



**Municipality of Anchorage**  
**Planning Department**  
**Memorandum**



---

**Date:** January 8, 2025  
**To:** Reviewing Agencies  
**Subject:** PZC Case No. 2025-0018, Text Amendment to Title 21 Updating Standards to Site Access — Request for Public Comments

The Planning Department is seeking comments on the attached draft ordinance updating standards for site access, including changes to standards related to driveways, walkways, building frontages, and landscaping in relation to pedestrian safety connecting to the right-of-way.

Your comments will be submitted to the Planning and Zoning Commission for a public hearing scheduled for **Monday, March 3, 2025, at 6:30 p.m. in the Assembly Chambers of the Z.J. Loussac Library, 3600 Denali Street, Anchorage**. Recommendations from the Commission will be forwarded to the Assembly.

Submit written comments in the following ways:

**by CityView:** <http://munimaps.muni.org/planning/allcomments.cfm>  
(insert case number 2025-0018)

**by email:** [Anchorage2040@muni.org](mailto:Anchorage2040@muni.org)

**by fax:** (907) 343-7927

**by mail:** Current Planning Division  
MOA Planning Department  
P.O. Box 196650  
Anchorage, AK 99519-6650

If you have questions, please contact Daniel McKenna-Foster at 907-343-7918 in the Planning Department.

Attachment: Draft Ordinance

Submitted by: Chair of the Assembly at  
the Request of the Mayor  
Prepared by: Planning Department  
For reading: \_\_\_\_\_

**ANCHORAGE, ALASKA**  
**AO No. 2025-\_\_\_**

**AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTERS 21.03, 21.04, AND 21.07 TO CHANGE STANDARDS RELATED TO SITE ACCESS, BUILDING FRONTAGE, DRIVEWAY, AND HOW PRIVATE PROPERTIES CONNECT TO THE PUBLIC STREET.**

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

**WHEREAS**, AO 2023-50, As Amended, consolidated several sections of code relating to pedestrian frontage standards and amenities (referred to as "site access") and established a new set of neighborhood context areas in certain parts of the Anchorage Bowl which had a distinct set of design standards; and

**WHEREAS**, the Anchorage development community provided significant feedback on the negative impact of these standards in relation to housing production; and

**WHEREAS**, AO 2024-23, As Amended, rolled back some of those standards due to unforeseen challenges for housing developments; and

**WHEREAS**, AO 2024-24, As Amended, established a moratorium on the most strict of these standards until November 1, 2025; and

**WHEREAS**, the Mayor's 10,000 Homes in Ten Years Strategy calls for reforming design standards, including site access, especially when they discriminate against multi-family homes; and

**WHEREAS**, the Assembly convened a working group of developers, Assembly members, community council representatives, residents, and staff, which met four times in 2024 and one additional time planned for 2025, plus two site visits in November and December 2024; and

**WHEREAS**, the working group has provided consistent feedback, which has shaped this proposal in light of current conditions and development needs; now, therefore,

**THE ANCHORAGE ASSEMBLY ORDAINS:**

**Section 1.** Anchorage Municipal Code 21.03.Review and Approval Procedures is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**CHAPTER 21.03: REVIEW AND APPROVAL PROCEDURES**

\*\*\*      \*\*\*      \*\*\*

**21.03.240 VARIANCES**

\*\*\* \*\*

**J. Administrative Variances**

\*\*\* \*\*

[7. FOR FRONT DRIVEWAYS ON MULTIFAMILY AND TOWNHOUSE LOTS WITH ALLEYS.WHERE A MULTIFAMILY OR TOWNHOUSE DEVELOPMENT SITE IS SERVED BY AN ALLEY AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.), THE DIRECTOR AND TRAFFIC ENGINEER MAY GRANT AN ADMINISTRATIVE VARIANCE FROM SUBSECTION 21.07.090H.9.B., ALLEY ACCESS REQUIREMENT, PROVIDED:

A. THERE EXIST PHYSICAL CIRCUMSTANCES OF THE SUBJECT PROPERTY SUCH AS TOPOGRAPHY, ABSENCE OF ALLEY IMPROVEMENTS, EXCEPTIONAL LOT CONFIGURATION NOT SHARED BY LANDOWNERS IN GENERAL, OR ADJOINING STREET TRAFFIC PATTERNS, AND THE TRAFFIC ENGINEER DETERMINES THAT ALLEY IMPROVEMENT AND/OR VEHICLE ACCESS ARE NOT FEASIBLE OR WOULD CREATE A TRAFFIC IMPACT OR SAFETY HAZARD;

B. BECAUSE OF THESE PHYSICAL CIRCUMSTANCES, THE STRICT APPLICATION OF THE ALLEY ACCESS REQUIREMENT IN 21.07.090H.9.B. WOULD CREATE AN EXCEPTIONAL OR UNDUE HARDSHIP UPON THE PROPERTY OWNER, AND WOULD DEPRIVE THE OWNER OF RIGHTS COMMONLY ENJOYED BY OTHER PROPERTIES IN THE SAME ZONING DISTRICT;

C. THE HARDSHIP IS NOT SELF-IMPOSED, THE CONDITIONS AND CIRCUMSTANCES DO NOT RESULT FROM THE ACTIONS OF THE APPLICANT, AND SUCH CONDITIONS AND CIRCUMSTANCES DO NOT MERELY CONSTITUTE INCONVENIENCE; AND

D. THE ADMINISTRATIVE VARIANCE GRANTED FOR ADDITIONAL DRIVEWAY ACCESS SHALL BE THE MINIMUM THE TRAFFIC ENGINEER DETERMINES IS NECESSARY TO PROVIDE ACCESS FOR THE DEVELOPMENT.]

\*\*\* \*\*

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-36, 5-14-15; AO 2015-133(S), 2-23-16; AO 2017-55, 4-11-17; 2018-67(S-1), 10-9-18; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-2022; AO 2022-38, 4-12-22; 2022-36, 4-26-22; AO 2023-50, 7-11-23; AO 2023-120, 12-5-23; AO 2024-24, 4-23-24)

\*\*\*      \*\*\*      \*\*\*

**Section 2.** Anchorage Municipal Code 21.04.020 Zoning Districts, Residential Districts, Transportation and Connectivity, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

## **CHAPTER 21.04: ZONING DISTRICTS**

\*\*\*      \*\*\*      \*\*\*

### **21.04.020 RESIDENTIAL DISTRICTS**

\*\*\*      \*\*\*      \*\*\*

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

\*\*\*      \*\*\*      \*\*\*

#### **2. District-Specific Standards**

\*\*\*      \*\*\*      \*\*\*

e. Reserved [ENHANCED STREET SIDEWALK AN ENHANCED STREET SIDEWALK MAY BE PROVIDED IN LIEU OF REQUIRED SIDEWALKS AND SITE PERIMETER LANDSCAPING, AS DEFINED IN SUBSECTION 21.07.060G.20.]

#### **f. Building Height Increases**

\*\*\*      \*\*\*      \*\*\*

vii. Reserved [HIGHER-QUALITY STREET-LEVEL MIXED-USE PEDESTRIAN ENVIRONMENT. ONE STORY OF ADDITIONAL HEIGHT IS ALLOWED WHERE THE DEVELOPMENT PROVIDES A PEDESTRIAN- INTERACTIVE USE MEETING THE STANDARDS OF SUBSECTION 21.07.060F.15. AND ENHANCED SIDEWALK MEETING THE STANDARDS OF SUBSECTIONS 21.07.060F.4. OR F.17., ALONG THE MAJORITY OF THE STREET-FACING BUILDING ELEVATIONS. SITES WITH MORE THAN TWO FRONTAGES ARE NOT REQUIRED TO MEET THIS STANDARD ON MORE THAN TWO STREETS.]

\*\*\*      \*\*\*      \*\*\*

**I. R-4: Multifamily Residential District**

**2. District-Specific Standards**

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

**c. Floor Area Ratio (FAR)**

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

[iv. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING. TWO SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER SQUARE FOOT OF AREA PROVIDED AS PART OF A PRIMARY PEDESTRIAN WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR 21.07.060F.17. ]

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

vii. Reserved [BONUS FOR PEDESTRIAN-INTERACTIVE USE. THREE SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER EACH SQUARE FOOT OF GROUND-FLOOR SPACE WHICH IS TO BE OCCUPIED BY A PEDESTRIAN-INTERACTIVE USE THAT MEETS THE STANDARDS OF 21.07.060F.16.

(AO 2012-124(S), 2-26-13; AO 2014-132, 11-5-14; AO 2015-100, 10-13-15; AO 2017-176, 1-9-18; AO 2019-58, 5-7-19; AO 2022-36, 4-26-22; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-50, 7- 11-23; AO 2023-103(S), 12-18-23)

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

**Section 3.** Anchorage Municipal Code 21.04.030 Zoning Districts, Commercial Districts, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**21.04.030 COMMERCIAL DISTRICTS**

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

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

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

**3. Floor Area Ratio (FAR) Incentives**

e. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING TWO SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER SQUARE FOOT OF AREA

PROVIDED AS PART OF A PRIMARY PEDESTRIAN WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR 21.07.060F.16.]

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

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

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

\*\*\*      \*\*\*      \*\*\*

### **21.07.010 GENERAL PROVISIONS**

\*\*\*      \*\*\*      \*\*\*

#### **D. Alternative Equivalent Compliance**

\*\*\*      \*\*\*      \*\*\*

##### **2. Applicability**

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

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

- h. Section 21.07.120, Large Commercial Establishments;
- i. Subsection 21.09.080, Building Design Standards (Girdwood);  
and
- j. Chapter 21.11, Downtown.

\*\*\*      \*\*\*      \*\*\*

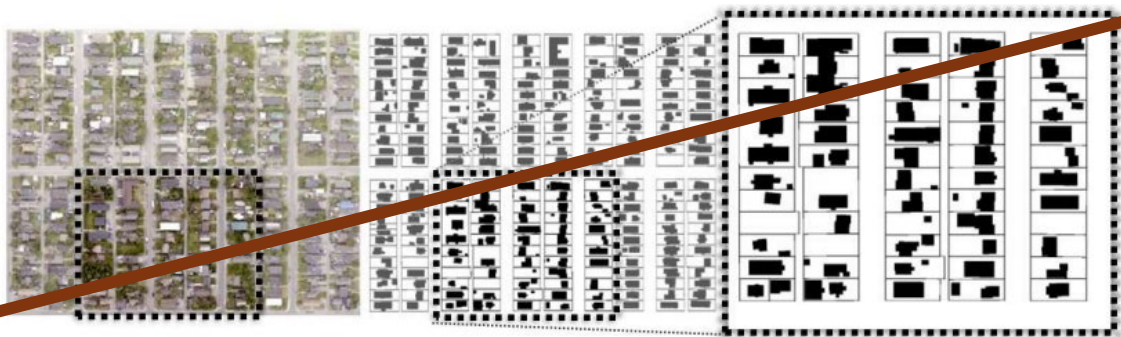
## **E. [URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS**

### **1. PURPOSE**

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

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

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



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



MORE RELAXED STREET GRID ALONG A TRANSIT CORRIDOR IN SPENARD.

## 2. APPLICABILITY

THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS SHALL APPLY AS A BASIS FOR AREA-SPECIFIC DEVELOPMENT STANDARDS IN THIS CHAPTER 21.07. IT SHALL NOT BE USED AS A BASIS TO CHANGE ALLOWED USES OR REVIEW AND APPROVAL PROCEDURES OF THE UNDERLYING ZONING DISTRICT, DISTRICT-SPECIFIC DIMENSIONAL STANDARDS, OR ANY OTHER STANDARDS ELSEWHERE IN THIS TITLE. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS SHALL BE EFFECTIVE NOVEMBER 1, 2025.

## 3. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS ESTABLISHED.

THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT AREA IS DELINEATED IN MAP 21.07-1, WITH THE FOLLOWING CLARIFICATIONS:

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



- B. THE DOWNTOWN (DT) ZONING DISTRICTS ARE NOT INCLUDED. THE UNIVERSITY AND MEDICAL CAMPUSES OF THE UMED DISTRICT ARE ALSO NOT INCLUDED.
- C. THE PROPERTIES OF MERRILL FIELD AIRPORT, ALASKA RAILROAD TERMINAL RESERVE, AND PORT OF ALASKA ARE NOT INCLUDED.
- D. BROADMORE ESTATES, BENTZEN ADDITION, CREEKSIDE PARK, TOWN SQUARE, TUDOR PARK, UNIVERSITY PARK, AND WINDEMERE SUBDIVISIONS (AND THEIR ADDITIONS) ARE NOT INCLUDED (MARKED "B" ON MAP).]



(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2022-36, 4-26-22; AO 2023-43, 4-25-23; AO 2023-50, 7-11-23; AO 2024-23, 2-27-24; AO2024-24, 4-23-24)

\*\*\* \*\*

**Section 5.** Anchorage Municipal Code 21.07.030 Development and Design Standards, Private Open Space, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

## CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

\*\*\* \*\*

**21.07.030 PRIVATE OPEN SPACE**

\*\*\* \*\*

**D. Standards**

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

\*\*\* \*\*

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

\*\*\* \*\*

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

\*\*\* \*\*

**Section 6.** Anchorage Municipal Code 21.07.060 Development and Design Standards, Transportation and Connectivity, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

\*\*\* \*\*

**21.07.060 TRANSPORTATION AND CONNECTIVITY**

\*\*\* \*\*

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

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

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

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

\*\*\*      \*\*\*      \*\*\*

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

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

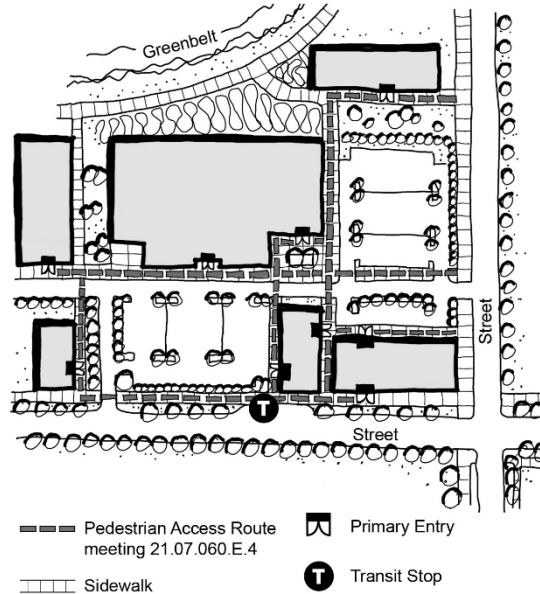
\*\*\*      \*\*\*      \*\*\*

#### 4. On-Site Pedestrian Walkways

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

- b. Exempted from this section:

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



c. On-Site Pedestrian Connections Requirement. The following walkways shall be provided. Where one walkway fulfills more than one requirement, only one walkway need be provided. If they can provide a relatively direct route, public pedestrian facilities such as public sidewalks shall satisfy any or all of the requirements below.

i. A walkway shall connect the primary entrance to the abutting primary street frontage, except where a proposed walkway connection to an alternative street frontage is determined by the director to provide equal or better pedestrian access. No walkway need be provided to the primary street frontage if that frontage is a restricted access street or a frontage road, unless there is a pathway or other pedestrian facility to which access can be provided along the restricted access street or frontage road, in which case a walkway shall connect to that pedestrian facility. The walkway route shall be clear and direct, to the extent reasonably feasible. For residential developments with 4 dwelling units or fewer, the driveway can be used to fulfill all or a portion of this requirement.

ii. All primary building entrances on a site shall be connected to the street by a convenient system of

walkways. This includes multiple primary entrances into one building, and primary entrances in separate buildings on a site.

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

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

d. Walkway Clear Width and Improvements

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

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

e. Walkways and Parking

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

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

iii. Where an on-site pedestrian walkway crosses an internal street or driveway, the crosswalk shall be clearly marked and delineated through a change in paving materials distinguished by color, texture, textured edge, other edge, or striping, and shall meet the requirements of the Americans with Disabilities Act.

iv. Developments of 5 or more units may provide a parking courtyard in lieu of required walkways, where specifically allowed in section 21.07.110 and in conformance with subsection 21.07.090N.

e. Walkways, Landscaping, and Open Space Walkways shall be credited toward a required private open space where they are contiguous. A walkway that crosses a required landscaping bed (at or near perpendicular) shall be credited against the required landscaping area and amount of planting material.

### ***[CONTINUOUS PEDESTRIAN ACCESS***

PEDESTRIAN WALKWAYS ARE INTENDED TO FORM A CONVENIENT ON-SITE CIRCULATION SYSTEM THAT MINIMIZES CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC AT ALL POINTS OF PEDESTRIAN ACCESS TO ON-SITE PARKING AND BUILDING ENTRANCES. THIS SUBSECTION E.4. DOES NOT APPLY TO SINGLE- AND TWO-FAMILY DEVELOPMENT, OR TO MARIJUANA CULTIVATION FACILITY, MARIJUANA MANUFACTURING FACILITY, INDUSTRIAL, AND UTILITY FACILITY USES IN THE I-1, I-2, MC, AND MI ZONING DISTRICTS.

#### **[A. ON-SITE PEDESTRIAN CONNECTIONS**

THE FOLLOWING WALKWAYS SHALL BE PROVIDED. WHERE ONE WALKWAY FULFILLS MORE THAN ONE REQUIREMENT, ONLY ONE WALKWAY NEED BE PROVIDED. IF THEY CAN PROVIDE A RELATIVELY DIRECT ROUTE, PUBLIC PEDESTRIAN FACILITIES SUCH AS PUBLIC SIDEWALKS SHALL SATISFY ANY OR ALL OF THE REQUIREMENTS BELOW.

I. A WALKWAY SHALL CONNECT THE PRIMARY ENTRANCE TO THE ABUTTING PRIMARY STREET FRONTAGE, EXCEPT WHERE A PROPOSED WALKWAY CONNECTION TO AN ALTERNATIVE STREET FRONTAGE IS DETERMINED BY THE DIRECTOR TO PROVIDE EQUAL OR BETTER PEDESTRIAN ACCESS. NO WALKWAY NEED BE PROVIDED TO THE PRIMARY STREET FRONTAGE IF THAT FRONTAGE IS A RESTRICTED ACCESS STREET OR A FRONTAGE ROAD, UNLESS THERE IS A PATHWAY OR OTHER PEDESTRIAN FACILITY TO WHICH ACCESS CAN BE PROVIDED ALONG THE RESTRICTED ACCESS STREET OR FRONTAGE ROAD, IN WHICH CASE A WALKWAY SHALL CONNECT TO THAT

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

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

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

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

C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS

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

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

D. WALKWAYS AND PARKING

I. WHERE AN ON-SITE PEDESTRIAN WALKWAY SYSTEM OR REQUIRED PEDESTRIAN AREA ABUTS A PARKING LOT OR INTERNAL STREET OR DRIVEWAY, THE PEDESTRIAN FACILITY SHALL BE CLEARLY MARKED AND PHYSICALLY SEPARATED FROM THE PARKING LOT OR DRIVE, THROUGH THE USE OF AN UPRIGHT CURB OF SIX INCHES IN

HEIGHT, BOLLARDS SPACED A MAXIMUM OF SIX FEET APART, OR OTHER PHYSICAL BUFFER APPROVED BY THE TRAFFIC ENGINEER; AND A CHANGE OF PAVING MATERIALS DISTINGUISHED BY COLOR, TEXTURE, TEXTURED EDGE, OR OTHER EDGE, OR STRIPING.

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

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

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

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

\*\*\*      \*\*\*      \*\*\*

#### F. **Building[PEDESTRIAN] Frontage Standards**

##### 1. **Purpose**

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



- 1
- 2       **A.**    ORGANIZE AND ORIENT BUILDINGS AROUND PUBLIC
- 3           STREETS AND ASSOCIATED FRONTAGES IN A WAY THAT
- 4           FRAMES STREETS AS POSITIVE PUBLIC SPACE,
- 5           PROMOTES PEDESTRIAN ACTIVITY, AND CONNECTS TO
- 6           MULTIPLE MODES OF TRANSPORTATION.
- 7       **B.**    PROVIDE CLEARLY DEFINED, SAFE PEDESTRIAN
- 8           ACCESS TO BUILDING ENTRIES THAT INVITES PEOPLE
- 9           OF ALL ABILITIES AND MINIMIZES CONFLICTS WITH
- 10          VEHICLES AND PARKING.
- 11
- 12       **C.**    PLACE ACTIVE INDOOR SPACES, ENTRANCES, AND
- 13           WINDOWS ON STREET-FACING BUILDING FACADES TO
- 14           IMPROVE THE VISUAL CONNECTION TO THE STREET
- 15           AND PROMOTE A SAFE, SECURE NEIGHBORHOOD.]

16       **2.    Applicability**

17

18       Subsection 4. applies to all development except for the cases listed

19       below: [.DEVELOPMENT IN AREAS SUBJECT TO THE URBAN

20       NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS

21       ESTABLISHED IN SUBSECTION 21.07.010E. EFFECTIVE ON

22       NOVEMBER 1, 2025. SUBSECTION 5. APPLIES TO

23       DEVELOPMENT GENERALLY UNTIL NOVEMBER 1, 2025, AND

24       THEREAFTER IN THE OTHER AREAS OF THE MUNICIPALITY.

25       THE FOLLOWING ARE EXEMPT:]

26

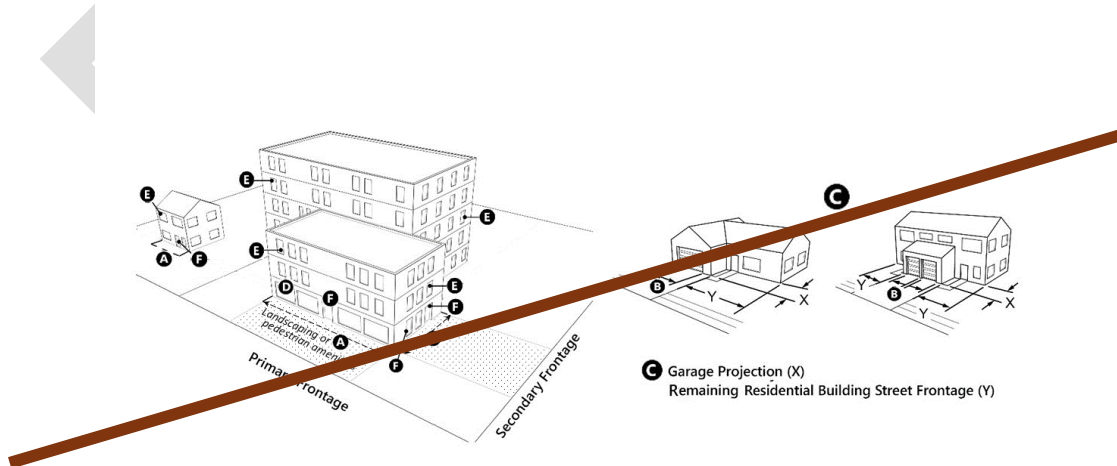
- 27       a.    Changes of use and other developments that comprise building
- 28           modification of less than 50 percent of the building replacement
- 29           value of the building(s) on the site.
- 30
- 31       b.    Development in Girdwood, Chugiak-Eagle River, Downtown
- 32           (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning
- 33           districts.
- 34
- 35       c.    Any residential development with 4 or fewer units [SINGLE-
- 36           FAMILY AND TWO-FAMILY DWELLINGS] constructed prior to
- 37           January 1, 2016, or on lots of 20,000 square feet or larger, or
- 38           in Class B zoning districts.
- 39
- 40       d.    Uses without habitable floor area, such as utility substations.
- 41
- 42       e.    Industrial uses
- 43
- 44       f.    Buildings located more than 100 feet from applicable street
- 45           rights-of-way.
- 46

47       **3.    Administrative Adjustments**

48

- a. The Alternative Equivalent Compliance procedure in 21.07.010D. may be used to propose alternative means of complying with the intent of this section.
- b. The director, with the concurrence of the development services director, and traffic engineer may approve administrative relief if the applicant [THE DIRECTOR SHALL APPROVE ADMINISTRATIVE RELIEF IF THE APPLICANT] demonstrates the adjustment is necessary to compensate for some practical difficulty of the site such as adverse impacts from neighboring roadways. This includes reducing the window area requirement by the amount needed to comply with 5-star or affordable housing (21.15.040) energy rating requirements. The department shall keep record of the approved exception with written findings supporting the exception on file.
- c. [THE DIRECTOR MAY APPROVE ADMINISTRATIVE RELIEF FOR LAND USE PERMITS SUBMITTED FOR REVIEW BEFORE NOVEMBER 1, 2025 IF THE APPLICANT DEMONSTRATES IN WRITING AN UNDUE BURDEN PLACED UPON THE AFFECTED DEVELOPMENTS AS A RESULT OF STANDARDS SET FORTH IN TABLE 21.07-3]. The department shall keep record of the approved relief with written findings supporting such relief on file. The denial decision shall indicate the most appropriate alternative for the applicant to pursue.

[4. STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS  
THE STANDARDS OF TABLE 21.07-2 APPLY TO THE PRIMARY FRONTAGE AND ONE SECONDARY FRONTAGE EFFECTIVE



NOVEMBER 1, 2025.]

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

SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION	50% OF BUILDING ELEVATION WIDTH <sup>1,2</sup> LOTS WITH ALLEY ACCESS: NO PARKING ALLOWED IN FRONT OF BUILDING EXCEPT IN DRIVEWAYS FOR INDIVIDUAL DWELLINGS
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	40% OF BUILDING ELEVATION WIDTH <sup>1,2</sup>
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN 50% OF THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL GROUND-FLOOR STREET-FACING BUILDING ELEVATION <sup>3</sup>	25% OF WALL AREA ON PRIMARY FRONTAGE 15% OF WALL AREA ON SECOND FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS <sup>3</sup>	15% OF WALL AREA ON PRIMARY FRONTAGE 10% OF WALL AREA ON SECOND FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM THE STREET VIA AN UNOBSTRUCTED LINE OF SIGHT, AND FOR RESIDENTIAL ENTRANCES TO BE COVERED	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE
G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)	DEVELOPMENTS WITH 10,000 TO 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 2 PEDESTRIAN AMENITIES
<sup>1</sup> EXCEPTION: ON LOTS WITHOUT ALLEY ACCESS RESIDENTIAL DEVELOPMENTS WITH FOUR DWELLING UNITS OR LESS MAY HAVE A MINIMUM OF 20% IN A. ABOVE AND A MAXIMUM OF 67% IN B. ABOVE. THIS FOOTNOTE EXCEPTION SHALL SUNSET AT THE CLOSE OF JUNE 30, 2025. <sup>2</sup> EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE. <sup>3</sup> VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.0200. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.]	

#### **4. General Standard for Development**

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

a. For all uses not exempted from this section,

1  
2  
3  
4  
5  
6  
7  
8  
9

i. 15% of a primary frontage shall be visual access windows as measured in 21.15.0200 or primary entrances with or without windows

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

b. Covered, Visible Primary Entrance

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

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

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

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

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

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

**[TABLE 21.07-3: GENERAL PEDESTRIAN FRONTAGE STANDARD FOR DEVELOPMENT**

REQUIRED SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION <sup>1</sup>	20% OF BUILDING ELEVATION WIDTH, ON ONE FRONTAGE
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	67% OF BUILDING ELEVATION WIDTH
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING ELEVATION
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL GROUND-FLOOR STREET-FACING BUILDING ELEVATION <sup>1,2</sup>	15% ON PRIMARY FRONTAGE 10% ON SECONDARY FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS <sup>1,2</sup>	10% ON PRIMARY FRONTAGE 5% ON SECONDARY FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM A STREET VIA AN UNOBSTRUCTED LINE OF SIGHT AND FOR RESIDENTIAL ENTRANCES TO BE COVERED <sup>1</sup>	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE
G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)	DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY
<sup>1</sup> EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE. NON-RESIDENTIAL BUILDINGS LOCATED MORE THAN 100 FEET FROM THE APPLICABLE STREET RIGHTS-OF-WAY ARE EXEMPT FROM A., D., E., AND F. ABOVE. <sup>2</sup> VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.0200. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.	

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14

G. [PEDESTRIAN AMENITIES MENU]

[1. PURPOSE

[THIS SECTION DEFINES AND PROVIDES STANDARDS FOR PEDESTRIAN AMENITIES THAT ARE USED IN DEVELOPMENTS TO SATISFY A REQUIREMENT, MENU CHOICE, OR INCENTIVE IN THIS TITLE. THE STANDARDS IN THIS SECTION GIVE PREDICTABILITY FOR APPLICANTS AND THE PUBLIC FOR THE MINIMUM ACCEPTABLE STANDARDS FOR PEDESTRIAN AMENITIES. IT ENCOURAGES AMENITIES THAT WILL IMPROVE AND ENHANCE THE COMMUNITY AND RESPOND TO ANCHORAGE'S NORTHERN LATITUDE CLIMATE.]

1 [2. APPLICABILITY

2 PEDESTRIAN [AMENITIES] SHALL MEET THE MINIMUM  
3 STANDARDS OF THIS SECTION TO BE CREDITED TOWARD A  
4 REQUIREMENT, MENU CHOICE, OR INCENTIVE OF THIS TITLE,  
5 EXCEPT WHERE SPECIFICALLY PROVIDED OTHERWISE IN THIS  
6 TITLE. THE STANDARDS OF THIS SECTION DO NOT APPLY TO  
7 AMENITIES THAT ARE NOT COUNTED TOWARD A  
8 REQUIREMENT, MENU CHOICE, OR INCENTIVE UNDER THIS  
9 TITLE.

10  
11 3. ADMINISTRATIVE ADJUSTMENTS

12 THE ALTERNATIVE EQUIVALENT COMPLIANCE PROCEDURE  
13 SET FORTH IN SUBSECTION 21.07.010D. MAY BE USED TO  
14 PROPOSE ALTERNATIVE MEANS OF COMPLYING WITH THE  
15 STANDARDS OF THIS SUBSECTION 21.07.060G.]

16  
17 [4. ENHANCED ON-SITE WALKWAY

18 AN ENHANCED ON-SITE WALKWAY IS INTENDED TO PROVIDE  
19 AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR  
20 EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR  
21 WALKWAYS AND IMPROVING PEDESTRIAN CONVENIENCE,  
22 COMFORT, AND SAFETY ON THE SITE. ENHANCED ON-SITE  
23 WALKWAYS PROVIDE ADDITIONAL WIDTH FOR PEDESTRIAN  
24 MOVEMENT AND PERIPHERAL SPACE THAT ACCOMMODATES  
25 LANDSCAPING, FURNITURE, AND UTILITIES.

26  
27 A. AN ENHANCED ON-SITE WALKWAY SHALL HAVE A  
28 PEDESTRIAN MOVEMENT ZONE WITH A CONTINUOUS,  
29 UNOBSTRUCTED WALKWAY CLEAR WIDTH OF AT LEAST  
30 EIGHT FEET, OR SIX FEET WHERE PROVIDING ACCESS  
31 ONLY TO FOUR OR FEWER RESIDENTIAL DWELLING  
32 UNITS. WHERE ADJACENT TO A GROUND-FLOOR  
33 BUILDING ELEVATION IT SHALL ALSO HAVE A BUILDING  
34 INTERFACE ZONE A MINIMUM OF TWO FEET IN WIDTH  
35 FOR BUILDING FOUNDATION LANDSCAPING OR SPACE  
36 FOR OPENING DOORS OR SEATING AND TRANSITION  
37 PEDESTRIAN SPACES. IN ADDITION TO THE PEDESTRIAN  
38 MOVEMENT ZONE AND ANY BUILDING INTERFACE ZONE,  
39 THE ENHANCED ON-SITE WALKWAY SHALL HAVE A  
40 BUFFER SPACE OF AT LEAST TWO FEET IN WIDTH  
41 WHERE ABUTTING MOTOR VEHICLE PARKING LOTS,  
42 CIRCULATION AISLES, OR DRIVEWAYS. THE BUFFER  
43 SPACES SHALL ACCOMMODATE LANDSCAPING BEDS,  
44 FENCING OR BOLLARDS, LIGHT POLES, UTILITIES,  
45 BENCHES, AND OTHER FURNISHINGS.

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

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

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

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

18  
19           6.    PLAZA OR COURTYARD

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

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

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

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

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

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

F. PLAZAS SHALL NOT BE PAVED WITH ASPHALT.

7. HOUSING COURTYARD

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

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

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

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

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

8. TRANSIT STOP OR TRANSIT SHELTER

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

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

A PEDESTRIAN SHELTER IS A ROOF-LIKE STRUCTURE EXTENDING OUT FROM THE BUILDING FACE THAT PROVIDES YEAR ROUND OVERHEAD PROTECTION FROM PRECIPITATION AND WIND, AND THAT CAN PROVIDE VISUAL INTEREST AND WAYFINDING ORIENTATION TO PRIMARY ENTRANCES, PASSENGER LOADING AREAS, OR WAITING AREAS.



PEDESTRIAN SHELTER MAY BE COMPOSED OF AWNINGS, CANOPIES, MARQUEES, CANTILEVERED OVERHANGS, COLONNADES, OR SIMILAR OVERHANGS ALONG THE PEDESTRIAN ROUTE.

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

B. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF EIGHT FEET AND A MAXIMUM VERTICAL CLEARANCE OF 12 FEET, EXCEPT THAT A PEDESTRIAN SHELTER THAT PROJECTS OUT MORE THAN EIGHT FEET MEASURED HORIZONTALLY FROM THE BUILDING WALL SHALL HAVE A MAXIMUM VERTICAL CLEARANCE OF 16 FEET.

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

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

10. ARCADE (OR BUILDING RECESS)

AN ARCADE IS A COVERED PASSAGEWAY CREATED BY THE OVERHANGING UPPER PORTION OF THE BUILDING ALONG A SIDEWALK OR WALKWAY TO PROVIDE A SHELTERED AREA AT GRADE LEVEL. AN ARCADE IS USUALLY SEPARATED FROM THE ADJACENT STREET, SIDEWALK/WALKWAY, OR PEDESTRIAN SPACE BY A LINE OF SUPPORTING COLUMNS OR ARCHES. A GROUND LEVEL BUILDING RECESS WITHOUT SUPPORTING COLUMNS MAY ALSO RECEIVE CREDIT IF IT ACHIEVES THE FOLLOWING STANDARDS:

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

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

FURNISHED WITH FEATURES AND AMENITIES THAT ENCOURAGE ITS USE.

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

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

D. THE PUBLICLY ACCESSIBLE PORTION OF THE ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE AT LEAST 400 SQUARE FEET, WITH A MINIMUM DIMENSION OF 16 FEET.

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

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

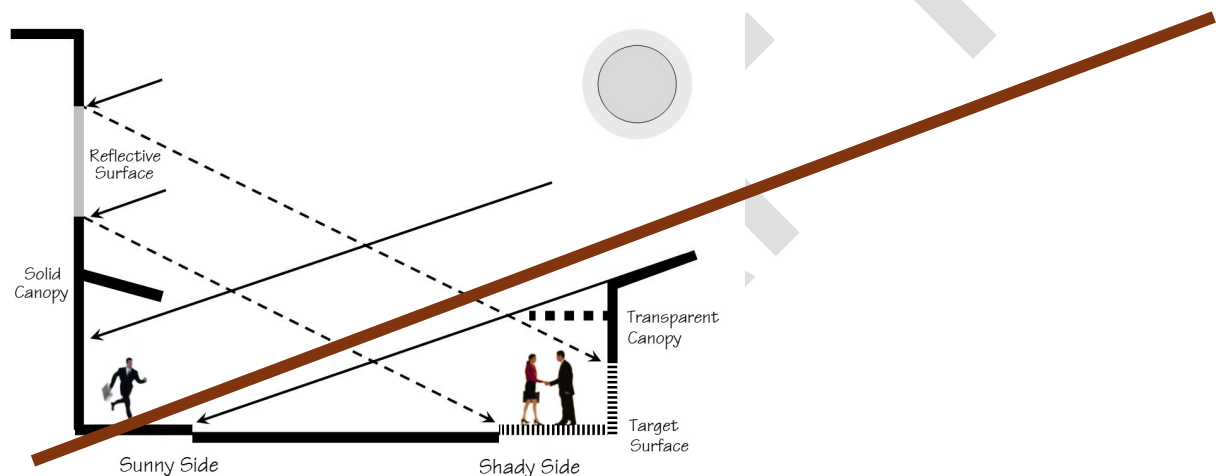
12. SUN POCKET (OR SUN TRAP)

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

13. REFLECTED SUNLIGHT

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

- A. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A SOLAR ORIENTATION.
- B. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A REFLECTANCE OF AT LEAST 50 PERCENT AND NO GREATER THAN 75 PERCENT IN ORDER TO AVOID EXCESSIVE GLARE.
- C. THE REFLECTIVE FAÇADE SURFACE SHALL BE AN UPPER FLOOR ABOVE GROUND-LEVEL.
- D. REFLECTED SUNLIGHT SHALL FALL ON AT LEAST 400 SQUARE FEET OF A PUBLICLY ACCESSIBLE WALKWAY, OPEN SPACE, AND/OR ABUTTING GROUND-LEVEL WALL AREA FOR AT LEAST FOUR HOURS ON MARCH 21 AND SEPTEMBER 21.



#### 14. SHELTERED TRANSITION SPACE

A SHELTERED TRANSITION SPACE IS AN OUTDOOR OR GLASS COVERED SPACE SUCH AS CAFÉ SEATING ALONG A BUILDING FAÇADE THAT PROVIDES A COMFORTABLE TRANSITION BETWEEN INDOOR AREAS AND UNSHELTERED OUTDOOR SPACES.

- A. A SHELTERED TRANSITION SPACE SHALL BE A MINIMUM OF 400 SQUARE FEET.
- B. A SHELTERED TRANSITION SPACE SHALL COMPLY WITH THE DIMENSIONAL STANDARDS FOR PEDESTRIAN SHELTER OR ARCADE.
- C. A SHELTERED TRANSITION SPACE SHALL CONTAIN A MINIMUM OF ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE.

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

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

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

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

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

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

17. [ENHANCED PRIMARY ENTRANCE  
AN ENHANCED BUILDING ENTRY IS INTENDED TO PROVIDE A MORE PROMINENT AND INVITING PRIMARY PEDESTRIAN ENTRANCE. TO RECEIVE CREDIT, THE ENHANCED PRIMARY ENTRANCE SHALL INCORPORATE AT LEAST THREE OF THE FOLLOWING FEATURES:

- A. OUTDOOR SHELTERING ROOF FEATURE PROJECTING FROM THE BUILDING FAÇADE SUCH AS AN OVERHANG, PORTICO, CANOPY, MARQUEE WITH AN INSIDE DIMENSION OF AT LEAST 16 SQUARE FEET;
  - B. RECESSED AND/OR PROJECTED ENTRANCE OR OTHER BUILDING WALL MODULATION WITH PROJECTIONS OR RECESSES IN THE BUILDING WALL PLANE;
  - C. CHANGES IN THE BUILDING'S MAIN ROOFLINE SUCH AS ARCHES, PEAKED ROOF FORMS, OR TERRACING PARAPETS;
  - D. CHANGES IN SIDING MATERIAL OR EXTERIOR FINISHES, OR FAÇADE DETAIL FEATURES SUCH AS TILEWORK THAT EMPHASIZE THE ENTRANCE;
  - E. ENTRANCE PLAZA, PATIO, OR SIMILAR COMMON PRIVATE OPEN SPACE;
  - F. LANDSCAPING NOT OTHERWISE REQUIRED BY THIS TITLE, SUCH AS INTEGRATED PLANTERS, LANDSCAPE ACCENT LIGHTING OR SPECIAL PAVING TREATMENTS; OR
  - G. ONE OR MORE PEDESTRIAN FEATURES (21.15.040) SUCH AS PEDESTRIAN-SCALE LIGHTING OR SEATING.]
18. [ENHANCED FAÇADE TRANSPARENCY  
INCREASE THE WINDOWS AND/OR PRIMARY ENTRANCES ON STREET-FACING BUILDING ELEVATIONS WHICH ARE SUBJECT TO THE WINDOW REQUIREMENT IN 21.07.060F., BY AN ADDITIONAL FIVE (5) PERCENT OF THE WALL AREA.
  19. PEDESTRIAN FRONTAGE FREE OF PARKING IN FRONT IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS (21.07.010E.), PROVIDE A STREET FRONTAGE WITHOUT DRIVEWAYS, PARKING, OR LOADING FACILITIES IN FRONT OF AT LEAST 75% OF THE GROUND-FLOOR, STREET-FACING BUILDING ELEVATION. IN OTHER AREAS, PROVIDE SUCH A FRONTAGE IN FRONT OF AT LEAST 33% OF THE STREET-FACING BUILDING ELEVATION.
  20. SITE ENTRY FEATURE  
HIGHLIGHT AND DEFINE A PEDESTRIAN ENTRANCE TO A DEVELOPMENT SITE USING THREE OR MORE OF THE FOLLOWING ELEMENTS:

- A. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND TREES, WHICH CLEARLY DISTINGUISHES AND HIGHLIGHTS THE SITE ENTRY.
  - B. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060G.6.
  - C. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM INCLUDING A COVERED ENTRY, WHEN THE PRIMARY ENTRANCE IS WITHIN 50 FEET OF THE SITE ENTRANCE.
  - D. SPECIAL PAVING, PEDESTRIAN WALKWAY AREA LIGHTING, ORNAMENTAL LIGHTING, AND/OR BOLLARDS.
  - E. ORNAMENTAL GATE AND/OR FENCE.
21. PEDESTRIAN-INTERACTIVE BUILDING
- A PEDESTRIAN-INTERACTIVE BUILDING IS INTENDED TO PROVIDE INTERIOR SPACES THAT ENGAGE THE SIDEWALK WITH STREET-FACING WINDOWS AND ENTRANCES, AND ACTIVITIES AND SERVICES THAT SUPPORT NEIGHBORHOOD RESIDENTS, AND GENERALLY CONTRIBUTE TO THE ACTIVITY LEVEL AND QUALITY OF THE PEDESTRIAN ENVIRONMENT OF THE NEIGHBORHOOD OR DISTRICT.
- A. A PEDESTRIAN-INTERACTIVE BUILDING SHALL PROVIDE A PRIMARY ENTRANCE FACING THE STREET. ENTRANCES AT BUILDING CORNERS FACING A STREET MAY BE USED TO SATISFY THIS REQUIREMENT.
  - B. A PEDESTRIAN-INTERACTIVE BUILDING SHALL CONTAIN HABITABLE FLOOR AREA AT LEAST 24 FEET DEEP EXTENDING ALONG A MINIMUM OF 50 PERCENT OF THE LENGTH OF THE GROUND-FLOOR, STREET-FACING BUILDING ELEVATION IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS, (21.07.010E.), AND 30 PERCENT ELSEWHERE. THE HABITABLE FLOOR AREA MAY INCLUDE PEDESTRIAN ENTRANCES, ENTRY LOBBIES OR ATRIUMS, AND STAIRWELLS.
  - C. AT LEAST 50 PERCENT OF THE STREET-FACING BUILDING ELEVATION WIDTH OF A PEDESTRIAN-INTERACTIVE BUILDING SHALL HAVE NO PARKING FACILITIES IN FRONT.
  - D. STREET-FACING WALL AREAS OF A NON-RESIDENTIAL USE SHALL BE 50 PERCENT VISUAL ACCESS WINDOWS

OR PRIMARY ENTRANCES ON THE GROUND FLOOR, AND 20 PERCENT WINDOWS ABOVE THE GROUND FLOOR.,

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

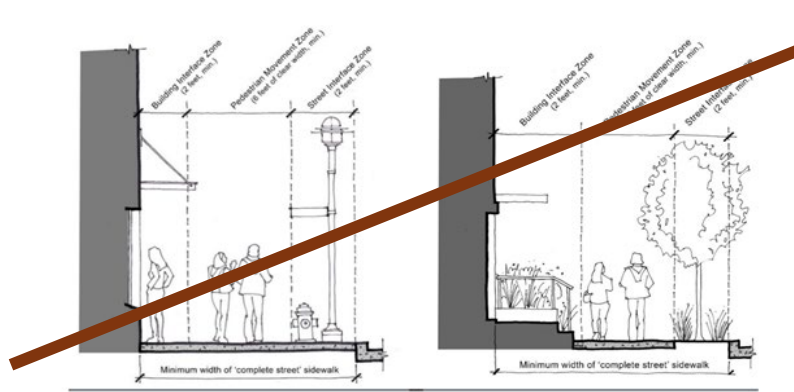
F. WHERE A BUILDING HAS THREE OR MORE STREET FRONTAGES, THESE CRITERIA APPLY ALONG ONLY TWO OF THE FRONTAGES.

22. ENHANCED STREET SIDEWALK

AN ENHANCED STREET SIDEWALK IS INTENDED TO PROVIDE AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR SIDEWALKS. AN ENHANCED STREET SIDEWALK PROMOTES SIDEWALK WIDENING AND STREETSCAPE ENHANCEMENTS TO SUPPORT HIGHER LEVELS OF PEDESTRIAN ACTIVITY, COMFORT, AND SAFETY IN THE DISTRICT. AN ENHANCED STREET SIDEWALK WITH "COMPLETE STREET" (21.15.040) STYLE AMENITIES MAY BE PROVIDED IN LIEU OF REQUIRED SITE PERIMETER LANDSCAPING AS DETERMINED THROUGH AN ADMINISTRATIVE SITE PLAN REVIEW, AND SUBJECT TO THE FOLLOWING:

A. THE ENHANCED STREET SIDEWALK CROSS-SECTION SHALL BE AT LEAST 12 FEET WIDE, AND INCLUDE A PEDESTRIAN MOVEMENT ZONE, BUILDING INTERFACE ZONE, AND STREET INTERFACE ZONE (21.15.040). THE PEDESTRIAN MOVEMENT ZONE SHALL HAVE A CLEAR WIDTH OF AT LEAST SIX FEET. THE STREET INTERFACE ZONE SHALL BE AT LEAST TWO FEET WIDE FROM BACK OF CURB, AND FOUR FEET WIDE ALONG MAJOR ARTERIALS. WHERE A BUILDING ADJOINS THE SIDEWALK, THERE SHALL BE A BUILDING INTERFACE ZONE AT LEAST TWO FEET WIDE.





### ENHANCED STREET SIDEWALKS IN COMMERCIAL AND RESIDENTIAL SETTINGS

- B. THE ENHANCED STREET SIDEWALK SHALL PROVIDE AT LEAST HALF THE NUMBER OF TREES AND SHRUBS THAT WOULD OTHERWISE HAVE BEEN REQUIRED FOR SITE PERIMETER LANDSCAPING. SHRUBS ARE NOT REQUIRED IF PERENNIALS ARE SUBSTITUTED FOR SHRUBS ON A THREE TO ONE BASIS OR IF THE TREE PLANTING BED IS PROVIDED AS A SUSPENDED PAVEMENT SYSTEM WITH A MINIMUM OF 300 CUBIC YARDS OF SOIL PER TREE.
- C. THE ENHANCED STREET SIDEWALK MAY BE PLACED WHOLLY OR IN PART WITHIN A RIGHT-OF-WAY, SUBJECT TO APPROVAL OF THE TRAFFIC ENGINEER AND MUNICIPAL ENGINEER.
- I. THE ENHANCED STREET SIDEWALK SHALL BE SUBJECT TO THE APPLICABLE REQUIREMENTS OF TITLE 24, INCLUDING SECTIONS 24.30.020., *PERMIT TO USE PUBLIC PLACES*, AND 24.90, *ENCROACHMENT PERMIT*.
  - II. EXISTING IMPROVEMENTS THAT MEET THE STANDARDS OF THE ENHANCED STREET SIDEWALK MAY BE COUNTED TOWARDS THE REQUIREMENTS OF THIS SECTION, SUBJECT TO APPROVAL BY THE DIRECTOR.
  - III. THE OWNER SHALL MAINTAIN LANDSCAPING AND AMENITIES FOR THE ENHANCED STREET SIDEWALK WITHIN THE RIGHT-OF-WAY.
  - IV. WHERE THE RIGHT-OF-WAY IS NOT ADEQUATE OR CANNOT BE CONFIGURED TO ACCOMMODATE THE ENHANCED STREET SIDEWALK, THEN THE DEVELOPMENT SHALL BE SET BACK FROM THE

STREET FRONTAGE AS NECESSARY TO ACCOMMODATE PART OF THE IMPROVEMENTS WITHIN THE PROPERTY. A PUBLIC USE EASEMENT SHALL BE RECORDED FOR ANY PART OF THE DESIGNATED SIDEWALK WIDTH TO BE LOCATED WITHIN THE SUBJECT PARCEL.]

[23. SHARED PARKING COURTYARD

A PARKING COURTYARD IS A PEDESTRIAN-ORIENTED PARKING FACILITY FOR RESIDENTIAL DEVELOPMENTS THAT USES THE PRINCIPLES OF A “WOONERF STREET” OR “PLAY STREET.” IT IS DESIGNED AND OPERATED AS A SHARED SPACE TO ALLOW ALL RESIDENT USERS, NOT ONLY DRIVERS, TO USE IT SAFELY. A PARKING COURTYARD THAT IS CREDITED TOWARDS A RESIDENTIAL PEDESTRIAN FACILITY REQUIREMENT OR MENU CHOICE OF THIS TITLE SHALL MEET THE FOLLOWING STANDARDS:

- A. AN ADMINISTRATIVE SITE PLAN REVIEW IS PERFORMED, UNLESS A HIGHER LEVEL OF REVIEW IS ALREADY REQUIRED;
- B. THE PARKING COURTYARD SERVES NO MORE THAN EIGHT DWELLING UNITS AND CONTAINS NO MORE THAN 12 PARKING SPACES (NOT INCLUDING GARAGE SPACES IN INDIVIDUAL DWELLINGS);
- C. THE PARKING COURTYARD IS A DEAD END AND DOES NOT LEAD OR PROVIDE ACCESS TO OTHER DWELLING UNITS, PARKING FACILITIES, OR STREETS;
- D. A WALKWAY IS PROVIDED BETWEEN THE PARKING COURTYARD AND THE STREET—THE COMMON ACCESS DRIVEWAY DOES NOT QUALIFY AS A PEDESTRIAN WALKWAY;
- E. A SPECIAL PAVING SCHEME AND LANDSCAPE TREATMENT IS APPLIED, AS APPROVED THROUGH THE REVIEW;
- F. THE SPACE IS DESIGNED FOR BOTH VEHICLES AND PEOPLE, WITH AN EMPHASIS ON PEDESTRIANS AND USABLE, SAFE, AND ATTRACTIVE PEDESTRIAN AND PLAY SPACE, AS APPROVED THROUGH THE REVIEW; AND

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

5 \*\*\* \*\*\* \*\*\*

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

10 \*\*\* \*\*\* \*\*\*  
11

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

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

18 \*\*\* \*\*\* \*\*\*

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

21 \*\*\* \*\*\* \*\*\*  
22

23 **E. Types of Landscaping**

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

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

## 1. Site Perimeter Landscaping Requirements

### c. Exceptions

- i. Reserved. [DEVELOPMENT WHICH IS ELIGIBLE TO USE ENHANCED STREET SIDEWALK ENVIRONMENT STANDARDS OF SUBSECTION 21.07.060G.22 MAY USE THOSE STANDARDS THAT MODIFY THE REQUIREMENTS OF REQUIRED VISUAL ENHANCEMENT OR BUFFER LANDSCAPING ALONG PUBLIC STREETS.]

## 2. Parking Lot Landscaping Requirements

### a. Purpose

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

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

**b. *Parking Lot Perimeter Landscaping***

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

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

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

iv. Exceptions include:

- (A) At approved points of pedestrian and vehicle access; and
- (B) Adjacent to lots being developed under a common development plan, where the director waives the requirement.
- (C) Development in the DT districts, which shall follow the parking lot landscaping standards set forth in 21.11.070D.1.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2017-55, 4-11-17; 2017-160, 12-19-17; AO 2017-176, 1-9-18; AO 2020-133, 1-14-20; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2020-93, 10-1-20; AO 2021-89(S), 2-15-2022; AO 2023-103(S), 12-18-23; AO 2024-24, 4-23-24)

**Section 8.** Anchorage Municipal Code 21.07.090 Development and Design Standards, Off-Street Parking and Loading, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

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

\*\*\*      \*\*\*      \*\*\*

### **21.07.090      OFF-STREET PARKING AND LOADING**

\*\*\*      \*\*\*      \*\*\*

#### **H.      Parking and Loading Facility Design Standards**

\*\*\*      \*\*\*      \*\*\*

##### **1.      Vehicular Access Location**

###### **a.      *Street Access Location***

The number and spacing of driveways, including minimum distance from street intersections, shall be as provided in the *Municipal Driveways Standards* and this section. Access to streets owned by the state of Alaska requires compliance with state driveway standards, and department of transportation and public facilities approval and driveway permit.

###### **b.      *Alley Access Requirement***

Where a residential use is served by an improved alley, [ AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.),] vehicle access shall take place from the alley, except for direct vehicle access to the street that is limited to the following:

- i.      One driveway no wider than 12 feet at any point, except that lot frontages 100 feet or wider on a primary street frontage may have one driveway per 50 feet of lot frontage on that street.
- ii.     One additional driveway no wider than 12 feet providing access to the secondary street frontage on corner lots for multifamily, townhouse, or two-family developments.
- iii.    The director, with the concurrence of the development services director, and traffic engineer may approve alternative access arrangements as necessary. The department shall keep record of the approved relief with

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

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

13 \*\*\*      \*\*\*      \*\*\*

## 14

### 15 **11. Driveway Design and Dimensions**

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

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

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

- 26  
27  
28 i. Curb cuts and curb returns at driveway openings to the  
29 street shall be provided as prescribed in the municipal  
30 driveway standards.  
31  
32 ii. Public walkways shall be maintained or restored to the  
33 maximum running slope and cross-slope  
34 [PRESCRIBED] as required by M.A.S.S. and A.D.A., and  
35 [EXCEPT THAT IN AREAS SUBJECT TO THE URBAN  
36 NEIGHBORHOOD CONTEXT STANDARDS  
37 (21.07.010E.),] public walkways on local streets shall be  
38 restored to a level running grade to the maximum extent  
39 [REASONABLY] feasible.  
40

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

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

- i. The driveway approach is always allowed to have the minimum driveway width provided by subsection d. The traffic engineer may approve more than the minimum driveway width, provided the traffic engineer determines that snow storage, on-street parking, traffic flow and safety, and the neighborhood context are addressed.
- ii. The driveway approach shall not exceed the maximum driveway width established in the municipal driveway standards.
- iii. Flag lots are exempt from the percentage limitations but shall have a maximum driveway approach width of 20 feet. Abutting flag lots may share a driveway approach up to 24 feet wide (12 feet per lot).

**d. Minimum Driveway Width**

The minimum required width of driveways including the driveway approach within the street ROW and the portion of the driveway on the development property is as follows:

- i. The minimum width of parking aisles shall be as set forth in 21.07.090H.12.
- ii. The minimum width of the driveway approach shall be as set forth in the municipal driveway standards, except as modified or clarified by subsections iii. through vi.
- iii. The minimum width of a driveway providing access to a single-family, two-family, townhouse, mobile home, or other individual dwelling from a local street or alley is 10 [12] feet.
- iv. The minimum width of a driveway providing access for up to 10 parking spaces serving a townhouse or multifamily residential use from a local street or alley is 12 feet, except that straight (non-curving) driveway segments on the development property (i.e., not in the driveway approach) may be 10 feet.

\*\*\*      \*\*\*      \*\*\*

**g. Circulation Definition**

Circulation patterns within parking facilities shall be well defined with pavement marking and signage, curbs, landscaping, and/or other similar features. Curbed end islands shall be



provided at the end of each row of parking spaces to define circulation and provide sight distance at internal intersections of parking aisles, driveways, and/or on-site roadways. Shared parking courtyards meeting 21.07.090N [21.07.060G.23]. may depart from this requirement.

\*\*\*      \*\*\*      \*\*\*

#### **N. Shared Parking Courtyard**

A parking courtyard is a pedestrian-oriented parking facility. It is designed and operated as a shared space to allow all resident users, not only drivers, to use it safely. A parking courtyard that is credited towards a residential pedestrian facility requirement or menu choice of this title shall meet the following standards:

1. An administrative site plan review is performed, unless a higher level of review is already required;
2. The parking courtyard serves no more than 28 parking spaces (including garage spaces);
3. The parking courtyard provides motor vehicle access only to the parking spaces served and does not lead to other parking facilities;
4. The parking courtyard has a signed speed limit of 5 miles per hour and a design speed of no more than 10 mph.
5. The parking courtyard conforms to the provisions for stormwater and snow management in section 21.07.040 and parking facility dimensional standards in this section 21.07.090
6. The shared parking courtyard provides an ADA accessible route.

\*\*\*      \*\*\*      \*\*\*

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-82, 7-28-15; AO 2015- 100, 10-13-15; AO 2015-131, 1-12-16; AO 2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1- 9-18; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; AO 2022-80(S), 11-22-22; AO 2023-77, 7-25-23; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)

**Section 9.** Anchorage Municipal Code 21.07.090 Development and Design Standards, Residential Design Standards, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

**CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

\*\*\* \*\*

**21.07.110 RESIDENTIAL DESIGN STANDARDS**

\*\*\* \*\*

**C. Standards for Multifamily and Townhouse Residential**

\*\*\* \*\*

**3. Building[PEDESTRIAN ORIENTED STREET] Frontage Standards**

Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

**D. Standards for Some Single-Family and Two-Family Residential Structures, and Multifamily and Townhouse Developments with Less Than Five Units.**

\*\*\* \*\*

**3. Building[PEDESTRIAN-ORIENTED STREET] Frontage Standards.** Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

\*\*\* \*\*

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-36, 5-14-15; AO 2015- 100, 10-13-15; AO 2016-34(S), 4-12-16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59. 7- 31-2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; 2022-80(S), 11-21-22; AO 2023-30, 3-22-23; AO 2023-42, 8-22-23; AO 2023-50, 7-11-23; AO 2023-103(S), 12-18-23; AO 2024- 24, 4-23-24; AO 2024-83(s), 10-8-24)

**Section 10.** This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this \_\_\_\_\_ day  
of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Chair of the Assembly

ATTEST:

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

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

DRAFT