas shall be delineated on the site parking plan.

   b. All refuse and trash collection areas shall be screened in accordance with 21.07.080.E.3., **Refuse Collection**.

   c. Refuse and trash collection areas shall not be located within any area used to meet the minimum parking specifications of this section or on or near any pedestrian use areas such as sidewalks or walkways.

   d. Refuse and trash collection receptacles shall not be located in a manner that obstructs or interferes with any designated vehicular or pedestrian circulation routes within a parking lot.

6. **7. Maximum Grade**
   The maximum grade for any parking space or interior drive lanes shall be five percent.

7. **8. Paving**
   All parking lots shall be paved with impermeable materials such as a concrete or asphalt compound to standards prescribed by the Traffic Engineer except in circumstances in which the Traffic Engineer approves a permeable surface (such as gravel) may be preferred because of the need to avoid sheet runoff into sensitive environmental areas such as wetlands on a site.
9. **Landscaping**
   
   a. **Perimeter Landscaping**
      
      All parking lots containing more than five parking spaces shall be screened as specified below:
      
      i. **Adjacent to Public Streets, Non-Retail Uses, and Mixed-Use**
         
         Perimeter parking lot landscaping shall be required for all lots having more than five spaces where the lot is adjacent to a public street. Perimeter landscaping shall also be installed where the parking lot is adjacent to a non-retail use such as a residential area, institutional use (e.g., hospital), or office. This perimeter landscaping requirement may be waived as part of a joint circulation plan in a mixed-use development area such as a town center or ______.
         
      ii. **Greenfield Commercial, Public/Institutional, and Multi-Family Sites**
         
         The perimeter landscaping requirement for these uses in greenfield areas may be satisfied by complying with one of the following options:
         
         (A) A perimeter landscaped area greater than 30 feet wide as measured from the property line to the edge of the parking lot with no ornamental metal fencing, masonry wall, or wheel stops in the parking lot required; or
         
         (B) A perimeter landscaped area 15 feet wide with ornamental fencing or masonry wall and a maximum two-foot vehicle overhang area or no parking spaces adjacent to the landscaping. This option shall be available only if less than 70 percent of the parking spaces are located between the primary buildings on the site and the primary streets; or
         
         (C) A perimeter landscaped area less than ten feet wide but at least five feet wide with ornamental fencing or masonry walls and wheel stops or curbing in the parking lot that prevent any vehicle overhang into the landscaped areas. This option shall be available only if less than 70 percent of the parking spaces are located between the primary buildings on the site and the primary streets.
         
      iii. **Infill Sites**
         
         (A) A perimeter landscaped area ten to 20 feet wide with ornamental fencing or masonry wall and a maximum

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86 NOTE: Most of this section is new. The existing sections 21.45.080.W.6. (Landscaping) and W.10. (Landscaping for parking lots with 15 or more spaces) are replaced by this expanded section. Subsection 9.d. below (Parking Structure Landscaping) is carried over from existing Section 21.45.080.W.11 (Landscaping for Parking Structures).

87 NOTE: Need to coordinate this requirement with general site landscaping and buffering regulations.
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two-foot vehicle overhang area or no parking spaces adjacent to the landscaping; or

(B) A perimeter landscaped area less than ten feet wide but at least five feet wide with ornamental fencing or masonry walls and wheel stops or curbing in the parking lot that prevent any vehicle overhang into the landscaped areas. This option shall be available only if less than 50 percent of the parking spaces are located between the primary buildings on the site and the primary streets.

iv. Central Business Zone Districts

(A) A perimeter landscaped area less than ten feet wide but at least three feet wide with ornamental fencing or masonry walls and wheel stops or curbing in the parking lot that prevent any vehicle overhang into the landscaped areas; or

(B) An ornamental fence or masonry wall without landscaping, provided that a planting strip exists between the sidewalk and the adjacent public streets and the planting strip is planted with trees to the minimum specifications of this section. This option shall not be available to parking lots that are a principal or temporary use on the site.

v. Site-Perimeter Landscaping

Perimeter parking lot landscaping may be satisfied by site-perimeter landscaping as required in subsection 21.07.080.D.3., Perimeter Buffer Landscaping, where the location requirements for site-perimeter landscaping overlap with these perimeter parking lot requirements.

vi. Perimeter Landscaped Areas Wider than 20 Feet

For any landscaped areas wider than 20 feet, the required trees and shrubs shall be located within ten feet of the property line and adjacent public right-of-way or sidewalk.

vii. Greenfield Sites

For all greenfield sites, sidewalks and street trees must be installed around the perimeter of all parking lots adjacent to a public street.

viii. Berms

Berms may be used as part of perimeter landscaping areas, but shall not exceed three feet in height.

ix. Stocking/Material Requirements

All perimeter landscaped areas shall be stocked with vegetation as follows at a minimum:

(A) Trees
All perimeter landscaped areas shall be planted according to one of the following options:

(1) Two inch caliper tree on center every 15 linear feet of perimeter buffer; or

(2) Three inch caliper tree on center every 20 linear feet of perimeter buffer; or

(3) Three and one-half inch caliper tree on center every 30 linear feet of perimeter buffer.

No low-branching tree species shall be planted within ten feet of a pedestrian walkway.

(B) Six shrubs, five gallon container size, for every tree. Shrubs shall be planted in masses.

(C) Remainder of buffer area must be planted with a vegetative cover outside the drip line of any trees.

b. **Interior Lot Landscaping**

   i. **Intent**
   
   It is the intent of these standards to require that a minimum percentage of the interior of all parking areas, except for very small lots, be devoted to landscaping. Landscaping should be massed rather than spread throughout the interior of a lot to create a more significant visual impact, to increase the rate of survival of the landscaping, and to facilitate snow removal.

   ii. **General**
   
   Parking lots shall meet the following interior landscaping requirements based on the number of spaces in the lot, unless otherwise provided in this section:

   (A) *More than 40 spaces*
   
   An area equal to at least ten percent of the surface of the parking area including appurtenant driveways shall be devoted to landscaping.

   (B) *20 to 40 spaces*
   
   An area equal to at least five percent of the surface of the parking area including appurtenant driveways shall be devoted to landscaping,

   (C) *Less than 20 spaces*
   
   No interior landscaping required.

   iii. **Greenfield and Infill Development Sites**

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88 NOTE: Need to discuss issue of bringing non-conforming lots into conformity with these new standards.
In addition the minimum percent landscaping requirements, these sites shall comply with or address the following standards and guidelines:\(^89\): [Add illustrations of these standards—show preferred layout.]

(A) **Minimum Planting Area Size**
   The minimum size of any interior planting area shall be ten feet wide and 225 square feet. However, if the landscaped area is to be used for snow storage, it shall be a minimum of 15 feet in width.

(B) **Delineation**
   All interior landscaped areas shall be clearly delineated and marked to be visible during snow removal operations and edged by a curb at least six inches in height. Rolled curbs are not allowed as landscape area edging.

(C) **Minimum Stocking Requirements**
   Landscaped areas shall be planted with a minimum of one tree and six shrubs per 100 square feet. The minimum tree caliper shall be two inches and the minimum shrub container size shall be five gallons.

(D) **Landscape Massing**
   Trees and shrubs should be massed within planting areas to protect them from damage and to facilitate snow removal/storage.

(E) **Preferred Locations**
   The preferred locations for planting areas within parking lots are along major drives and entryways, dividing more than two double-loaded parking bays, and outlining pedestrian walkways within the parking areas.\(^90\)

iv. **Central Business Zone Districts**
   (A) No interior landscaping shall be required for parking lots within the Central Business Zone Districts. However, if such interior landscaping is provided, it shall comply with the standards set forth above.

v. **Berms**
   Berms may be used as part of interior landscaping areas, but shall not exceed three feet in height.

c. **Parking Structure Landscaping**

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\(^89\) NOTE: Need to discuss the issue of bringing existing non-conforming uses up to these standards over time.

\(^90\) NOTE: Rather than require that lots be broken up into parking blocks with a specified maximum number of spaces, we have indicated preferred locations. The parking block concept works well in climates with less snow, but we feel may significantly inhibit snow removal.
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i. Visual enhancement landscaping shall be planted around the perimeter of the parking structure, except:
   (A) At vehicular and pedestrian ingress and egress points; and
   (B) Where the structure abuts an alley right-of-way.

ii. All areas not devoted to buildings, structures, drives, walks, off-street parking facilities or other authorized installations shall be planted with visual enhancement landscaping.

d. Compliance with General Landscaping Requirements
All parking area landscaping shall comply with the general requirements for landscaping set forth in subsection 21.07.080.G.

10. Parking Area Screening
In order to reduce the visual impacts of parking areas on residential properties, including obtrusive glare from vehicle headlights, any portion of an off-street parking area where a vehicle parking space faces an adjacent residentially zoned property shall be screened from the adjacent residential property by a solid decorative wall or fence with a height of four to six feet. Required perimeter buffer landscaping shall be located outside of the fence or wall. The wall shall be durable or protected from vehicles and shall be kept in good repair as effective opaque screening.

11. Shopping Cart Caches
All parking lots for uses that provide shopping carts for utilization by customers shall provide shopping cart return areas. At least one area shall be provided for every 20 parking spaces, and such returns shall be well distributed throughout the site. The shopping cart return areas shall be designed and constructed to prevent shopping carts from being blown and scattered during high winds. Shopping cart return areas shall not be located adjacent to handicapped parking areas or in such a manner to obstruct or interfere with pedestrian use areas.

12. Bicycle Racks
All parking lots with more than 40 spaces shall provide at least one bicycle rack with a minimum of four parking slots. Such racks shall be conveniently located near the primary entry of the primary building on the site, but shall not obstruct pedestrian use areas.

13. Lighting of Off-Street Parking and Loading Areas
All lighting for parking and loading areas shall comply with the requirements of this section.

a. Shielding

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91 NOTE: This standard has been suggested by staff members, who note that the requirement is useful in Alaska’s winters, when it is dark (i.e., headlight glare) and when deciduous buffer landscaping is less effective. It has been a typical case comment. This section was moved into the parking section from the landscaping section.

92 NOTE: Should move to general standards. Discuss issue of motorcycle parking.

93 NOTE: This section is new.
Any light or lamp that emits more than 900 lumens (13 watt compact fluorescent or 60 watt incandescent) shall be shielded with a full cut-off style fixture mounted in a horizontal position.

b. **Light Source**

All fixtures shall utilize one of the following bulb types: Metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high-pressure sodium with a color rendering index above 70.

c. **Pole Height**

To preserve the pedestrian scale and residential environment, the maximum height of any parking lot lighting in residential, RMX, CCMU, or NMU districts shall be 20 feet. The maximum height serving any other type of use in any district shall be 25 feet, except that in lots larger than five acres, the maximum height shall be 35 feet if the pole is located at least 100 feet from any residential use.

d. **Maximum Number of Fixtures**

There shall be no more than two light fixtures on any pole.

e. **Maximum Lighting Level Uniformity (Maximum:Minimum)**

i. Residential: 15:1

ii. Nonresidential: 10:1

f. **Maximum Initial Horizontal Illumination**

i. Residential: Five foot-candles for parking lots.


g. **Maximum Initial Lamp Lumens**

i. Residential: 3,500 lumens (50 watt) for five or less parking spaces. 8,500 lumens (70 watts) for six or more spaces.

ii. Nonresidential: 21,500 lumens (250 watt) 24,000 lumens (400 watt) for 5 acre or larger parking lots

h. **Spillover**

No parking lot lighting shall result in spillover lighting on adjacent property that exceeds one-tenth foot-candle line of sight, measured at the property line.

i. **Hours of Operation**

All parking lot lighting fixtures, except for the minimum necessary for security, shall be extinguished by 10:00 p.m. or within one hour after the close of the facility, and remain off until dusk or one hour prior to the commencement of business, whichever is later. No more than a maximum of one foot-candle may be maintained for parking security purposes.
H. Vehicle Stacking Spaces\textsuperscript{94}

The vehicle stacking standards of this section shall apply unless otherwise expressly approved by the Traffic Engineer:

1. General

Uses of land and structures requiring a drive-through shall provide sufficient queuing space within the site to avoid vehicles waiting within the public right-of-way. Such uses shall demonstrate to the Traffic Engineer that sufficient in-line waiting spaces are provided as part of the parking plan to avoid encroachment into the public rights-of-way.

2. Minimum Number of Spaces

Off-street stacking spaces shall be provided as follows:

<table>
<thead>
<tr>
<th>Activity Type</th>
<th>Minimum Stacking Spaces</th>
<th>Measured From</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bank teller lane</td>
<td>4</td>
<td>Teller or window</td>
</tr>
<tr>
<td>Automated teller machine drive-through</td>
<td>3</td>
<td>Teller machine</td>
</tr>
<tr>
<td>Restaurant drive-through</td>
<td>6</td>
<td>Order box</td>
</tr>
<tr>
<td>Restaurant drive-through</td>
<td>4</td>
<td>Order box to pick-up window</td>
</tr>
<tr>
<td>Car wash stall, automatic</td>
<td>6</td>
<td>Entrance</td>
</tr>
<tr>
<td>Car wash stall, self-service</td>
<td>3</td>
<td>Entrance</td>
</tr>
<tr>
<td>Coffee/Espresso carts</td>
<td>4</td>
<td>Pick-up Window</td>
</tr>
<tr>
<td>Gasoline pump island</td>
<td>2</td>
<td>Pump island</td>
</tr>
<tr>
<td>Security gate entrance for self storage or vehicle storage facility</td>
<td>[1]</td>
<td>Security gate</td>
</tr>
</tbody>
</table>

Other: Determined by Traffic Engineer.

Note [1]: The required on-site queue lane shall measure no less than 50 feet in length and 24 feet in width. The width of the self-storage facility gate is excluded from this requirement.

3. Design and Layout

Required stacking spaces are subject to the following design and layout standards.

a. Size

Stacking spaces shall be a minimum of eight feet by 20 feet in size, except as noted above in Table 21.07-12, Vehicle Stacking Areas, for self-storage and vehicle storage facilities.

b. Location

Stacking spaces may not impede on- or off-site traffic movements or movements into or out of off-street parking spaces.

\textsuperscript{94} NOTE: Item 1 is carried over from existing Section 21.45.080.W.4.j. Items 2 and 3 are new.
c. **Design**

Stacking spaces shall be separated from other internal driveways by raised medians if deemed necessary by the traffic engineer for traffic movement and safety.

I. **Accessible Parking Requirements**

A portion of the total number of required off-street parking spaces in each off-street parking area shall be specifically designated, located, and reserved for the use by persons with physical disabilities.

1. **Residential Uses**

   For residential uses, accessible parking shall be provided at the rate of one space per each dwelling unit that is designed for occupancy by the physically disabled.

2. **Non-Residential Uses**

   Accessible parking requirements for commercial, industrial, public, and institutional uses are as follows:

<table>
<thead>
<tr>
<th>Total Vehicle Spaces in Parking Lot</th>
<th>Minimum Car Accessible Spaces</th>
<th>Minimum Van Accessible Spaces</th>
<th>Total Accessible Parking Spaces, Required Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–25</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>26–50</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>51–75</td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>76–100</td>
<td>3</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>101–150</td>
<td>4</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>151–200</td>
<td>5</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>200–300</td>
<td>6</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>301–400</td>
<td>7</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>401–500</td>
<td>8</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>501–549</td>
<td>9</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>550–599</td>
<td>10</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>600–649</td>
<td>11</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>650–699</td>
<td>12</td>
<td>1</td>
<td>13</td>
</tr>
<tr>
<td>700–749</td>
<td>13</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>750–799</td>
<td>14</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td>800–849</td>
<td>14</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td>850–899</td>
<td>15</td>
<td>2</td>
<td>17</td>
</tr>
<tr>
<td>900–949</td>
<td>16</td>
<td>2</td>
<td>18</td>
</tr>
<tr>
<td>950–999</td>
<td>17</td>
<td>2</td>
<td>19</td>
</tr>
<tr>
<td>1,000–1,099</td>
<td>18</td>
<td>2</td>
<td>20</td>
</tr>
<tr>
<td>1,100–1,199</td>
<td>19</td>
<td>2</td>
<td>21</td>
</tr>
<tr>
<td>1,200–1,299</td>
<td>20</td>
<td>2</td>
<td>22</td>
</tr>
<tr>
<td>1,300–1,399</td>
<td>21</td>
<td>2</td>
<td>23</td>
</tr>
</tbody>
</table>

**NOTE:** Most of the material in this section is pulled forward from the existing section 21.45.080.W.8; a general statement and residential requirements have been added. Titles have been added to clarify topics in this section.

**NOTE:** Residential uses are not mentioned in the current code; this new section addresses this.
### Table 21.07-13: Accessible Parking Requirements

<table>
<thead>
<tr>
<th>Total Vehicle Spaces in Parking Lot</th>
<th>Minimum Car Accessible Spaces</th>
<th>Minimum Van Accessible Spaces</th>
<th>Total Accessible Parking Spaces, Required Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,400–1,499</td>
<td>21</td>
<td>3</td>
<td>24</td>
</tr>
<tr>
<td>1,500–1,599</td>
<td>22</td>
<td>3</td>
<td>25</td>
</tr>
<tr>
<td>1,600–1,699</td>
<td>23</td>
<td>3</td>
<td>26</td>
</tr>
<tr>
<td>1,700–1,799</td>
<td>24</td>
<td>3</td>
<td>27</td>
</tr>
<tr>
<td>1,800–1,899</td>
<td>25</td>
<td>3</td>
<td>28</td>
</tr>
<tr>
<td>1,900–1,999</td>
<td>26</td>
<td>3</td>
<td>29</td>
</tr>
<tr>
<td>2,000–2,099</td>
<td>27</td>
<td>3</td>
<td>30</td>
</tr>
<tr>
<td>2,100–2,199</td>
<td>28</td>
<td>3</td>
<td>31</td>
</tr>
<tr>
<td>2,200–2,299</td>
<td>28</td>
<td>4</td>
<td>32</td>
</tr>
<tr>
<td>2,300–2,399</td>
<td>29</td>
<td>4</td>
<td>33</td>
</tr>
<tr>
<td>2,400–2,499</td>
<td>30</td>
<td>4</td>
<td>34</td>
</tr>
<tr>
<td>2,500–2,599</td>
<td>31</td>
<td>4</td>
<td>35</td>
</tr>
<tr>
<td>2,600+</td>
<td>Total accessible spaces minus total van spaces</td>
<td>1 per each 8 accessible spaces</td>
<td>20 plus 1 for each 100 over 1,000 total vehicle spaces</td>
</tr>
</tbody>
</table>

### Dimensions

Accessible vehicle spaces shall be at least eight feet wide with an access aisle at least five feet wide abutting the space. One in every eight accessible vehicle spaces shall have an abutting aisle eight feet in width for vans. Accessible vehicle space access aisles shall be part of an accessible route to the building or facility entrance as specified in subsection 4. below, Accessible Routes. Two accessible vehicle spaces may share a common access aisle. Parked vehicle overhangs shall not reduce the clear width of an accessible route. Accessible vehicle spaces and access aisles shall be level with surface slopes not exceeding two percent in all directions.

### Accessible Routes

**Location**

At least one accessible route to the building or facility entrance shall be provided from accessible parking and accessible passenger loading zones.

**Width**

The minimum clear width of an accessible route shall be 36 inches.

**Surface Textures**

Ground surfaces along accessible routes shall be stable, firm, and slip-resistant.

**Changes in Levels**

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97 NOTE: The existing code contains a reference to the ADA text regarding accessible routes. This section contains relevant information from that section of the ADA text for ease of reference for the user.
Changes in level up to 1/4 inch may be vertical and without edge treatment. Changes in level between 1/4 inch and 1/2 inch shall be beveled with a slope no greater than one to two. Changes in level greater than 1/2 inch shall be accomplished by means of a ramp.

e. **Gratins**
If gratings are located in walking surfaces on an accessible route, then they shall have spaces no greater than 1/2 inch wide in one direction. If gratings have elongated openings, then they shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

f. **Ramps**
ADA ramps cannot protrude into the ADA access aisle. Ramp details shall be included on the plans.

5. **Location**
Accessible vehicle spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. The accessible route of travel shall not pass behind parking spaces. In parking facilities that do not serve a particular building, accessible vehicle spaces shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible vehicle spaces shall be dispersed and located closest to the accessible entrances.

6. **Signs**
Accessible vehicle spaces shall be designated as reserved by a sign showing the symbol of accessibility. Van-accessible spaces shall have an additional sign reading "Van-Accessible" mounted below the symbol of accessibility.

a. Eight-foot van accessible aisles require a no-parking sign.

b. Signs shall be located so that they do not obstruct the ramps or other pedestrian access.

c. A handicapped sign detail shall be included in the plan submittal per Municipality sign specifications.

7. **Implementation of ADA**
Regulations may be promulgated under Section 21.03.040, *Amendments to Text of Title 21*, to implement the requirements of Americans with Disabilities Act of 1991 as it may be amended or interpreted by federal regulation.

8. **Standards for Parking as Principal Use**
Where a parking structure or lot is a permitted principal or conditional use and is not providing required parking for another principal use, accessible parking spaces in accordance with this section shall be provided.

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96 NOTE: This subsection is carried over from existing Section 21.45.080.Y.
21.07.100 NORTHERN CLIMATE DESIGN

A. Purpose

New development should be designed with architectural and design elements that specifically address and/or enhance life in Anchorage’s northern climate, with its distinct geography, extreme light angles, length of days, cold temperatures, wind, snow, and ice. This section is intended to reinforce the importance of northern climate issues in this Title, and provides cross-references to guidelines and standards located throughout this Title that encourage or require northern climate design.

B. Cross-References

Guidelines and standards to encourage or require northern climate design are located throughout this Title and include the following:

1. Development and Design Standards, Chapter 21.07
   a. Off-Street Parking and Loading:
      i. Snow storage (subsection 21.07.090.G.5).
   b. Public/Institutional and Commercial Building Standards:
      i. Building Orientation (subsection 21.07.120.C.)
      ii. Building Massing and Façade (subsection 21.07.120.D)
      iii. Northern Climate Wind Mitigation (subsection 21.07.120.E.)
      iv. Weather Protection for Pedestrians (subsection 21.07.120.F.)
   c. Exterior Lighting (Section 21.07.140).

NOTE: This is a new proposed section that replaces existing sections related to modifications to parking requirements. As recommended in the interim report, this is a streamlined option that simply references the minor modifications procedure in Chapter 21.03. As part of edits to Module 1, we will ensure that the Traffic Engineer is given the authority to make such modifications. Also need to address in this section: Need to discuss requiring conformity with landscaping and lighting provisions within 5-10 years for nonconforming lots.

NOTE: Northern climate design issues are woven throughout many parts of Title 21. Examples include the subdivision design standards to ensure solar access, the building design standards regarding roof form and building orientation, and the snow storage provisions in the parking standards. Rather than consolidate such unrelated provisions into one section, we have decided to separate those sections out into the code in the places where they make the most sense. We have inserted this brief section here, however, to emphasize the importance of northern climate design in the Anchorage development process.

NOTE: This is simply a sample of how this section could be organized. We have included only a few cross-references for illustrative purposes; if this approach is followed in the final code, the list of course would be longer.
Sec. 21.07.110 Residential Building Standards

A. Purpose

The standards of this Section 21.07.110 are intended to promote high-quality residential development and construction; protect property values; encourage visual variety and architectural compatibility; and promote an integrated character for Anchorage’s neighborhoods. Specifically, the standards:

1. Promote new residential developments that are distinctive, have character, and relate and connect to established neighborhoods;

2. Provide variety and visual interest in the exterior design of residential buildings;

3. Provide for a variety of lot sizes and housing types for a range of households and age groups;

4. Enhance the residential streetscape and diminish the prominence of garages and parking areas;

5. Enhance public safety by preventing garages from obscuring main entrances or blocking views of the street from inside residences;

6. 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; and

7. Improve the compatibility of attached and multifamily residential development with the residential character of surrounding neighborhoods.

B. Applicability

This section applies to all residential development in the R-1, R-2, R-3, R-4, and RMX districts. This section does not apply in Girdwood.

C. Alternative Compliance

The alternative compliance procedure set forth in subsection 21.07.010.B. may be used to propose alternative means of complying with the intent of this section.

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102 NOTE: Some standards to promote northern climate design, such as east-west street orientation, are proposed in the solar access memo but are not yet folded into the draft of Chapter 21.08. Further discussion is necessary on this topic. Incentives may be possible to encourage such design, rather than regulations.

103 NOTE: This section incorporates a number of proposed new residential building standards, many of which have been suggested by staff.
D. Standards for Single-Family and Two-Family Residential

1. Purpose

This subsection 21.07.110.D. is intended to promote building design that contributes to a sense of neighborhood and to the overall streetscape by carefully relating buildings, yards, and garages in relation to public streets and adjacent properties. The standards support visual variety, avoid monotony in home designs and layouts, and protect property values of both the subject property and surrounding development.

2. Design Standards

a. Mix of Housing Models

Any development of 50 or more units shall have at least five different types of housing models. Any development of between five and 50 units shall have at least three different types of housing models. Each housing model shall have at least two of the following differentiations:

i. Different floor plans;

ii. Different placement of the building footprint on the lot;

iii. Different garage placement; or

iv. Different roof lines.

b. Orientation of Dwellings to the Street

Each residence shall have at least one primary pedestrian doorway for access to the dwelling located on the elevation of the dwelling facing the front lot line of the property, on or within 8 feet of the most forward plane of the house, and clearly visible from the street or public area adjacent to the front lot line. On corner lots, such pedestrian doorway may be located facing any adjacent street. Unless prohibited by terrain or other site constraints, the orientation of new lots shall repeat the predominant relationship of buildings to buildings and buildings to street along the same block face.

c. Garages

i. Garage doors facing the street shall comprise no more than 50 percent of the total length of a dwelling's façade.

ii. Garage doors that face the street and comprise more than 40 percent of the façade shall be recessed a minimum of four feet behind either:

(A) The front wall plane of the house; or

(B) The front wall plane of a porch that extends horizontally across at least 25 percent of the house.

iii. The minimum front building setback may be reduced by five feet when there is a detached garage located behind the
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principal dwelling structure in the rear of the lot, or a rear
garage attached to the principal dwelling if the front wall of
the garage is located at least 20 feet behind the façade of the
house.

d. **Paved Driveways**
   For new homes constructed on lots of less than one acre, or in
   subdivisions where the majority of lots are less than one acre, all
   residential driveways that are less than 150 feet in length shall be
   paved with concrete, asphalt, or an asphaltic all-weather surface (not
   including gravel) to standards prescribed by the Traffic Engineer for
   their entire length. For such residential driveways exceeding 150 feet
   in length, at least the 100 feet of driveway closest to the public street
   shall be paved with such materials.

E. **Standards for Townhouse Residential**

1. **Purpose**
   The purpose of these standards is to provide a distinctive architectural
   character in new townhouse residential development that avoids featureless
   design and repetition of facades.

2. **Building Articulation and Architectural Variety**
   a. No more than six townhouse units may be attached in a single row or
      building cluster.
   b. Within each townhouse row or cluster, individual units shall be
      differentiated through two or more of the following methods:
      i. Use of distinct color variation between individual units;
      ii. Use of distinct variations in materials between individual
          units;
      iii. Use of distinct variations in architectural style or features,
           such as a porch or similar feature, between individual units;
      iv. Use of distinct variations in roof form;
      v. Variation in garage orientations; or
      vi. A variation in the plane of the façade to provide a minimum
          three-foot variation between individual units.

3. **Garages**
   a. Garages that protrude towards the street in front of the façade of the
      primary structure shall not be permitted. Garage doors on all front-
      loading (street-oriented) garages shall be either:
      i. Recessed a minimum of four feet behind the façade of the
         dwelling portion of the structure (including side-loading
         garages), or a front porch that is at minimum of five feet wide
         by eight feet long; or
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ii. Recessed a minimum of two feet beneath a second floor bay.

b. Side-loaded garages shall provide windows or other architectural details that mimic the features of the living portion of the dwelling on the side of the garage facing the front street.

c. The use of alley or side-loaded garages, or the use of a combination of garage orientations, is encouraged where feasible.

d. Front-loading (street-oriented) garage doors shall not comprise more than 45 percent of the front façade of the principal dwelling structure.

F. Standards for Multi-Family Residential

1. Purpose
The purpose of these standards is to prevent the overcrowding of land, to avoid the undue concentration of population within certain districts, and to ensure the adequate protection of the surrounding area. More specifically, these standards are intended to:

a. Provide a distinctive architectural character in new multi-family residential developments that avoids featureless design, large building masses, and repetition of facades;

b. Promotes sensitive design and planning of multi-family housing units that preserves or improves the characteristics of surrounding development; and

c. Promotes building design and orientation that contributes to a sense of neighborhood and community.

2. Applicability
All development or redevelopment of multi-family residential structures shall comply with the following requirements. In the case of mixed-use buildings, these standards and the standards of Section --- shall both apply [x-ref to Mixed-Use Development Standards]. In case of conflict, the more stringent standard shall control.

3. Building Location and Orientation
a. To the maximum extent feasible, multi-family residential buildings shall be designed and located on the site in a manner that maximizes southern exposure for residents of the buildings, minimizes the shading of the buildings by other structures or trees, and minimizes new shading on adjacent properties.

b. When more than one multi-family structure is constructed, the buildings shall collectively and individually adhere to the setback requirements of the district in which they are located, plus five feet per story over two stories.

104 NOTE: All these standards will need to be cross-referenced in the use-specific standards for multi-family development.
c. In multi-building developments, the buildings are encouraged to be arranged to enclose and frame common areas. Common areas and courtyards should be convenient to a majority of units.

d. When more than one multi-family structure is constructed:

i. No side, end, or rear wall of a multi-family structure shall be located within 20 feet of a side, end, or rear wall of any other multi-family structure;

ii. No side, end, or rear wall of a multi-family structure shall be located within 30 feet of the front wall of any other multi-family structure;

iii. No front wall of a multi-family structure shall be located within 40 feet of the front wall of any other multi-family structure.

4. Building Mass and Articulation

a. The maximum length of any multi-family building shall be 160 feet.

b. Each façade greater than 50 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 10 percent of the length of the façade, and extending at least 20 percent of the length of the façade. No uninterrupted length of any façade shall exceed 50 horizontal feet.

c. Blocky, uniform facades are prohibited. The facades of all multi-family buildings shall be articulated through the incorporation of two or more of the following:

i. Balconies;

ii. Bay or box windows;

iii. Porches;

iv. Dormers;

v. Variations in materials;

vi. Variations in roof forms.

d. Buildings located within 20 feet of the public right-of-way shall have a first floor raised at least one foot off the ground to maintain privacy.

e. The height of each multi-family building taller than 35 feet shall be stepped down from its highest roofline at least one full story on any end of the building located within 50 feet of a street-right-of-way or an adjacent area with single-family or two-family residential development.
On multi-family buildings of eight units or less, the massing and use of exterior materials should be arranged to give each building the appearance of a large single-family home.

5. **Roof Form**
   a. **Roof Design**
      i. The incorporation of a variety of roof forms is strongly encouraged. Upper-level residential floors may be incorporated into the roof form to reduce the apparent height and mass of buildings.
      
      ii. Multi-family residential buildings shall be designed to avoid any continuous roofline longer than 50 feet. Rooflines longer than 50 feet shall include at least one vertical elevation change of at least two feet.
      
      iii. Roofs shall have a visually prominent or projecting cornice line.
   
   b. **Roof Pitch**
      All roofs with a pitch of less than 2:12 shall be screened by a parapet wall at least two feet in height.
   
   c. **Roof Design for Snow**
      Generally, roofs should not incline toward main pedestrian paths or entries. However, where roofs do incline toward such areas, protective features such as arcades, loggias, and dormers shall be used to protect pedestrians from falling snow.

6. **Façades and Detail Elements**
   a. **Facade Materials**
      i. A minimum of 35 percent of the facade, and 20 percent of other elevations, of each multi-family residential structure (excluding areas occupied by windows and doors) shall be constructed or faced in brick or stone materials (excluding cinder block).
      
      ii. Where lap siding is used on any elevation of a multi-family residential structure, it shall have a maximum nine-inch exposed board face.
      
      iii. Highly reflective opaque materials, natural cinder block, and metals are not permitted as primary exterior finishes.
      
      iv. Siding material shall be continued down to within nine inches of finished grade on any elevation.
   
   b. **Windows**
      All elevations on multi-family buildings shall contain windows. Primary facades and street-facing elevations shall contain at least 10 percent windows.
c. **Four-sided Design**

A multi-family building’s architectural features and treatments shall not be restricted to a single elevation. All sides of a building open to view by the public, whether viewed from public or private property, shall display a similar level of quality and architectural interest.

7. **Entrances and Porches**

a. Entrances should be prominent and visible from the street and from parking areas.

b. The front entry of any structure with no porch shall be emphasized by the use of at least two of the following:

i. An elevation at least one foot above the grade of the nearest sidewalk;

ii. Double doors;

iii. A roofed structure such as a portico, awning, or marquee; or

iv. The inclusion of side-lights (glazed openings to the side of the door), and transom-lights (glazed opening above the door) in the entry design.

8. **Accessory Elements**

a. **Storage**

A multi-family project shall provide covered, enclosed, and secure storage areas for bicycles and other belongings that typically cannot be accommodated within individual dwelling units. Storage and other accessory buildings shall be designed with materials and/or architectural elements that are related to the principal building(s).

b. **Garages**

i. **Attached or Detached Garages**

To the maximum extent feasible, garage entries and carports shall not be located between a principal multi-family building and a required street frontage, but shall instead be internalized in building groups so that they are not visible from adjacent streets.

ii. **Size**

Garages and carports shall be limited to six spaces per structure to avoid a continuous row of garages. No more than six garage doors may appear on any multi-family building elevation containing front doors, and the plane of each garage door shall be offset at least two feet from the plane of the garage door adjacent to it.

iii. **Design**

Detached garages and carports shall be integrated in design with the principal building architecture, and shall incorporate similar and compatible forms, scale, materials, color, and details. Detached garages shall have pitched roofs with
iv. Parking Structures

Underground parking structures are strongly encouraged for multi-family developments.\footnote{NOTE: Staff has proposed density bonuses as incentives for developing underground parking garages. Further discussion needed. The idea is a good one, but some research would be necessary to determine the appropriate level of bonus that might be necessary in Anchorage to offset the additional cost of providing such parking.}

G. Snow Storage

Snow storage areas shall be indicated clearly on all site plans. Location and design of snow storage areas in parking lots shall comply with the provisions of subsection 21.07.090G.5.b., Location and Design of Snow Storage Areas.

21.07.120 PUBLIC/INSTITUTIONAL AND COMMERCIAL BUILDING STANDARDS\footnote{NOTE: Suggested new standards. Again, the approach is quite simple and is designed to be both easy to administer and politically palatable, yet also substantive enough to get at some of the key design issues in Anchorage. Many of these standards were originally considered as part of the draft Retail Design Standards Manual. However, material from that draft manual has been heavily edited and supplemented based on staff suggestions.}

A. Purpose

This section is intended to promote high-quality building design in non-residential areas, encourage visual variety in such areas, ensure building layout and design suitable for Anchorage's northern climate, foster a more human scale and attractive streetfronts, project a positive image to encourage economic development in Anchorage, and protect property values of both the subject property and surrounding development.

B. Applicability

Development of any structure that will contain a use categorized in Table 21.05-1, Table of Allowed Uses, as a public/institutional or commercial use shall comply with the standards of this Section 21.07.120.

C. Alternative Compliance

The alternative compliance procedure set forth in subsection 21.07.010.B. may be used to propose alternative means of complying with the intent of this section.

D. Building Orientation

1. Orientation to Surrounding Streets, Walkways, and Parking
   a. If the proposed development consists of only one building, such building shall be oriented toward the primary abutting street.
   b. If the proposed development consists of more than one building, all primary and pad site buildings shall be arranged and grouped so that their primary orientation complements adjacent, existing development and:

\footnote{NOTE: Staff has proposed density bonuses as incentives for developing underground parking garages. Further discussion needed. The idea is a good one, but some research would be necessary to determine the appropriate level of bonus that might be necessary in Anchorage to offset the additional cost of providing such parking.}
i. Frames the corner of an adjacent intersection;

ii. Frames and encloses a pedestrian and/or vehicle access corridor within the development site; or

iii. Frames and encloses on at least three sides parking areas, public spaces, or other site amenities.

c. Building functions that do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street. Garages that face streets shall be recessed behind the façade of primary buildings.

2. Solar Orientation

Where not in conflict with subsection 1 above, primary public entrance areas, outdoor community spaces and plazas, gallerias and atriums, and other public spaces and pedestrian areas shall be located and oriented for solar exposure during times of public use.

E. Building Massing and Facade

1. Building Mass

A single, large, dominant building mass shall be avoided. Buildings containing 20,000 square feet or more and over one story in height shall be designed to appear more as an aggregation of smaller "building blocks" through variations in height, texture, color, and façade depth.

2. Wall Articulation

Primary structures having single walls exceeding 50 feet in length shall incorporate two or more of the following features at least every 50 feet in length:

a. Changes in color, graphical patterning, changes in texture, or changes in material;

b. Projections, recesses, and reveals, expressing structural bays or other aspects of the architecture with a minimum change of plane of 12 inches;

c. Windows and fenestration;

d. Gable projections;

e. Horizontal/vertical breaks; or

f. Other similar techniques.

3. Entrances

Each primary structure shall have a clearly defined main pedestrian entrance featuring at least three of the following elements:

a. Canopies or porticos,
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1. Overhangs,
2. Recesses or projections,
3. Arcades,
4. Arches,
5. Peaked roof forms,
6. Outdoor patios,
7. Display windows,
8. Architectural tilework or moldings integrated into the building design, or
9. Integrated planters or wing walls that incorporate landscaped areas or seating areas.

4. Height Transitions
The height of each building taller than 35 feet shall be stepped down from its highest roofline at least one full story on any end of the building located within 50 feet of a street-right-of-way or an adjacent area with single-family or two-family residential development.

5. Height Exception for Sloping Roof Forms
Sloping roofs containing top-floor dwelling units or top-floor commercial spaces such as offices are encouraged. Such a top floor may be added above the maximum height limit for the district, where the roof slope does not exceed 8:12 and the total additional height does not exceed 15 feet.

6. Ground Floor Treatment
A human scale shall be achieved near ground level on commercial buildings and along street façades and entryways through the use of such scale elements as windows, doors, columns, and beams. “Human scale” means the entrances, windows, doors, columns, and beams on large buildings are in proportion to and not significantly larger than the people using the building. For example, a ten-foot high entrance cover is in proportion to a person using it; a 30-foot high colonnade is not.

7. Prominent Roofline
Flat portions of roofs shall have distinctive cornice features, to provide a visual terminus at the roofline and create visual interest.

8. Four-sided Design
Architectural features and treatments shall not be restricted to a single façade of any primary structure. All sides of a building open to view by the public, whether viewed from public or private property, shall display a similar level of quality and architectural interest, and shall include similar varieties of materials, trim, and horizontal and vertical articulation.
9. **Reflective Materials**

Facade building materials shall not create excessive glare. Shiny, reflective metal surfaces are discouraged in order to avoid glare in northern climate low sunlight conditions. If highly reflective building materials are proposed, such as aluminum, unpainted metal, or reflective glass, the potential for glare in low-sun angles from such materials shall be evaluated to determine whether or not the glare would create a significant adverse impact on the adjacent property owners, inhabitants, passing motorists, outdoor activities or enjoyment of scenic views. Mirrored glass with a reflectance greater than 20 percent shall not cover more than 10 percent of any exterior façade of a primary or accessory structure.

10. **Multiple Buildings in Commercial Centers**

In order to achieve unity between all buildings in a commercial development consisting of more than one building, all buildings in such a development, including pad site buildings, shall employ a consistent architectural style or theme, be constructed of similar exterior materials, and feature similar colors.

### F. Northern Climate Wind Mitigation

1. **Purpose**

This section is intended to mitigate the impacts of wind and improve microclimates in street sidewalk environments, public open spaces, and major entrance areas during the cold season.

2. **Tall Buildings**

In Anchorage’s cold climate, avoiding high wind speed is essential to pedestrian comfort in outdoor spaces and to the vitality of downtown and mixed-use centers. However, faster winds at the top of tall buildings flow down the face of the building, becoming turbulent and increasing in speed at the ground level, decreasing comfort in the winter, spring and fall. Wind effects shall be minimized on and around tall buildings in city centers by use of the following techniques:

   a. **Aerodynamic Profile**

   The tower portion of tall buildings with more than six stories should have rounded aerodynamic profiles and turn their narrow face or be angled diagonal to prevailing winter winds. Wider buildings with long sides to the wind which increase the downwash effect shall be avoided.

   b. **Stepped Terraced Form**

   Terrace taller buildings down to the street in stair-step fashion. Buildings significantly taller (more than twice as tall) than their neighbors or that are taller than 6 stories shall be designed with horizontal projections and stepped, setback facades starting between 20 to 35 feet (4 stories maximum) above the street. The setback from the street wall to the tower portion of a tall building shall be at least 20 feet.

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107 **NOTE:** This section drafted by staff. In addition to wind concerns, prevention of unnecessary sun shadowing is also important. Solar shading studies and possible incentives to shift the mass, height, or setbacks of major buildings to maximize solar access are discussed in the separate solar access working paper. Solar access standards or incentives are not yet incorporated in a significant way into the current draft of Ch. 21.07, though some solar-related provisions are interspersed throughout the chapter.
c. **Protective Wall Projections**

Use projections such as awnings, balconies, and marquees to protect the public spaces and building entrances below from wind down drafts.

d. **Gradual Height Transitions – Guideline**

Buildings should be relatively low in height, or similar in height to adjacent buildings. Abrupt changes in building height from one building to the next significantly impact winter wind velocity in streets and spaces. Gradual height transitions allow more of the cold wind to pass over the tops of buildings. Where building heights increase in the direction of prevailing wind flow, buildings taller than their upwind neighbors should be less than twice the average height of the nearest upwind buildings. Height transitions from one building to another should not exceed 100%.

e. **Wind Study**

A wind testing study may be provided as an alternative to compliance with subsections a. through d. above. The wind study should demonstrate that the proposed development will not accelerate wind velocity at the ground level. The review authority may require wind testing of medium and high profile development proposals greater than six stories in height, to evaluate the wind impact of these proposals, and to determine the appropriate design measures to reduce or mitigate any undesirable wind conditions.

G. **Weather Protection for Pedestrians**

1. **General**

Sheltering roofs or building projections for protection from rain, wind, snow and ice shall be provided in areas of pedestrian activity around public/institutional and commercial buildings, including sheltered entranceways at major entrances and pedestrian-oriented facades along public sidewalks or walkways.

2. **Primary Facades and Entrances**

Buildings shall incorporate canopies, awnings, or similar sheltering structure across 60 percent of any ground-floor façade abutting a street sidewalk or pedestrian walkway. The minimum depth of any canopy or awning shall be eight feet to minimize snow, ice, and drip lines along pedestrian walkways. The canopy or awning shall be at least eight feet and no more than 14 feet above the sidewalk or walkway elevation.

3. **Protective Roof Design**

Buildings shall avoid roof designs, canopy structures, or other design features that would allow accumulated snow, ice, or rain to fall or slide onto sidewalks or walkways. Roofs shall be designed to protect doorways, exterior stairs, balconies, garage entrances, bicycle parking, and pedestrian sidewalks and walkways from snow and ice fall. Where sloping roofs incline toward such areas, protective features such as arcades, loggias, and dormers shall be used to protect pedestrians from falling snow. Such devices need not be continuous if foundation planting beds are located to set the walkway away from the building facades.
H. Snow Storage

Snow storage areas shall be indicated clearly on all site plans. Location and design of snow storage areas in parking lots shall comply with the provisions of subsection 21.07.090.G.5.b., Location and Design of Snow Storage Areas.

21.07.130 LARGE RETAIL ESTABLISHMENTS

A. Purpose

Large retail establishments depend on high visibility from major public streets, a large physical scale, and a great volume of use by many residents and visitors. As a consequence, their design determines much of the character, function, and image of this community and its streetscapes and commercial areas. The purpose of this section is to encourage major retail developments, such as corporate chains with standardized marketing strategies, to contribute to Anchorage as a unique place and to physically integrate with the community in a positive way. The standards of this section augment existing basic standards for development found elsewhere in this chapter with more specific interpretations that apply to large retail establishments. These standards promote: a basic level of architectural variety and interest; a compatible appearance and scale; pedestrian and parking lot access; orientation of buildings and entrances in relation to surrounding streets; provisions for adaptive reuse of prominent vacant buildings; and mitigation of negative impacts of large scale retail developments. The standards are by no means intended to limit creativity; rather, to serve as a tool for design professionals engaged in a site-specific design.

B. Applicability

The standards of this Section 21.07.130 shall apply to any large retail establishment, and to any additional principal or secondary buildings and site development within the same site or site master plan area.

C. Relationship to Other Standards

The provisions of this section shall apply in addition to the generally applicable standards found elsewhere in this chapter and Title. Where there is a conflict with generally applicable standards in this chapter, the standards of this section shall apply. Where there is a conflict with district-specific standards in Chapter 21.044 of this Title, the district-specific standards shall apply.

D. Adaptability for Reuse or Compartmentalization

The building design shall include specific elements for adaptation for multi-tenant re-use. Such elements may include but are not limited to compartmentalized construction, including plumbing, electrical service, heating, ventilation, and air conditioning. The building design shall also allow for: the interior subdivision of the structure into separate tenancies; facades that readily adapt to multiple entrances and adapt to entrances on all but one side of the building; parking lot schemes that are shared by establishments or landscaping schemes that compliment the multiple entrance design; and other elements of design which facilitate the multi-tenant re-use of the building and site.

NOTE: This section drafted by staff, based on work done with another consultant on the Retail Design Standards Manual.
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E. Building Scale and Character of Large Retail Establishments

1. Façade Articulation and Features

a. Intent
Façade articulations and detail elements should be employed to reduce the apparent bulk, industrial look and uniform appearances of large retail buildings, provide visual interest and variety, and respect and reinforce the human scale.

b. Façade Articulation and Variation
Horizontal facades longer than 100 feet in length, measured horizontally, shall be articulated into smaller units of building mass and incorporate wall plane offsets having a depth of at least 5 percent of the length of the façade and extending at least 20 percent of the façade. In addition to building mass offsets, any building in a large retail establishment shall include variation in architectural detail along the horizontal length of façade by using at least three of the architectural detail features listed below. At least two of the elements shall repeat at intervals:

i. Windows;

ii. Changes in materials;

iii. Changes in color;

iv. Changes in texture;

v. Expressions of architectural bay such as pilasters, reveals, and offsets.

c. Base, Middle, and Top
In order for buildings to display the greatest amount of visual interest and appear less industrial whether they function as single or multiple-story buildings, building facades shall consist of distinguishable base, middle, and top sections.

i. Base
Base level or ground floor facades shall provide the greatest collection of architectural detail features to create visual interest at the pedestrian level. Methods shall include, in addition to the minimum required elements in subsection b above, two or more architectural detail features such as the following, without limitation:

(A) Masonry cladding;

(B) Windows;

(C) Architectural bays;

(D) Changes in color or materials;
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(E) Ornamental details and/or artwork;

(F) Overhangs, canopies, or arcades.

Additional requirements for principal ground level facades appear in subsection 4., Ground Level Expression.

ii. Middle
The middle shall be distinguishable from the base section, and include one or more architectural detail feature such as the following, without limitation:

(A) Windows;

(B) Signage;

(C) Changes in color or materials.

iii. Top
The topmost portion of a building shall be made visually prominent using the features required in subsection 2, Roof Form and Articulation.

d. Secondary Façades
All building facades, including on the sides and rear, which are visible from adjoining properties or public streets shall include articulation and detail features in conformance with subsections b and c above, similar to the principal or front façade.

2. Roof Form and Articulation

a. Intent
To pronounce and vary roof lines and heights to present a distinctive profile, add interest to and reduce the massive scale of large retail buildings, and complement the character of adjoining neighborhoods.

b. Prominent Roof Form
The topmost portion of any building in a large retail establishment shall be made visually prominent and be architecturally treated through a method such as the following without limitation:

i. A change in materials and color;

ii. Projecting cornice line;

iii. Overhanging roof or eaves, extending no less than three feet past the supporting walls, supported by brackets;

iv. Sloping rooflines with an average slope no less than one foot of vertical rise for every three feet of horizontal run and greater than one foot of vertical rise for every foot of horizontal run.
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1. Roofline Variation
   The roof design of principal buildings shall provide variations in roof lines and height using one or more of the following features:

   i. Multiple variations of a minimum of two feet in the height of parapets. Variation to parapet height may include pilasters and projecting raised entrance features;

   ii. Three or more roof slope planes.

3. Prominent Entrances
   a. Intent
      To emphasize major entrances into large retail buildings, and to ensure that entryway design provides orientation and an attractive appearance to the building.

   b. Visual Prominence
      In order to provide clearly defined and highly visible entrances, principal building(s) and secondary buildings on a site shall have customer entrances featuring no less than three of the following:

      i. Canopies, arcades or porticos that, while satisfying weather protection requirements of subsection [x-ref], also lend visual prominence to the entrance;

      ii. Overhangs, recesses or projections;

      iii. Raised corniced parapets over the door;

      iv. Peaked roof forms;

      v. Tower features integrated with the building design that extend above the building roof line;

      vi. Arches;

      vii. Outdoor Patios;

      viii. Display Windows;

      ix. Integral planters or wing walls;

      x. Entrance atriums with visual connections to outside.

   c. Transparency and Light
      The principal customer entrance to any building shall feature at least two elements from the following:

      i. Clerestory Windows;

      ii. Windows Flanking Main Entrance Door;
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iii. Large Entrance Door(s)—transparent, and double hung;

iv. Ornamental Light Fixtures.

d. **Prominent Roof Forms**
Prominent roof forms shall be emphasized at principal entrances so they are visible to both pedestrians and cars in the parking lots and on streets and sidewalks.

4. **Ground Level Expression**

a. **Intent**
Principal ground level facades that face streets, parking lots, and pedestrian walkways shall have the richest collection of materials and details to create visual interest and complexity at the pedestrian level, provide connections between activities inside and outside buildings, and reduce the impersonal appearance of large retail buildings down to a more human scale.

b. **Principal Ground Floor Façades**

i. Façades of any principal or secondary building that front directly onto onsite walkways, public streets, or parking lots, or that have a customer entrance, shall incorporate, in addition to architectural details required for all facades at the base level, three or more additional ground floor detail elements such as the following, without limitation:

   (A) Masonry or stone cladding;
   (B) Ornamental details;
   (C) Artwork;
   (D) Pedestrian lighting supported by ornamental brackets;
   (E) Medallions;
   (F) Belt courses;
   (G) Ornamental plinths for columns;
   (H) Kickplates for storefront windows;
   (I) Prominent window sills;
   (J) Tilework;
   (K) Pedestrian scale signs, either wall mounted or projecting.
c. **Transparency**
   A minimum of 60 percent of any ground floor facade between two feet and ten feet above grade fronting on a public street or containing a principal customer entrance shall be comprised of windows for window shopping, with views into interior areas for merchandise display, shopping and/or other customer services. A minimum of 25 percent of ground floor facades that face parking lots shall also be comprised of windows.

d. **Window Bays and Mullions**
   Windows at the ground level shall be divided into increments by mullions and architectural bays.

5. **Weather Protection**
   a. **Intent**
      To provide guidance specific to large retail establishments for sheltering pedestrians from elements of Anchorage’s northern climate such as snow, rain, cold and wind, and for providing indoor-outdoor transitions to avoid separating people from the outdoor environment.

   b. **Generally Applicable Standards**
      Large retail establishments shall adhere to weather protection standards found in section [x-ref] and section [x-ref]. Where there is conflict, this subsection shall apply.

   c. **Façade Walkway Canopies**
      Facades that face onsite walkways or abutting public streets or parking lots or have a principal customer entrance shall have ground level protective canopies or similar permanent sheltering structure along no less than 60 percent of their horizontal length. The canopy shall have a depth of eight feet or more to avoid snow, ice and rain drip lines along façade walkways.

   d. **Entrance Canopies**
      Canopies, arcades, or similar permanent sheltering roof structures shall provide weather protection along façades of buildings to pedestrians at customer entrances, taxi and drop off zones, valet parking, and bicycle parking.

6. **Building Materials and Colors**
   a. **Intent**
      Exterior building materials and colors contribute significantly to the visual impact of large retail buildings on the community. The purpose of this subsection is to ensure that building materials and colors create buildings that are aesthetically pleasing, compatible with the surrounding neighborhood, and responsive to the northern climate.

   b. **Predominant Exterior Materials**
      Exterior building siding, cladding of structural members, and trim materials shall include high quality materials durable in a northern climate, such as:
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1. **Brick or brick veneer cladding;**
2. **Wood;**
3. **Stone or stone veneer cladding;**
4. **Timbers as post members or colonnades;**
5. **Textured concrete masonry units that are tinted to fit into the overall building design.**

**c. Prohibited Exterior Materials**

Exterior building materials shall not include the following:

1. **Plywood without board and batten;**
2. **Unstained or untreated wood;**
3. **T-111 siding.**

**d. Predominant Façade Colors**

In order to ensure that large retail buildings contribute positively to Anchorage's northern climate urban setting, and reduce the visual monotony of white, gray, and dirty brown winter urban landscapes, the building façade colors shall be warm or neutral, subtle and low reflectance colors. Warm colors are encouraged, while the use of brilliant or high intensity colors, metallic colors, black or fluorescent colors is prohibited.

**e. Building Trim and Accent Colors**

Building trim and accent areas may feature brighter colors, including primary colors. Neon tubing shall not be an acceptable building/roofline outline feature.

**f. Changes in Material or Color that Meet Façade Articulation Requirements**

In order to meet the requirements for façade articulation and roof forms in subsections 1 and 2, changes in color or materials shall be as integral parts of the building fabric rather than superficially applied uniform paint or trim striping.

7. **Signage Integration and Creativity**

**a. Intent**

To ensure that signage is a part of the overall design approach to a project and not a separate design element, and to encourage creative design of signage that reflects the establishment and the character of the local community and its' setting.

**b. Integration of Signage with Building and Site Design**

The location, dimensions, and design of signs shall be compatible and integrated with the architectural character, proportions, and...
details of the building and site plans of large retail establishments. Signage may be used as elements of human scale ground floor facades and visually prominent building entrances.

c. **Sign Creativity and Unique Expression**

Signs are encouraged to be highly graphic in form, expressive and individualized to convey the product or service.

d. **Local Identity**

Signs shall combine the business identity with local Anchorage identity by one or more of the following:

i. Relate to Anchorage’s people, cultures, natural setting, climatic conditions through graphics;

ii. Take advantage of the extreme seasonal conditions by using natural light angles and shadows, snow, ice, colors or other element of the natural setting as part of the overall sign design.

F. **Site Design and Relationship to Surrounding Community**

1. **Multiple Entrances**

a. **Intent**

To provide multiple entrances to reduce walking distances, facilitate pedestrian access, and improve the relationship of the large retail stores to the surrounding community. Store entrances mitigate long unbroken walls and neglected areas along adjacent uses and public streets.

b. **Multiple Entrances**

The principal building(s) shall have customer entrances on at least two sides of the building that face an abutting street of collector class or greater, with at least one of the required entrances facing the street to which the building is closest. A corner entrance facing both streets may meet this requirement. In such a case, for purposes of design requirements in this section for facades with customer entrances, the entrance shall be considered to be on both facades.

c. **Exceptions**

Movie theaters are exempt from the requirement for multiple customer entrances.

2. **Location of Parking Lots**

a. **Intent**

Large parking areas should be divided into smaller lots and distributed around large retail buildings in order to provide safe and convenient access, shorten the distance between the principal building and public streets, and break up the massive scale of large paved surfaces. If the large retail buildings are located closer to
streets, then the scale is reduced, pedestrian traffic is encouraged, and architectural details of the building take on added importance.

b. **Distributed Parking Lots**
Parking lots shall be distributed around principal retail buildings. No more than 50 percent of vehicle parking lot spaces shall be located in the front parking area between the front façade of any principal building of the large retail establishment and abutting streets.

3. **Pedestrian Connections**

a. **Intent**
Provide pedestrian paths between customer entrances on-site and to surrounding public streets and properties in order to open large retail centers to the neighborhood and project a more inviting image, and allow for pedestrian safety, access, and convenience within the center grounds.

b. **Network of Walkways**
The site plan shall identify pedestrian travel patterns to and through the site, as well as off-site pedestrian destinations on abutting properties and across abutting streets. Continuous internal pedestrian walkways, no less than eight feet in width, shall be provided from the public sidewalk or abutting streets to the principal customer entrance of each building on the site. Walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entryways.

c. **Orientation of Buildings to the Pedestrian Network**
Principal and secondary buildings onsite shall be located to the maximum extent feasible on or near street sidewalks or onsite pedestrian walkway routes. All customer entrances of buildings within a large retail establishment site shall open to the pedestrian network of street sidewalks and onsite walkways.

d. **Building Façade Walkways**
Walkways shall be provided along the full length of every building façade featuring a customer entrance, or abutting a customer parking lot. For principal buildings, such walkways shall be at least eight feet wide, and be located at least eight feet from the building to provide planting beds for foundation landscaping, except where weather protection features such as arcades are part of the façade.

e. **Connections to Neighboring Properties**
Pedestrian walkways shall be provided to adjacent developments from principal building(s) that do not front on a public street, and to adjacent neighborhoods where trail or street connections are available.

4. **Common Spaces and Focal Points**

a. **Intent**
To offer attractive and inviting pedestrian scale features, spaces, and amenities that enhance the retail establishment’s connection to the community and outdoors.

b. **Central Location**
The large retail establishment shall provide one or more pedestrian common spaces such as plazas, patios, courtyards, or atriums with indoor-outdoor connections, at or near the principal customer building entrance. The common space(s) shall be visible and central to pedestrian circulation onsite.

c. **Pedestrian Amenities and Focal Points**
Common spaces shall anchor pedestrian pathways between main building entrances and public streets with special design features and pedestrian amenities, such as towers, pedestrian light fixtures, sitting walls, seating, canopies, bollards, art such as sculptures, fountains, clocks or murals, and other architectural elements that define pedestrian circulation paths and spaces.

d. **Use of Common Spaces**
Common spaces are intended to serve as places for pedestrians. Except as provided in subsection c above, structures are not permitted in these areas, nor can such areas be used for: freestanding signs, refuse collection other than for pedestrian use, any type of storage including parking lot snow storage, outdoor merchandising that encroaches into the minimum dimensions of the common space(s), and any loading or vehicle parking or access during business hours.

e. **Orientation**
Common spaces shall, to the maximum extent feasible, face the primary street frontage, provide views of the Chugach Mountains or other major landmark, or be oriented to receive solar access on December 21.

f. **Dimensions**
The common space(s) shall total no less than 1% of the total gross floor area of the principal building(s). The length to width ratio shall not exceed 2:1, and the shortest dimension shall be no less than 15 feet.

5. **Landscaping**

a. **Intent**
To break up and soften the massive scale of large retail establishments, including large blank building walls, service and loading areas, and large paved parking surfaces.

b. **Foundation Landscaping**
Foundation landscaping in planting beds at least 8 feet wide shall be used to soften the visual impacts of large building facades along the sections of walls that are visible from adjacent streets or customer parking lots, and are not occupied by entrances, loading docks or...
other openings, or by weather protection structures such as arcades that meet the requirements of subsection [x-ref to weather protection].

c. **Abutting Residential**

Large retail establishments shall have Level 3 landscaping along abutting residentially zoned properties. The buffer shall not conflict with pedestrian connections provided for in this section.

6. **Outdoor Sales, Display and Storage**

a. **Intent Statement**

Screen service areas of large retail establishments from adjacent properties, public streets, and customer entrances, and to mitigate visual and noise impacts. Large and small vehicle sales and rental establishments are exempt from this section.

b. **Permanent Outdoor Display, Sales and Storage of Merchandise**

Merchandise may be stored or displayed for sale on the front or side of the principal building in accordance with this subsection. Auction houses, farmers markets, nurseries, and lumberyards are exempt from this subsection. The size of permanent outdoor storage, display and sales areas shall be limited to 10 percent of the footprint of the principal building, or 15,000 square feet, whichever is less. Permanent outdoor storage, display and sales areas shall be contiguous to the building and shall not be permitted within 100 feet of residential property. Outdoor storage display and sales of plumbing fixtures and large household appliances, such as without limitation hot tubs, dishwashers and refrigerators, is prohibited.

i. **Screening.**

The permanent display, storage and sales area of large retail establishments shall be enclosed by a minimum eight-foot wall of like appearance to the building or a base of like appearance to the building topped by wrought iron or tubular steel fencing, with a minimum total height of eight feet. No merchandise other than trees shall be visible above the wall. Materials, colors, and design of screening shall be compatible in appearance and quality with the predominant materials of the principal building.

ii. **Screening for Home Improvement Stores.**

The permanent storage, display, and sales area shall be enclosed by a dark colored chain link fence covered with windscreens or walls of like material to the building with a minimum height of eight feet. Windscreens shall be maintained in good repair and free of tears. Merchandise may be stacked up to 25 feet high or level with the top of the adjacent building side wall, whichever is lower, but may not be stacked above the height of the screening wall. The roofline on the front facade shall have architectural features, such as gables or parapets, compatible with that of the principal building, to obscure merchandise stored in the area.
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iii. **Seasonal Outdoor Display and Sales.**
Only Christmas trees, bedding plants, trees, shrubs, potting soil, and bagged yard products may be displayed for sale seasonally. In addition, the seasonal outdoor sales area shall be limited to 10 percent of the footprint of the building or 12,000 square feet, whichever is less.

iv. **Rear Storage.**
Bulk merchandise may be stored behind the building. The sides and back of the storage area shall be screened with a chain link fence covered with windscreen. Windscreen shall be maintained in good repair and free of tears. The rear storage area shall not be accessible to customers. Merchandise shall be stacked no higher than 25 feet or level with the top of the adjacent side wall of the building, whichever is lower, and may not be stacked above the height of the chain link fence.

7. **Master Site Plan and Secondary Buildings**

a. **Intent Statement.**
To integrate the location, orientation, and appearance of all structures and improvements within a large retail establishment as a unified, coherent and accessible site development.

b. **Master Site Plan**
Large retail establishments on sites that include more than one building, or that include multiple pad lots or platted lots for separate commercial establishments, shall, at the time of plat review or major site plan review, be required to establish a master site plan for the location, design and orientation of principal and secondary buildings on site.

c. **Applicability of Large Retail Establishment Regulations**
Building and site design standards for large retail establishments in this section, unless stated to apply specifically to principal buildings, apply to both principal and secondary buildings on any commercial tract within a large retail establishment site or site master plan area.

d. **Secondary Building Orientation to Public Streets**
Peripheral secondary buildings located at the edge of the site next to a public street or street corner shall provide at least one customer entrance facing each abutting public street. A corner entrance facing both streets may meet this requirement. In such a case, for purposes of design requirements in this section for facades with customer entrances, the entrance shall be considered to be on both facades.

e. **Integration of Secondary Buildings with Principal Building and Site Design**
Building colors and materials, architectural features, detail elements, and roof forms of secondary buildings on the site shall be compatible
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Sec. 21.07.140 Exterior Lighting

21.07.140 EXTERIOR LIGHTING

A. Purpose

Exterior lighting, as a part of the urban infrastructure, is an urban design tool that helps to determine the safety, livability, and ambiance of Anchorage as northern climate community. The purpose of this section is to foster outdoor lighting for municipal, residential, commercial, industrial, and public/institutional developments that is adequate for safety and convenience; in scale with the activity to be illuminated and its surroundings; directed to the surface or activity to be illuminated; and designed to clearly render people and objects and contribute to a pleasant nighttime environment. Specific purposes are to require outdoor lighting that:

1. Provides safety and personal security as well as convenience and utility in areas of public use or traverse, for municipal, commercial, industrial, multifamily residential, and institutional uses where there is outdoor public activity during hours of darkness;

2. Controls glare and excessive brightness to improve visual performance, allow better visibility with relatively less light, and protect residents from nuisance and discomfort.

3. Controls trespass light onto neighboring properties to protect inhabitants from the consequences of stray light shining in inhabitants’ eyes or onto neighboring properties;

4. Results in cost and energy savings to establishments by being carefully aimed and directed at the surface area or activity to be illuminated, using only the amount of light necessary;

5. Fits the needs and tolerances of the surrounding district, to provide adequate illumination levels in commercial districts while protecting residential areas and places of sleep from excessive light; and

6. Controls light pollution to minimize the negative effects of misdirected light and recapture views to the winter night sky.

B. Applicability

1. Outdoor Site Lighting

All outdoor lighting shall comply with the standards of this section, unless exempted in subsection 2. below. In addition, in certain cases applicants for interior or exterior modifications or expansions of existing structures and

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109 NOTE: This section drafted by staff. Parking lot lighting is exempt from the requirements of this section and instead has to comply with separate lighting requirements in the parking section.

110 NOTE: Intro paragraph is based in part on IESNA RP 33-99, as well as northern city design considerations. Bulleted specific purpose statements follow the format of other Chapter 7 sections in identifying specific issue areas of concern. Primary issues in Anchorage appear to be: safety and visual acuity, glare and misdirected light, and excessive illumination for some uses.

111 NOTE: Low-intensity lighting for single-family and other residential uses is exempted in subsection C which follows. The lighting standards would only limit very bright or glaring lights in residential areas. It is intended to protect neighborhoods, homeowners, or residents in cases of unusually intense or glaring lights on neighboring properties.
uses may be required to comply with the following standards pursuant to subsection 21.10.010.H, *Expansion, Alteration, or Major Repair*.

2. **Off-Street Parking and Loading Areas**  
   Lighting in off-street parking and loading areas shall be exempt from the requirements of this Section 21.07.130 and instead shall comply with the lighting requirements set forth in subsection 21.07.090.G.13, *Lighting of Off-Street Parking and Loading Areas*.

3. **Public Street and Right-of-Way Lighting**  
   Public street and right-of-way lighting shall be exempt from the requirements of this section.

4. **Attention-Getting Devices**  
   Signs and other attention getting devices as defined in Section [x-ref], including any lighting of a specific architectural feature, name, or logo designed to act as advertising devices calling attention to the building owner or tenant, are subject to the sign illumination standards of section [x-ref].

C. **Exempt Lighting**

The following luminaires and lighting systems are exempt from the requirements of this section:

1. **Single-Family Residential:** Soffit or wall-mounted luminaires with a light output of less than 1000 lumens and permanently attached to residential dwellings, not to exceed the height of the eave;\(^{112}\) (homeowners may use luminaries with a higher light output, but will then have to comply with section G. below.)

2. **Temporary decorative seasonal lighting** provided that individual lamps have a light output of 200 lumens or less;\(^{113}\)

3. **Temporary lighting for emergency or nighttime work and construction;**

4. **Temporary lighting for theatrical, television, and performance areas, or for special public events;**

5. **Lighting for a special district, street, or building that, according to an adopted municipal plan or ordinance, is determined to require special lighting aesthetics as part of its physical character;** and

6. **Lighting required and regulated by the Federal Aviation Administration.**

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\(^{112}\) NOTE: This exemption is for single-family and other residential development with low impact lighting. The lumens figure provided is approximately the output of a 75 watt incandescent bulb. The provision would exempt a 60 watt incandescent bulb, for example. It is intended as a starting point for discussion on the most appropriate wattage or brightness level to be exempted.

\(^{113}\) NOTE: This exemption allows for holiday season and “City of Lights” style decorative wintertime illumination. The lumens figure provided exempts typical hanging decorative lights consisting of 10 watt or even 15 watt incandescent bulbs.
D. Nonconformities

In order to (1) amortize existing nonconforming lighting that may otherwise linger for years or decades, and (2) maximize fairness between both pre-existing and new establishments, there shall be a grace period for all outdoor lighting. Outdoor lighting shall be required to conform to the standards of this section within five years from the effective date of this Title. Project applications received prior to such conformance date may choose to conform or to postpone conformance until the five-year deadline.

E. Lighting Zones Established

Using Table 1 as a guide, the municipality shall determine and maintain three lighting zones to ensure that lighting standards fit the needs and tolerances of Anchorage’s broad range of urban and rural, commercial and residential, and low versus high intensity use areas. Lighting zones are intended to allow for relatively higher illumination intensities in commercial districts, while protecting the more light-sensitive neighborhoods and residential areas from excessive or misdirected light.

The lighting zone of a site or project shall determine the standards for lighting as specified in this section. An increase of one LZ number may be granted to a specific site or project upon special approval through the variance process.

TABLE 21.07-14: LIGHTING ZONE CHARACTERISTICS

<table>
<thead>
<tr>
<th>Lighting Zone</th>
<th>Ambient Light Level</th>
<th>Representative Locations</th>
<th>Zoning Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>LZ-1</td>
<td>Relatively Low</td>
<td>Rural areas, low-density urban areas, natural open spaces.</td>
<td>W, R-1, R-2, R-5, R-6, R-9, R-10, OL, TA, AF, PLI [1], Girdwood [2].</td>
</tr>
<tr>
<td>LZ-2</td>
<td>Medium</td>
<td>Medium to high density residential neighborhoods.</td>
<td>R-3, R-4, RMX, NMU, PLI [1].</td>
</tr>
<tr>
<td>LZ-3</td>
<td>Relatively High</td>
<td>Medium to high intensity commercial and industrial districts.</td>
<td>C-2A, C-2B, C-2C, GC, I-1, AD RCMU, CC MU, MC, MI, I-2, PLI [1].</td>
</tr>
</tbody>
</table>

Additional Standards:
[1] In the PLI District, lighting standards for development shall be that of the Lighting Zone that most closely matches the character of the setting surrounding the project site.


1. Illumination Levels and Locations

Sufficient lighting shall be provided in pedestrian use areas and in high-risk locations. Key locations and high-risk uses such as parking lots, transit stops, ATMs, and convenience stores shall be illuminated to facilitate nighttime use. Lighting should be designed to avoid excessive brightness or glare which reduces visibility and visual acuity, or the fishbowl effect which allows users...
to be observed but makes it difficult for them to observe their surroundings. Parking lot lighting shall adhere to minimums required in subsection I.1 below. Pedestrian walkways leading to primary building entries, exterior stairways, and other pedestrian paths that are used after daylight hours shall be illuminated at least to minimum IESNA standards of Table 2 in DG-5-94, using a uniformity ratio not greater than 10:1 maximum to minimum, to avoid extreme contrasts between lighting levels. Dedicated pedestrian lighting, building façade lighting, lit interior spaces with retail windows along sidewalks, and other pedestrian-oriented lighting sources are preferred.

2. **Color Rendition**

White light sources improve nighttime vision and reduce reaction time to possible danger by providing superior color recognition, object identification, and peripheral vision detection. Nighttime environments become more visible, comfortable, and inviting at lower light levels with less disability glare. All fixtures for area lighting shall use white light sources that have a color rendering index (CRI) of 65 or greater, such as one of the following, without limitation: metal halide, induction, compact fluorescent, incandescent (including tungsten-halogen), or high-pressure sodium with a color rendering index of 65 or greater.

3. **Maintenance, Repair and Replacement**

Poorly maintained luminaires may not provide adequate illuminances for safety and security. Lighting installations shall be maintained such that they continually provide acceptable illuminance levels and glare control required in this section. Damaged lighting fixtures and luminaires shall be promptly repaired or replaced. All light emitted by a fixture shall meet or exceed the specification given. All luminaires shall be permanently installed so as to maintain required shielding. Any structural part of the fixture providing this shielding must be permanently fixed.

G. **Control of Glare and Light Trespass**

1. **Shielding and Glare**

   a. **Generally Applicable Standard**

For outdoor area lighting on any residential, commercial, industrial, recreational, municipal, or institutional site, cutoff-type luminaires shall be used and shall be equipped with (or be capable of being retrofitted with) devices for redirecting light such as shields, visors, or hoods. Such lighting shall be so aimed, located, designed, fitted, and maintained. Directional luminaires such as floodlights, spotlights, and sign lights shall be so installed and aimed that they illuminate only the specific task and do not shine directly onto neighboring properties, roadways, or distribute excessive light skyward.

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**Footnotes:**

116 NOTE: Uniformity ratio recommended by IESNA RP-33-99 as a starting point for public discussion.
117 NOTE: NEMA recommends basing standards on a performance standard such as CRI, rather than just a list of product types. This better accommodates new technology such as LED or induction lamps. 
118 NOTE: IESNA RP 33-99 recommends ordinance provisions for maintenance, repair, and replacement. This would address safety and maintenance issues that exist in Anchorage.
119 NOTE: Suggested new section for glare control applicable to all lighting. This approach eliminates the need to provide glare control provisions for each type of lighting—parking, building, etc. It also eliminates potential loopholes in the code for light intensive uses like car sales lots.
b. **District-Specific Shielding Standards**

Shielding requirements specific to the various districts shall be as shown in Table 2. Residential uses in the R-5, R-6, R-9, and R-10 districts, and full cut-off luminaires on collector or greater class streets shall be exempt from Table 2 standards.

<table>
<thead>
<tr>
<th>Lighting Zone</th>
<th>Full Cut-off Luminaire</th>
<th>Cut-off Luminaire</th>
<th>Semi Cut-off Luminaire</th>
<th>Non Cut-off Luminaire</th>
</tr>
</thead>
<tbody>
<tr>
<td>LZ-1</td>
<td>10,000</td>
<td>6,000</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>LZ-2</td>
<td>26,000</td>
<td>10,000</td>
<td>2,000</td>
<td>1,000</td>
</tr>
<tr>
<td>LZ-3</td>
<td>40,000</td>
<td>10,000</td>
<td>5,000</td>
<td>2,000</td>
</tr>
</tbody>
</table>

[Staff will illustrate the luminaire cut-off types here.]

c. **Glare onto Neighboring Properties**

All lighting that emits more than 2,000 lumens shall be aimed, shielded, or located such that the source of illumination (bulb or direct bulb image) is not visible from any adjacent property, measured at the site’s property line.

2. **Light Trespass**

Maximum light levels measured at the site’s property line, at eye level in a plane perpendicular to line-of-sight, shall be as shown in Table 3:

<table>
<thead>
<tr>
<th>Lighting Zone of Neighboring Property</th>
<th>Maximum Light at the Property Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>LZ-1</td>
<td>.3 footcandles</td>
</tr>
<tr>
<td>LZ-2</td>
<td>.8 footcandles</td>
</tr>
<tr>
<td>LZ-3</td>
<td>1.5 footcandles</td>
</tr>
</tbody>
</table>

3. **Horizontal Bulb Position**

A vertically mounted bulb in a light fixture introduces glare and reduces the effectiveness of shielding. If the bulb position within a fixture is vertical, any or all of the following may be required to ensure that the conformity to the shielding specifications in Table 2 is not compromised:

a. A high socket mount;

b. A translucent fixture lens;

c. An opaque coating or shield on a portion of the perimeter of the lens; or,

d. Other industry accepted measures.

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120 Suggested maximum light trespass figures in Table 3 are suggested by the IESNA as a starting point for community discussion for community lighting ordinances.

121 NOTE: Suggested subsection is from Douglas County CO, and based on Nancy Clanton’s observation that large retail establishments can, and often do, use the vertical bulb position to effectively circumvent cut-off luminaire standards. The resulting glare can reduce visibility in the parking lot. Recent large retail establishments in Anchorage have used the vertical bulb position.
4. **Mounting Height**

Mounting heights of lighting fixtures shall be limited to avoid defeating the purpose of cut-off style shielding, as follows:

a. **Pole Mounted Lighting**

Lights mounted onto poles or any structures intended primarily for mounting of lighting shall not exceed a maximum mounting height according to the following table:

<table>
<thead>
<tr>
<th>Lighting Zone</th>
<th>Parking Lots, Driveways, Exterior Sales and Display, Loading Areas</th>
<th>Pedestrian Walkways and Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>LZ-1</td>
<td>20</td>
<td>14</td>
</tr>
<tr>
<td>LZ-2</td>
<td>25</td>
<td>18</td>
</tr>
<tr>
<td>LZ-3</td>
<td>25 [1]</td>
<td>18</td>
</tr>
</tbody>
</table>

Additional Standards:

[1] The mounting height may be up to 35 feet where the fixture is located beyond 75’ from the site’s boundary, provided that for mounting heights in excess of 25 feet, the distance of the fixture to the site’s boundary is not less than three times the mounting height.

b. **Lighting Mounted to Buildings or Structures**

Light fixtures mounted to buildings or other structures shall not exceed the height of the roof or eave of the building or structure at the location of the light.

H. **Timing Controls**

Exterior lighting shall be timer-controlled. Simple dusk-to-dawn controls keep lights on for the maximum time during hours of sleep and inactivity, and waste energy. More appropriate timing controls shall be used, as follows:

a. All non-residential building, service and loading area lighting, except security lighting, shall be turned off one hour after business operations have ceased for the day and shall remain turned off until one hour before business operations resume on the next day.

b. Security lighting shall be activated with motion sensors so that lights come on only when someone is in the immediate area, except where the applicant can demonstrate that motion-sensor lighting will cause unacceptable increased risk and continuous security lighting levels must be maintained. Maximum illumination levels for security lighting that is not motion activated shall be 1.5 footcandles.

I. **Standards for Specific Types of Lighting**

The additional standards in this subsection shall be in addition to the generally applicable standards. However, where there is a conflict, the more restrictive standard shall apply.

---

122 NOTE: IESNA suggests lowering lighting levels. NEMA suggests lowering lighting levels only in certain areas.
Chapter 21.07: Development and Design Standards

Sec. 21.07.140 Exterior Lighting

1. Lighting of Service Canopies

   a. Service canopy lighting fixtures shall be fully recessed or full cut-off, as defined by the IESNA. However, indirect up light is permitted under a canopy provided that no lamp or vertical element of a lens or diffuser is visible from beyond the canopy and no direct up light is emitted beyond the canopy.

   b. Lights shall not be mounted on the top or sides (fascias) of canopies, and the sides (fascias) of canopies shall not be externally illuminated, except as part of an internally illuminated sign.

2. Lighting of Building Façades

   Building façade lighting may only be used to highlight important building entries or specific architectural features. Uniform floodlighting of building façades is discouraged and shall be permitted only by through a [design variance or administrative alternative compliance review process]. To the maximum extent feasible, lighting fixtures shall be located, aimed and shielded so that light is directed downward rather than upward, and only onto the building façade.

3. Hardscape and Landscape Lighting

   Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall keep light beams entirely within the mass of the display by using shielding and luminaires with the correct beam spread. Luminaires should be located and aimed so that the source of light cannot be seen directly.

4. Lighting of Exterior Sports / Performance Facilities

   a. Dual Lighting System

      The main lighting of the event or activity shall be turned off no more than forty-five (45) minutes after the end of the event or activity. A low level lighting system shall be installed to facilitate patrons leaving the facility, cleanup, nighttime maintenance, etc. The low level lighting system shall provide an average horizontal illumination level, at grade level, of no more than 3.0 fc with a uniformity ratio no greater than 10:1.

   b. Lighting of Primary Playing or Activity Areas

      Where playing fields, ski slopes, or other special activity areas are to be illuminated, lighting fixtures may include spotlighting and floodlighting. Regardless, all fixtures shall be shielded, mounted, and aimed so that their beams fall within the primary playing area and immediate surroundings, and so that no direct illumination is directed off the site.

5. High Intensity, Special Purpose Lighting

   The following lighting systems are prohibited from being installed or used except by special approval by variance, which shall not be granted for any use in LZ-1.

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123 NOTE: Need to move gas station canopy standards from 21.05.050.L.2.b.i.(B) here to be generally applicable, and consolidate it with canopy lighting provisions.
Chapter 21.07: Development and Design Standards
Sec. 21.07.150 Operational Standards

a. Aerial Lasers;
b. “Searchlight” or beacon style lights;
c. Blinking, flashing, or changing intensity lights except for temporary holiday displays;
d. Other very intense lighting, defined as having a light source exceeding 200,000 lumens or intensity in any direction of 2,000,000 candelas or more.

21.07.150 OPERATIONAL STANDARDS

A. Purpose
The purpose of these operational standards is to prevent land or buildings within the Municipality from being used or occupied in any manner so as to create any dangerous, injurious, noxious, or otherwise objectionable condition that would create adverse impacts on the residents, employees, or visitors on the property itself or on nearby properties.

B. Applicability
The provisions of this Section 21.07.150 shall apply to all land within the Municipality.

C. Standards
1. Vibration
   No vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments at or at any point beyond the lot line.

2. Air Pollution
   There shall not be discharged into the atmosphere any contaminant for which threshold limit values are listed for working atmosphere by the American Conference of Governmental Industrial Hygienists in such quantity that the concentration of the contaminant at ground level at any point beyond the boundary of the property shall at any time exceed the threshold limit. Visible emissions of any kind at ground level past the lot line of the property on which the source of the emissions is located are prohibited.

3. Odors
   Any condition or operation that results in the creation of odors, vapors, or gaseous emissions of such intensity and character as to be detrimental to the health and welfare of the public or that interferes unreasonably with the comfort of the public shall be removed, stopped, or so modified as to remove the odor.

4. Electromagnetic Radiation
   It shall be unlawful to operate, or cause to be operated, any planned or intentional source of electromagnetic radiation for such purposes as

---

124 NOTE: Suggested new section. These are relatively simple performance standards intended to help protect adjacent properties from the impacts of intensive uses.
communication, experimentation, entertainment, broadcasting, heating, navigation, therapy, vehicle velocity measurement, weather survey, aircraft detection, topographical survey, personal pleasure, or any other use directly or indirectly associated with these purposes that does not comply with the then-current regulations of the Federal Communications Commission regarding such sources of electromagnetic radiation.

5. Fire and Explosion
In all districts in which the storage, use, or manufacture of blasting agent, combustible fibers, combustible liquid, or compressed gas is permitted, the requirements as set forth in the Building and Fire Codes, as adopted in ___ of the Anchorage Municipal Code, shall be met.

6. Materials and Waste Handling
No person shall cause or permit any materials to be handled, transported, or stored in a manner that allows particulate matter to become airborne or liquid matter to drain onto or into the ground. All materials or wastes that might cause fumes or dust or that constitute a fire hazard or that may be edible by or otherwise be attractive to wildlife or insects shall be stored outdoors only in closed, impermeable trash containers that are screened in accordance with this Title. Toxic and hazardous materials and chemicals shall be stored, secured and maintained so that there is no contamination of ground, air, or water sources at or adjacent to the site. Notwithstanding anything contained herein, all treatment, storage, disposal, or transportation of hazardous waste shall be in conformance with all federal and state statutes, codes, and regulations. Provisions shall be provided so that all lubrication and fuel substances shall be prevented from leaking and/or draining onto the property.
21.07.160 MIXED-USE DISTRICTS

A. Purpose

The mixed-use districts are established to provide for and encourage development and redevelopment that contains a compatible mix of residential, business, and institutional uses within close proximity to each other, rather than a separation of uses, in accordance with the Comprehensive Plan. The mixed-use districts define the uses of land and the siting and character of the improvements and structures allowed on the land in a manner that allows a balanced mix of uses. A key feature of all the mixed-use districts is an efficient pedestrian-access network connecting the nonresidential uses, residential neighborhoods, and transit facilities. New buildings should be oriented to the street with parking located in parking structures or to the side or behind the buildings. The districts are intended to recognize areas where redevelopment of underutilized parcels and infill development of vacant parcels should concentrate on pedestrian-oriented residential and mixed-use development.

The mixed-use districts specifically are intended to:

1. Promote higher-density residential development near and within designated neighborhood and town centers, redevelopment/mixed use areas, major employment centers and other areas as appropriate;

2. Concentrate higher-density commercial and office employment growth efficiently in and around major employment centers, town centers, and other designated centers of community activity;

3. Encourage mixed-use and higher-density redevelopment, conversion, and reuse of aging and underutilized areas, and increase the efficient use of available commercial land in the Municipality;

4. Create compact and pedestrian-oriented urban environments that encourage transit use and pedestrian access;

5. Concentrate a variety of commercial retail/services and public facilities that serve the surrounding community; and

6. Ensure that the appearance and function of residential, commercial, and institutional uses are of high quality and are integrated with one another and the character of the area in which they are located.

B. Types of Mixed-Use Districts

The following mixed-use districts are established:

NOTE: THIS MATERIAL WILL BE RELOCATED AND INTEGRATED INTO CHAPTER 21.04 WHEN THE COMPLETE CODE DRAFT IS PREPARED. This section presents a new version of the mixed-use districts. This section builds on and replaces the material that appeared as Section 21.04.050 in Module 2 of the draft Anchorage Title 21. This section has been heavily modified and supplemented by staff. Such standards may be used to ensure that new development is high quality and crafted to implement the goals of Anchorage 2020. These standards are included here to provide a sense of the types of additional standards that may be appropriate in mixed-use districts, beyond general standards applicable to all development. Echoing an earlier point, it will important to ensure that the standards are not so stringent that they discourage development in the mixed-use districts. Also, keep in mind that the MU districts also have to comply with the mix of uses standards already presented in Chapter 21.04.
1. **NMU: Neighborhood Mixed-Use District**
   
   The NMU district is intended to facilitate the development of a mixed-use center at the neighborhood scale. The NMU should contain facilities vital to the day-to-day activity of a neighborhood (e.g., small grocery/convenience store, drug store, church, service station) located in close proximity to one another. The district is characterized by small-scale, attractive, non-obtrusive, and convenient shopping and services for residential areas. Site and architectural design of uses in this district should be compatible with surrounding neighborhoods and designed with a goal of reducing vehicle trips. The NMU should facilitate and encourage pedestrian travel between the residential and nonresidential uses. The NMU district may be used for the “neighborhood commercial centers” identified in the *Anchorage 2020 Anchorage Bowl Comprehensive Plan.*

2. **CCMU: Community Commercial Mixed-Use District**
   
   The CCMU district is intended to facilitate the development of a mixed-use center at the community scale. Communities are generally made up of three to five neighborhoods. They are intended to be generally about one-half to one mile in diameter and located approximately 2-4 miles apart. The CCMU area contains commercial, institutional, recreational, and service facilities needed to support the surrounding neighborhoods (e.g., large supermarket, large drug store, specialty shops, and community park). Around the core, the RMX district should contain high-density housing, and development in both districts should facilitate and encourage pedestrian travel between residential and nonresidential uses. The CCMU district may be used for the “town centers” and the “redevelopment/mixed-use areas” identified in the *Anchorage 2020 Anchorage Bowl Comprehensive Plan.*

3. **RCMU: Regional Commercial Mixed-Use District**
   
   The RCMU district is intended to facilitate the development of a mixed-use center at the regional scale. A region is a collection of adjacent communities. This district is intended to encourage the development of large-scale, distinctive, attractive regional centers containing a mix of concentrated land uses. The center should contain major economic generators, most with a regional economic draw, such as a regional shopping mall, major employer, a large high school or community college, restaurants, theaters, hotels, and relatively dense office development. The area should contain concentrations of medium- to high-density office development, with employment densities of more than 50 employees per acre. The area also should contain a broad mix of complementary uses, such as major civic and public facilities, and parks. The district should be surrounded by high-density housing located in the RMX district, and development in both districts should facilitate and encourage pedestrian travel between residential and nonresidential uses. Transit facilities and pedestrian-friendly elements are important components of development in this type of center, in order to reduce demand for auto travel as well as increase visual interest. The RCMU district may be used for the “major employment centers” identified in the *Anchorage 2020 Anchorage Bowl Comprehensive Plan.*

4. **RMX: Residential Mixed-Use District**
   
   The RMX district is intended to facilitate the development of higher-density residential development surrounding both the CCMU and the RCMU districts. The RMX area contains primarily medium- to higher-density residential
development, though it also may contain some limited small-scale commercial, institutional, recreational, and service facilities needed to support residential development in the surrounding area. Development in the RMX district should facilitate and encourage pedestrian travel between residential and nonresidential uses. This residential district is often adjacent and incidental to a mixed-use core of a town center, neighborhood commercial center, or other type of mixed-use or major employment center designated in the Comprehensive Plan.

C. Development Standards for Mixed-Use Districts

1. Applicability
All development in the mixed-use districts, including the RCMU, CCMU, NMU, and RMX districts, shall comply with the standards set forth in this subsection 21.04.150.C.

2. Concept and Key Features
Development in a mixed-use district shall:

a. Be consistent with the general description of the mixed-use district in which it is located as specified in subsection B. above.

b. Contain a road network designed to ensure that residential areas will have direct access to adjacent non-residential portions of the proposed development/redevelopment, in lieu of entering and exiting through thoroughfares and/or collector streets; and

c. Provide an adequate and interconnected transportation system that encourages multiple modes of transportation, disperses traffic, and provides streets that accommodate multiple transportation modes, including motor vehicles, transit, bicycles, and pedestrians;

d. Arrange residential, employment, retail, service, and open space uses to be convenient to and compatible with each other and with transit;

e. Design early phases of development so as to promote long-term quality and character;

f. Include buildings that provide human scale and interest through use of varied forms, materials, details, and colors.

g. Encourage housing in a range of densities, sizes, and types; and

h. Be consistent with an approved district plan or neighborhood plan, if applicable.

3. Street Pattern and Connectivity
a. **Purpose**
In order to promote more walkable communities, faster response times for emergency service vehicles, and reduced air pollution, streets in mixed-use areas should interconnect in a grid-like pattern, forming short, walkable-scale blocks with multiple, convenient route choices for both personal vehicles and pedestrians. The network should
connect throughout residential areas, and connect residential to commercial areas within mixed-use centers.

b. **Relationship to Other Regulations**

Streets in mixed-use districts shall comply with all requirements in Section [---], *Transportation and Connectivity*, and Section 21.08.030, *Design Standards*, in addition to the requirements of this section.

c. **Grid Street Pattern and Short Blocks**

The block standards of this subsection shall apply to all development that contains at least four acres or more of gross land area.

i. Each block face shall range between a minimum of 200 feet and a maximum of 600 feet.\(^{126}\)

ii. The average block face across each development site and the entire MU zone district shall be a maximum of 500 feet.

iii. For block faces that exceed 400 feet, a mid-block pedestrian pass-through shall be provided connecting opposite sides of block faces.

iv. Where a block face between streets exceeds 400 feet, or the total perimeter of the block is greater than 1600 feet, the developer may propose a new street connection to subdivide the block into smaller blocks, subject to the approval of the Municipality. As an incentive to encourage the creation of such additional street connections, the developer shall be entitled to count the land devoted to the new street connection in the calculation of maximum FAR.

v. An applicant may submit alternative block standards, provided that such alternative achieves the intent of the above standards and the procedures and criteria of Section [---], *Alternative Compliance*.

d. **Street System for Multi-Building Developments and Campuses**

The site plan of large institutions, campus developments, and other multiple building developments, either public or private, shall integrate with the street grid system and buildings in mixed-use districts. The site circulation system of streets, driveways, and walkways should be an extension of the surrounding street and walkway network into the onsite layout of buildings and spaces. Primary entrances and facades of buildings on the site should front on the public street or the onsite network of walkways. Major retail establishments or large single-use institutions that are larger in scale than the surrounding city blocks shall be broken into a series of small spaces, buildings, and blocks that complement, extend, repair, or enhance the surrounding street grid and building fabric of the adjacent mixed-use area, so that the institution is patterned as an extension of the

\(^{126}\) NOTE: If this section is retained and adopted, then the minimum block size allowed in Chapter 21.08 should be lowered from 300 feet to 200 feet.
Municipality. Massive institutional or retail buildings isolated from the rest of the mixed-use district shall be avoided.

e. **Secondary Streets and Alleys**

i. **Intent**

There should be a hierarchy of primary, public, and pedestrian-friendly street frontages, versus secondary streets and rear alleys that accommodate utilities and service functions such as parking and vehicle access, dumpsters, garbage service, commercial loading and deliveries, and utility maintenance. Secondary streets make it possible to maintain high-quality, pedestrian-and-commerce friendly primary streets in all mixed-use areas, particularly commercial centers.

ii. **Guideline**

Mid-block through alleys or secondary streets are encouraged to enable secondary vehicle access.\(^{127}\)

4. **Mix and Intensity of Land Uses and Activities**

a. **Purpose**

The purpose of this section is to help integrate public/institutional, residential, and commercial activities around the same shared public streets and spaces. All uses should be located and convenient to each other by walking. People who work, shop, and live in the different buildings share the same public sidewalks and spaces.

b. **Mix of Principal Uses Required**

i. **Use Categories**

Each principal use allowed in any of the mixed-use districts, as listed in Section 21.05, *Table of Permitted Uses*, is grouped into one of the following four general use categories:

(A) Residential Uses;

(B) Public/Institutional Uses;

(C) Commercial/Office Uses; and

(D) Commercial/Other (All commercial use that are not listed under the office category).

ii. **Required Mix and Proportion of Land Uses**\(^{128}\)

A mix of land uses shall be required on any development or redevelopment project in any of the mixed-use districts that is one acre in gross land area or larger.

(A) The development/redevelopment shall include at least two of the four use categories listed in subsection b.1. above.

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\(^{127}\) NOTE: A density bonus or other incentive may be appropriate to encourage alleys in mixed-use developments.

\(^{128}\) NOTE: This section proposed for discussion purposes. Specific ratios may need to be adjusted for each mixed use district.
No one use category listed in subsection b.1. shall comprise more than fifty percent of the net land area of the development/redevelopment. “Net land area” for purposes of this provision means gross land area less dedicated public rights-of-way.

c. **Public Focus Areas**

Any mixed-use development that is --- gross acres or larger shall include a public focus area such as a public/institutional use, plaza, public space, or town square. The purpose of such an area is encourage the presence of civic or institutional uses, such as a public library; to promote mixed-use areas as centers of community activity; and to attract greater pedestrian traffic and activity to mixed-use areas.

d. **Neighborhood Scale and Intensity of Uses and Activities**

i. **NMU Size Limitations**

The uses listed in the table below shall be allowed in the NMU district subject to the listed gross floor area restrictions. Individual businesses not specified in the table below but allowed in the NMU district pursuant to the use table in Chapter 21.05 shall be permitted to occupy up to a maximum of 10,000 square feet of gross floor area on development sites that have a floor area ratio (FAR) of at least 0.65, or a maximum of 5,000 square feet of gross floor area on sites that have a FAR of less than 0.65.

<table>
<thead>
<tr>
<th>Use</th>
<th>Size Restrictions (gross floor area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Animal grooming service or pet shop</td>
<td>2,500 sq. ft. maximum per use</td>
</tr>
<tr>
<td>Financial institution</td>
<td>3,000 sq. ft. maximum, provided that the majority floor area of such use provides retail services.</td>
</tr>
<tr>
<td>Bar or tavern, Restaurant, Brew Pub</td>
<td>1,500 sq. ft. maximum per use</td>
</tr>
<tr>
<td>Offices, including governmental and charitable organization</td>
<td>1,500 sq. ft. maximum per office use and the cumulative total of all office uses shall not exceed 15% of the total floor area of the NMU district</td>
</tr>
<tr>
<td>Retail, personal service use</td>
<td>1,500 sq. ft. maximum per use</td>
</tr>
<tr>
<td>Farmers market</td>
<td>10,000 sq. ft. maximum if indoors; total development site size of no greater than 20,000 square feet.</td>
</tr>
<tr>
<td>General retail</td>
<td>5,000 sq. ft. maximum, provided that such use has a floor area ratio (FAR) of at least 0.5, and does not exceed 35% of the NMU district</td>
</tr>
<tr>
<td>Grocery or food</td>
<td>25,000 sq. ft. maximum, provided that such use has a</td>
</tr>
</tbody>
</table>
### Table ---: Gross Floor Area Restrictions in the NMU District

<table>
<thead>
<tr>
<th>Use</th>
<th>Size Restrictions (gross floor area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>store</td>
<td>floor area ratio (FAR) of at least 0.5, and does not exceed 50% of the NMU district</td>
</tr>
<tr>
<td>Liquor store</td>
<td>1,500 sq. ft. maximum per use</td>
</tr>
<tr>
<td>Fuel sales with convenience store, gasoline service station, vehicle service and repair</td>
<td>Total site size of no greater than 20,000 square feet; and the cumulative total of all fuel sales, gasoline service station, and service/repair uses does not exceed two establishments</td>
</tr>
</tbody>
</table>

### Table ---: Gross Floor Area Restrictions in the RMX District

<table>
<thead>
<tr>
<th>Use</th>
<th>Size Restrictions (gross floor area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Animal grooming service or pet shop</td>
<td>2,500 sq. ft. maximum per use</td>
</tr>
<tr>
<td>Financial institution</td>
<td>3,000 sq. ft maximum, provided that the majority floor area of such use provides retail services.</td>
</tr>
<tr>
<td>Restaurant</td>
<td>3,000 sq. ft. maximum per establishment</td>
</tr>
<tr>
<td>Offices</td>
<td>1,500 sq. ft. maximum per office use</td>
</tr>
<tr>
<td>Retail, personal service use</td>
<td>1,500 sq. ft. maximum per use</td>
</tr>
<tr>
<td>General retail, or Convenience store</td>
<td>5,000 sq. ft. maximum</td>
</tr>
<tr>
<td>Grocery or food store</td>
<td>5,000 sq. ft. maximum</td>
</tr>
<tr>
<td>Extended-stay Lodgings or Inns</td>
<td>5,000 sq. ft. maximum</td>
</tr>
</tbody>
</table>

#### ii. RMX Size Limitations

The uses listed in the table below shall be allowed in the RMX district subject to the listed gross floor area restrictions. Individual businesses allowed in the RMX district pursuant to the use table in Chapter 21.05 shall be located within a mixed-use residential building with at least 50 percent of building gross floor area being residential, or in a building with a maximum footprint of 2,500 square feet of gross floor area. Off-street parking for nonresidential uses in the RMX district shall be limited to seven spaces per establishment. Hours of operation shall be limited to between 7 a.m. and 10 p.m.

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5. Parking

a. **Required Parking Ratios and Shared Parking**

   i. **Reduced Parking Ratios**

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131 NOTE: This section drafted by staff. Staff notes: “The RMX district needs size restrictions and other limits on business establishments to maintain the surrounding residential character. The table is starter content and a table for size restrictions for nonresidential uses permitted in the RMX district. The proposed restrictions are recommended by the APA in PAS 479 “Principles of Smart Development”, page 32.” Clarion notes that some sizes proposed may be too small and unrealistic; also, the standards in the first paragraph, if retained, should be broken apart into separate provisions.
Development in the mixed-use districts shall only be required to provide 95% of the off-street parking required in Section 21.07.---, Off-Street Parking and Loading.

ii. **Parking Alternatives**

Shared parking agreements shall be standard for developments, to the maximum extent feasible. Development projects shall use at least one of the parking alternatives provided in 21.07.[x-ref] Parking Alternatives, such as shared parking, valet parking, tandem parking, on-street parking, or another alternative method approved by the Traffic Engineer. Residential development in the RMX district is exempt from this standard.

b. **Onsite Parking Location and Design**

i. **Parking Located Behind, Beneath, or Beside Buildings**

In order to reduce the scale of the paved surfaces and to shorten the walking distance between the parked car and the building, a minimum of [60] percent of the off-street surface parking spaces provided for all uses contained in the development’s primary building shall be located to the rear or side of, or underneath, the building and shall not be located between the façade of the primary building and the primary abutting street.

ii. **Parking Lot Frontages**

For block faces that are composed entirely of surface parking lot areas, a street or enhanced drive aisle that provides a detached sidewalk, defined pedestrian crossings, and street or parking lot trees along the block face shall border the block face. Buildings containing commercial or residential space along street frontages are encouraged to line the frontage between large parking lots and the street along main commercial streets.

iii. "**Shadow Platting**" of Large Parking Lots

Any parking lot greater in size than one city block (300 x 300 feet) shall be broken into smaller units by its system of parking lot driveways and walkways, using the "shadow platting" technique, by which the unit parking areas, each divided from the others by drive aisles ("streets" with walkways), may gradually be redeveloped one-by-one into buildings, and the drive aisles mature into streets, as a way of accommodating future infill development.

6. **Building Placement and Orientation**

a. **Placement, Orientation, and Openness to the Sidewalk**

i. **Purpose**

Building frontages should be built and oriented to the street, lining sidewalks and public spaces with frequent shops, entrances, windows with interior views, and articulated ground-level façades. Comfortable, human-scale transition spaces such as entrance areas, patios, or café seating may
be placed between the building and public sidewalk, as long as the building remains close, accessible, and inviting from the sidewalk.

### ii. Building Placement and Street Setbacks
Buildings shall be built to or close to the public sidewalk, using the setbacks required in subsection 21.06.010.C., Table of Dimensional Standards: Mixed Use and Other Districts.

### iii. Building Entrances
All buildings shall have at least one primary resident, public, or customer entrance oriented toward an abutting street that is not separated from the building by on-site parking. If the building is a within a large development site and not located on the street, then the entrance shall orient toward an on-site pedestrian walkway connected to a public sidewalk.

### iv. Prominent Entrances
The primary public entry to the building shall be visually obvious and emphasized through the use of such architectural treatments as differing colors or materials, arches, or arcades.

### v. Fenestration and Transparency

#### (A) Ground-floor windows shall be required for all civic and commercial uses over 5,000 square feet.

#### (B) All elevations of buildings abutting any street shall provide at least 50 percent of their ground-floor façades between two feet and ten feet above grade as entrances and/or windows that allow views into interior spaces such as lobbies, merchandise displays, shopping, customer service areas, or working areas. On corner lots this provision shall apply to both elevations. Elevations of buildings adjacent to alleys or vehicle accessways used primarily for service and delivery access shall be exempt from this requirement. Residential frontages shall include windows with views out of living spaces that provide a sense of human presence on the street.

#### (C) Blank walls facing streets shall be avoided or minimized.

### vi. Indoor-Outdoor Connections
Climate-protective atria, arcades, malls, and other internal pedestrian networks shall connect directly to the outdoor network of streets, sidewalks, and public spaces, to allow people and activity to flow in and out of buildings and public spaces year-round. Alternative interior pedestrian networks
that channel people, activity, and investment away from public street frontages are discouraged.

vii. **Residential Frontages**
Ground-floor residential frontages shall have transition spaces such as front steps, porches, and windows to provide a transition between interior living spaces and the public sidewalk. Upper floor residential frontages shall include windows and/or balconies over the street. Attached townhouse, attached single-family, and duplex housing types shall provide front porches or landings on the street side at a minimum depth of six feet or more and a minimum width of eight feet.

b. **Sun and Wind Orientation of Buildings and Outdoor Spaces**
A comfortable pedestrian environment is essential to mixed-use centers. The layout of master plans, site master plans, site plans, buildings and design details shall take into account local climate conditions, and locate and orient buildings, building entrances, windows and outdoor pedestrian spaces to maximize solar access and provide protection from prevailing winds during times of pedestrian activity, to the maximum extent feasible, where not in conflict with the intent of subsection “a” above.

7. **Pedestrian Amenities**

a. **Pedestrian Amenities Required**
All new developments or redevelopments to existing buildings in the mixed-use districts shall provide pedestrian amenities, as specified in this subsection. The number of pedestrian amenities provided shall comply with the following sliding scale.

<table>
<thead>
<tr>
<th>Size of Development or Redevelopment (Building Square Footage)</th>
<th>Number of Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5,000 sq. ft.</td>
<td>1</td>
</tr>
<tr>
<td>5,000 – 10,000 sq. ft.</td>
<td>2</td>
</tr>
<tr>
<td>10,000 – 50,000 sq. ft.</td>
<td>3</td>
</tr>
<tr>
<td>Greater than 50,000 sq. ft.</td>
<td>4</td>
</tr>
</tbody>
</table>

b. **Acceptable Pedestrian Amenities**
Acceptable pedestrian amenities include:

i. Sidewalks that are at least 50 percent wider than required by this Title, incorporating paving treatments, including but not limited to concrete masonry unit pavers, brick, or stone.

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132 NOTE: This section includes an example of a menu-based standard. This type of flexible regulation could be appropriate in Anchorage for a variety of design-related regulations.
133 NOTE: In addition to the listed items, suggested by Clarion, staff also proposed two additional items: bicycle parking and outdoor seating. However, we do not believe that such relatively inexpensive items would be sufficiently meaningful to count as pedestrian amenities under this provision.
ii. A public outdoor seating plaza adjacent to or visible and accessible from the street, with a minimum useable area of 300 square feet.

iii. Sidewalk planters between sidewalk and building including stormwater swales.

iv. Public art including but not limited to sculptures, fountains, clocks, or murals with a value equal to or greater than one percent of construction value of the structure.

v. Pocket parks with a minimum usable area of 300 square feet.

c. **Guidelines for the Siting, Construction, and Character of Pedestrian Amenities**

i. Amenities shall be visible and accessible to the general public from a fully improved street. Access to pocket parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.

ii. The size or capacity of pedestrian amenities shall be roughly proportional to their expected use, including use by employees, customers, residents, and other visitors, as determined by the Director. The Director may alter minimum area standards for pocket parks and plazas based on this guideline.

iii. Amenities shall be consistent with the character and scale of surrounding developments. For example, similarity in awning height, bench style, planter materials, street trees, and pavers is recommended to foster continuity in the design of pedestrian areas. Materials shall be suitable for outdoor use in a northern climate, easily maintained, and have at least a 10-year expected service life.

8. **Compatibility**

a. **Purpose**

   This section is intended to provide land use tools to mitigate possible conflicts between land uses of varying intensities and differing character.

b. **Applicability**

   This section shall apply to all development in MU zoning districts where either of the following occurs:

i. Development of a more intensive land use adjacent to an existing, planned, or zoned less less-intensive land use, either inside or outside the MU zone district boundary. The Director shall have the authority to make a final determination regarding relative intensity of adjacent land uses, taking into consideration, at a minimum, the relative size, design, operation, and traffic generation patterns of the adjacent land uses; or

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ii. Establishment of visual impacts, uses, or activities on a development site that, as determined by the Director, could reasonably be regarded as a nuisance to neighbors.

iii. For purposes of this section, “surrounding development” shall mean: (1) immediately adjacent development on the same block face or on facing blocks as the subject site, as well as (2) prevalent patterns established in the existing neighborhood located within one-quarter mile of the subject development site.

c. Standards

i. When a transition tool is required in a MU zone district, an applicant shall incorporate site and building transition tools, green/open space transition tools, and transition uses before using landscape buffers or screens.

ii. The following are approaches, methods, and techniques that are permitted transition tools under this section:

(A) Site and building transition tools, including but not limited to, building setbacks as established by surrounding development, building placement and orientation as established by surrounding development, similar building height, similar building width, similar roof form, similar building materials, and façade articulation.

(B) Green/open space transition tools, including but not limited to the use of courts, squares, parks and plazas, and use of natural features such as topography, waterways, and existing stands of trees.

(C) Locating transition uses and other community-serving, less-intensive uses such as banks and post offices at the perimeter of the MU zoning district.

(D) Parkways, streets, and streetscapes.

(E) Landscape buffers and screens.

9. Dimensional Standards (to be moved to 21.06)
### TABLE 21:06-4: TABLE OF DIMENSIONAL STANDARDS
#### MIXED-USE DISTRICTS

(Additional Standards May Apply - See Use-Specific Standards in Section 21.05.020)

|---------------|---------------|----------------------------------|--------------------------------------------------------------------------------|--------------------------|---------------------|-------------------|---------------------------|
| **NMU: Neighborhood Mixed Use District** | All | None, 15 acres | None | Min: 0 ft.  
Max: 10 ft.  
Max (residential on ground floor): 15 ft.  
Building shall occupy a minimum of 35 percent of frontage line.  
20-foot minimum setback for 3rd story uses | 35 feet or 3 stories | 25% | 0.67:1 FAR [2] [3] |
| **CCMU: Community Commercial Mixed Use District** | All | 10 acres, 160 acres | None | Min: 0 ft.  
Max: 10 ft.  
Max (residential on ground floor): 15 ft.  
Building shall occupy a minimum of 50 percent of frontage line. | 45 feet or 4 stories | 35% | 1.0:1 FAR [2] [3] |
| **RCMU: Regional Commercial Mixed-Use District** | All | 50 acres | None | 8 dwelling units/acre | Min: 0 ft.  
Max: 10 ft.  
Max (residential on ground floor): 15 ft.  
Building shall occupy a minimum of 50 percent of frontage line. | 120 feet or 8 stories | 35% |
| **RMX: Residential Mixed-Use District** | All | None | None | 8 dwelling units/acre | Min: 0 ft.  
Max: 10 ft.  
Max (residential on ground floor): 15 ft.  
Building shall occupy a minimum of 35 percent of frontage line.  
20-foot minimum setback for 3rd story uses |

**NOTES:**

[1] Minimum residential density shall be measured as an average over the gross land area of only the residential portion of the zone district.

[2]: Floor Area Ratio Mixed-use Incentive: An additional .07 FAR is not included in the calculation of maximum allowable FAR if the additional .07 FAR is residential, and residential is 50% or more of the gross floor area of the development project.

[3]: Floor Area Ratio Private Usable Open Space Incentive: An additional .02 FAR is not included in the calculation of maximum allowable FAR if the additional .02 FAR is residential, and the majority of residential dwellings in the development project each have at least 72 square feet of private usable open space.

[4]: To calculate floor area ratio (FAR), use Section 6.[x-ref new section] below. Garages, uninhabitable attics, and usable open space areas are not included in FAR.
21.07.170 DOWNTOWN DISTRICTS

A. Development Standards for Downtown Districts

1. Applicability
   The development standards of this section apply to all development in the C-2A, C-2B, and C-2C districts.

2. Bulk Regulations and Maximum Lot Coverage
   Construction of buildings in the C-2A, C-2B, and C-2C districts, above three stories in height, shall conform to the following bulk requirements:

   a. Building Tower Design
      One tower not exceeding the bulk requirements outlined in subsections i. and ii. below shall be allowed for a development on a parcel of land containing 13,000 square feet or a fraction thereof, or one tower not exceeding the bulk requirements outlined in subsections iii. and iv. below shall be allowed for a development on a parcel of land containing 19,500 square feet. For a development on a parcel of land containing more than 19,500 square feet, one additional tower not exceeding the bulk requirements outlined in subsections i. and ii. below, shall be allowed for every additional 13,000 square feet of land area, or, alternatively, one additional tower not exceeding the bulk requirements outlined in subsections iii. and iv. below, shall be allowed for every additional 19,500 square feet of land area.

      i. Maximum plan dimension: 130 feet.
      ii. Maximum diagonal plan dimension: 150 feet.
      iii. Maximum plan dimension: 130 feet.
      iv. Maximum diagonal plan dimension: 180 feet.

   Variances from the specific bulk requirement dimensions listed in this subsection may be granted by the Planning and Zoning Commission on developments covering a land area of more than 26,000 square feet, provided that the Commission finds that the spirit and intent of the central business districts are maintained.

   b. Alternative Structure Designs
      Alternative building designs may be submitted in the form of a project development plan to the Director for approval. Alternative design forms may be approved that provide for at least 15 percent more access either to scenic views of adjoining mountains and Cook Inlet or for solar access as compared to designs allowed under.

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134 NOTE: This existing material is placed here temporarily and will be located in Chapter 21.04 in the revised, full public draft of the new Title 21. The district-specific standards for the downtown are relatively unchanged, pending the separate project to update the plan and zoning for the downtown.

135 NOTE: Staff notes that recent projects under this section have had plazas, but have not increased solar access or scenic views.
subsection 21.07.170.A.2.a. above, Building Tower Design. The percentage amount of additional scenic or solar access shall be based on total building volume of the alternative design compared to a representative tower design. Site development plans submitted under this subsection must include a schematic of a project designed under subsection 21.07.170.A.2.a., Building Tower Design, a site development plan of the design utilizing the provisions of this subsection and calculations to establish the increased scenic or solar access required in this subsection. Designs using the provisions of this subsection are allowed an additional one story of base height prior to the utilization of the bonus point requirements of subsection 21.07.170.A.3. below, Height Exceptions for Downtown Districts.

c. Existing Structures

Notwithstanding the bulk regulations and maximum lot coverage limitations contained in Table 21.06-2, Table of Dimensional Standards: Commercial and Industrial Districts, and the requirements of this subsection 21.07.170.A.2., where a lawful structure existed on September 9, 1974, that is pre-stressed for enlargement by the addition of one or more stories, such structure may be enlarged within the full plan dimensions of the existing structure by the addition of not more than two stories.

3. Height Exceptions for Downtown Districts

Irrespective of the height limitations specified by Section 21.06.010, the following exceptions and limitations apply to structures in the C-2A, C-2B, and C-2C districts.

a. Building floor area may be constructed above the maximum building height permitted under Section 21.06.010 by earning bonus points for site and design amenities under a site development plan approved by the Planning Department as specified in Table 21.06-5, below, provided:

i. Each bonus point permits an additional 400 square feet of floorspace.

ii. All new development must accumulate a minimum of one bonus point for each 1,600 square feet of site area to be approved. Only urban design amenities related to pedestrians and landscaping of those features designated "streetscape" in Table 21.06-5, below, may be used to fulfill this requirement.

iii. No more than one bonus point per each 200 square feet of site can be accumulated for any single amenity option. Bonus points can be obtained by combining any of the options provided in Table 21.06-5, below.

NOTE: This is carried forward from the requirements specified in the central business district sections of the existing Chapter 21.40, “Zoning Districts,” with no substantive changes. There is a new summary table consolidating bonus point information in one place. Because the downtown districts are not a central focus of this project, we have heard little input on how well this existing material is working. Some modest tweaks to the system may be possible now, but more likely the entire system should be reevaluated as part of the new downtown planning and zoning effort being contemplated.
iv. At least 25 percent of all bonus points required for floorspace must be accumulated from amenities designated "streetscape." This amount can include bonus points earned under subsection (ii) above.

<table>
<thead>
<tr>
<th>Urban Design Amenity (*Streetscape Amenity)</th>
<th>Bonus Points for Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>C-2A</td>
</tr>
<tr>
<td>Street trees*</td>
<td>1 point per tree</td>
</tr>
<tr>
<td>Seating units, street furniture*</td>
<td>1 point per 2 units (maximum of 6 points)</td>
</tr>
<tr>
<td>Decorative street illumination*</td>
<td>2 points per 1 unit</td>
</tr>
<tr>
<td>Sidewalks*</td>
<td>1 point per 300 sq. ft.</td>
</tr>
<tr>
<td>Sidewalk texture*</td>
<td>1 point per 200 sq. ft.</td>
</tr>
<tr>
<td>Bike racks, open*</td>
<td>1 point per 3 open storage units (maximum accumulation of 3 points)</td>
</tr>
<tr>
<td>Bike racks, covered*</td>
<td>1 point per covered storage unit (maximum accumulation of 3 points)</td>
</tr>
<tr>
<td>Kiosk*</td>
<td>1 point per unit (maximum accumulation of 3 points)</td>
</tr>
<tr>
<td>Canopy over sidewalk*</td>
<td>1 point per 200 sq. ft.</td>
</tr>
<tr>
<td>Covered arcade*</td>
<td>1 point per 100 sq. ft.</td>
</tr>
<tr>
<td>Open air plaza, or landscaped park*</td>
<td>1 point per 70 sq. ft. (corner); 1 point per 80 sq. ft. (other)</td>
</tr>
<tr>
<td>Public restrooms at ground level</td>
<td>1 point per 35 sq. ft.</td>
</tr>
<tr>
<td>Climate-controlled public plaza or court (galleria)*</td>
<td>1 point per 50 sq. ft.</td>
</tr>
<tr>
<td>Shops (50 percent or more transparent windows on ground floor street front*)</td>
<td>1 point per 100 sq. ft.</td>
</tr>
<tr>
<td>Shops (Less than 50 percent transparent windows on ground floor street front)</td>
<td>1 point per 140 sq. ft.</td>
</tr>
<tr>
<td>Shops (Second floor shops)</td>
<td>1 point per 140 sq. ft.</td>
</tr>
<tr>
<td>Shops (Third floor or basement level)</td>
<td>1 point per 350 sq. ft.</td>
</tr>
</tbody>
</table>
**Table 21.06-5: DESIGN AMENITIES AND BONUS POINTS FOR C-2A, C-2B, & C-2C DISTRICTS**

<table>
<thead>
<tr>
<th>Urban Design Amenity (<em>Streetscape Amenity</em>)</th>
<th>Bonus Points for Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>C-2A</td>
</tr>
<tr>
<td>Commercial theater</td>
<td>1 point per 200 sq. ft.</td>
</tr>
<tr>
<td>Public rooftop recreation area or public viewing deck</td>
<td>1 point per 100 sq. ft.</td>
</tr>
<tr>
<td>Housing</td>
<td>1 point per 140 sq. ft. of area devoted to housing</td>
</tr>
<tr>
<td>Hotels</td>
<td>1 point per 200 sq. ft. of area devoted to hotel rooms</td>
</tr>
<tr>
<td>Enclosed parking</td>
<td>N/A</td>
</tr>
<tr>
<td>Transit amenities</td>
<td>3 points per covered shelter; 10 points per bus pull-out</td>
</tr>
<tr>
<td>Historic preservation</td>
<td>1 point per 200 sq. ft. of area devoted to a retained historic structure</td>
</tr>
<tr>
<td>Sidewalk landscaping* (not otherwise credited)</td>
<td>1 point per 425 sq. ft. (public land); 1 point per 30 sq. ft. (private land)</td>
</tr>
<tr>
<td>Skywalks</td>
<td>10 points per skywalk</td>
</tr>
<tr>
<td>Day care, 24-hour child care facilities</td>
<td>1 point per 200 sq. ft.</td>
</tr>
</tbody>
</table>

b. Amenities for which bonus points have been granted must be maintained after construction of a project; provided, however, that amenities can be eliminated and others substituted on a point-for-point basis upon the approval of Planning Department staff.

c. Maximum height near Town Square Park is as follows:

i. The maximum height of structures in Blocks 69 through 71, Anchorage Original Townsite, shall not exceed the following:

(A) Block 69

(1) Northwest quarter: 115 feet.

(2) Northeast quarter: 85 feet.

(3) South half: 200 feet.

(B) Block 70

137 NOTE: Staff recommends reducing the bonus points for skywalks from the current 30 to 10.
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Sec. 21.07.170 Downtown Districts

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(1) North half: 55 feet.

(2) South half: 230 feet.

(C) Block 71

(1) Northwest quarter: 85 feet.

(2) Northeast quarter: 115 feet.

(3) South half: 200 feet.

ii. The Director may waive this height limit for a structure that will not cast a shadow greater than that cast by existing structures on the Town Square Park on Block 51, Anchorage Original Townsite, from April 21 to August 21 between the hours of 9:00 a.m. and 3:00 p.m., solar time.

iii. Subject to the maximum height requirements of the Airport Height Overlay District, at the request of the owner of a lot in Blocks 69 through 71, Anchorage Original Townsite, the right to construct the amount of building square footage permitted on that lot under subsection B. of this section, less the amount allowed under this subsection I, may be added to the amount allowed under this Title on one or more lots not in those blocks located in the C-2A, C-2B or C-2C district.

d. Structures in excess of three stories shall be allowed additional buildable area for that portion of the required sidewalk within private property between the structure setback line determined by subsection B.2.h., of this section, Setbacks from Project Rights-of-Way, and a sidewalk width of 11.5 feet. This additional area shall be calculated by multiplying the lineal feet of sidewalk affected by this subsection by 33 feet. This additional area can be included as part of the maximum building height allowed in the Airport Height Overlay District.

138 NOTE: It is unclear how these existing cross-references should be updated.

139 NOTE: Regarding this existing provision, staff notes: “The extent of this transferable right (“the amount of building square footage permitted on that lot under subsection B. of this Section, less the amount allowed under this subsection I”) should be determined and a letter recorded against the property. As building area is transferred from one lot to another, documents detailing the transfer should be recorded against both properties. PLEASE make this record-keeping a requirement.”