

Zoning Code Amendment Language
(Annotated)

***Title 21 Text Amendment to Off-Street Parking and
Site Access Regulations***

Public Hearing Draft

PZC Case No. 2022-0026

***Anchorage 2040 Land Use Plan
Implementation Actions 4-3 and 4-6***

Updates and Corrections to February 7, 2022 Public Hearing Draft (Attachment 3):

February 9, 2022:

- Annotation pages edited to correct page references and explanations of code changes.
- Pages 4-10: Neighborhood Development Context names, descriptions, and maps corrected (neighborhood context names updated through rest of document to match the corrected names).
- Pages 13 and 24: Purpose statements updated.
- Page 27: Technical edit to table header.
- Pages 29-31: Correction to subsection numbering of 21.07.090E.7.d., e., and f.
- Page 54: Correction to subsection numbering corrected of 21.07.090H.10.d.
- Page 65: Missing illustration inserted.

February 11, 2022:

- Page 21 lines 21-24; and Page 32 line 37: Corrections to add missing text to a sentence.
- Pages 15 and 44: Corrections to table footnote numbering.
- Page 36 line 10: Correction to add a missing underline and highlight shading in sentence.
- Corrections to subsection name and numbers on pages 20, 22, 23, and 76-78.

Annotated Zoning Code Amendments

This *Annotated Zoning Code Amendments* document presents the public hearing draft Title 21 *Parking and Site Access* text amendment language, accompanied by supporting information, explanation, and references. The text amendments in this document are the same text amendments as provided in the Draft Assembly Ordinance (Attachment 2), except they are shaded in light brown to be easier to see.

The text amendments are arranged in the order they appear in Anchorage’s *Title 21 Zoning Ordinance*. Only the sections of Title 21 that are being amended are included. Proposed new sections are marked “(New)” below:

Zoning Code Section Affected by Proposed Changes	Page
21.04. Zoning Districts (<i>district-specific standards</i>)	1
21.07.015. Neighborhood Development Context Areas (<i>new section</i>)	4
21.07.060E. Standards for Pedestrian Facilities (<i>sidewalks and walkways</i>)	11
21.07.060F. Pedestrian Frontage Standard (<i>new section</i>)	13
21.07.060G. Pedestrian Amenities (<i>renumbered from F. to G.; various amendments</i>)	16
21.07.090A. - C. Off-street Parking and Loading, Purpose; Applicability; and Computation	23
21.07.090D. Off-street Parking and Loading, Parking Lot Layout and Design Plan	26
21.07.090E. Off-Street Parking Requirements	27
21.07.090F. Parking Reductions and Alternatives (<i>various amendments</i>)	32
21.07.090H.8. - 11. Vehicular Access and Circulation (<i>renumbered to H.8. through H.11.</i>)	51
21.07.090H.12. Dimensions of Parking Spaces and Aisles (<i>renumbered from H.9.</i>)	58
21.07.090K. Bicycle Parking Spaces	62
21.07.110 Residential Design Standards (<i>orientation, driveway, alley standards</i>)	66
21.11.070F. Off-street Parking and Loading (<i>downtown parking dimensions</i>)	79
21.15. Rules of Interpretation (21.15.020) and Definitions (21.15.040)	81
AMCR 21.20.007. Schedule of Fees	85

How to Read this Document

Amended code language appears on the right-hand pages (numbered pages) and annotation on left-hand pages. The annotation explains how to interpret or apply the draft amendment language. Sometimes it describes the issue being addressed or the purpose of the proposed code change.

Proposed changes to zoning code language (called “amendments”) appear as “tracked changes” text with a shaded background, as follows:

- Added code language is underlined.
- Deleted language is in [ALL-CAPITALIZED TEXT IN BRACKETS].
- Text without tracked-changes/shaded background is current code language not being changed.

Each page of tracked-changes code language begins with a header showing the chapter and major section that contains the proposed changes. To show only those subsections being changed, a row with three sets of asterisks (***) indicates that all intervening parts of the chapter are unchanged between the section header above the asterisks and the language shown below the asterisks.

Cross-reference to Main Proposals

The table below and on next page provides a summary list of the main proposals of the Title 21 Parking and Site Access Amendments. It also provides a cross-reference to where those code changes appear in this document. This “crosswalk table” is not an exhaustive list of all code changes but can help readers find the core proposals.

Proposal	Code Reference	Pages
STREAMLINED APPROVALS FOR ADMINISTRATIVE PARKING REDUCTIONS:		
Allow non-discretionary approvals of most parking reductions, up to a % reduction.	21.07.090F.1.	32-34
Make some shared parking and off-site parking reductions nondiscretionary (“by-right”).	21.07.090F.5.; 21.07.090F.6.	42-45; 46
Replace five area-specific reductions with lower area-specific parking requirements.	21.07.090E.2.; 21.07.090F.4-7.	27-28; 39-40
Clarify the maximum % combined reduction from multiple non-discretionary reductions	21.07.090F.3.b.	36
Clarify the approval criteria for parking reductions that still require discretionary review.	21.07.090F.2.; F.8.	35; 48
Calculate parking reductions more easily.	21.07.090F.3.a.	36
MORE COMPLETE MENU OF AVAILABLE PARKING REDUCTION STRATEGIES:		
Reformat and consolidate all parking reductions into a single, easy-to-use menu table.	21.07.090F.1.	32-34
Add car-sharing to the list of shared vehicle programs eligible for parking reductions.	21.07.090F.1.	32
Add 3+ reductions for enhanced walkways, sidewalks, and other pedestrian amenities.	21.07.090F.1.	33
Add a parking reduction for unbundling parking costs from housing rental/purchase fees.	21.07.090F.1.	33
Add a parking reduction for adaptive reuse of older buildings.	21.07.090F.1.	34
Add a parking reduction for historic and cultural landmark preservation.	21.07.090F.1.	34
Remove unused/problematic parking reductions for housing density, on-street parking.	21.07.090F.15; 19.	41; 49
AREA-SPECIFIC, LOWER PARKING REQUIREMENTS IN URBAN NEIGHBORHOOD CONTEXTS:		
Recognize, define, and map three (3) distinct neighborhood development context areas:	21.07.015 (new)	4-10
Traditional Urban Neighborhood Contexts,	21.07.015C.1.	5; 7
Edge Urban Neighborhood Contexts, and	21.07.015C.2.	6;7-9
Transit-Supportive Development Corridors.	21.07.015C.3.	6, 8-10
Tailor area-specific, lower parking requirements for the three neighborhood development context areas.	21.07.090E.2.	27
Enable the establishment of Open Option Parking Districts where property owners decide how much parking to provide and replace parking with travel demand strategies.	21.07.090E.7.	29-31

Proposal	Code Reference	Page
IMPROVED SITE ACCESS FOR PEDESTRIANS, BICYCLISTS, RIDE-SHARE, AND PUBLIC TRANSIT:		
Clarify and consolidate design standards for sidewalks and on-site pedestrian walkways	21.07.060E., G.	11-12; 16
Consolidate standards for pedestrian-supportive frontages into one section: from different parts of Title 21 (which are to be deleted);	21.07.060F. 21.04.020; .030; 21.07.110C.; D.	13-15 1-3 66-75
Focus stronger frontage standards on developments with less required parking;	21.07.060F.3.	14
Relax and simplify the frontage standards that applied to other developments.	21.07.060F.4.	15
Increase bicycle parking requirement in areas with lower parking requirements.	21.07.090K.	62
Allow for use-specific variations and administrative exceptions from bike parking.	21.07.090K.	62-63
Require some bike spaces to be in sheltered, secure spaces for longer-term parking.	21.07.090K.	62; 65
Clarify and improve the bike parking design, dimensional, and locational standards.	21.07.090K.	63-65
Allow ride-hailing spaces and EV charging spaces to count toward required parking.	21.07.090C.5.c.	25
REFORMS TO RESIDENTIAL SITE ACCESS DRIVEWAY STANDARDS:		
Consolidate, organize, and clarify the vehicle access and circulation driveway standards.	21.07.090H.8-11. 21.07.110F.3-4.	51-57 76-78
Expand the ability of the Traffic Engineers to grant waivers and exceptions in Title 21.	21.07.090H.8.b.	51
Exempt 3- and 4-plexes from on-site turnaround requirements in certain situations.	21.07.090H.10.d.	54
Allow single-lane driveways into multi-unit residential developments of 3 to 6 units.	21.07.090H.11.d.	56
Focus alley access requirement on urban neighborhood contexts and increase flexibility.	21.07.090H.9.b. 21.07.110F.4.	52 78
Limit max. allowed driveway width in front yards in urban neighborhood contexts.	21.07.090H.9.e.	53
Require driveway curb cuts in urban neighborhood contexts to restore a level sidewalk.	21.07.090H.11.b.	55
SMALLER DIMENSIONS FOR PARKING SPACES AND CIRCULATION AISLES:		
Allow half of parking spaces for uses with low-turnover parking to be smaller, by-right.	21.07.090F.20. 21.07.090H.12.	49 58
Allow all parking spaces in Anchorage's original urban neighborhood areas to be smaller parking spaces (8.5 feet wide), by-right.	21.07.090H.12. 21.11.070F.3.	58; 79-80
Consolidate and clarify allowances for tandem parking and stacked parking spaces.	21.07.090F.20. 21.07.090H.12.	49; 60
Consolidate and streamline Downtown's small/compact parking space dimensions.	21.07.090H.12.; 21.11.070F.3.	58 79-80
Clarify and simplify the presentation of required parking space and aisle dimensions.	21.07.090H.12.	58-59
Add flexibility for administrative adjustments from minimum parking dimensions.	21.07.090H.12.m	60

ANNOTATION FOR PAGE 1

Chapter 21.04., District-specific Standards

Chapter 21.04. District-specific Standards

The amendments on page 1 remove references from district-specific standards in Chapter 21.04 to parking reductions in section 21.07.090F.6. that are proposed to be deleted on page 39 of these annotated draft code amendments. The district-specific parking reductions being deleted from F.6. are being replaced with lower, area-specific parking requirements in section 21.07.090E. (see page 27).

<i>Line (s) #</i>	<i>Comment on Change</i>
9-32	<p>Remove references to specific parking reductions in order to eliminate redundancy and improve clarity. These standards will be replaced with lower, area-specific parking requirements in section 21.07.090E. (see page 27).</p> <p><i>Discussion:</i> Areas currently or likely to be zoned R-3A, R-4A, B-1A, and B-1B are mostly located in the neighborhood contexts to have lower, area-specific parking requirements. Mixed-use developments in B-3 zoned areas designated as town centers and in Midtown would also tend to fall within such neighborhood contexts.</p> <p>For developments in general, a variety of parking reductions will continue to be available in all these zoning districts, as provided in Section 21.07.090F. References to individual reductions from the code sections on the next page were found to be redundant and confusing.</p>
13-15; 33-35	<p>Clarify the name of a referenced pedestrian amenity from “enhanced sidewalk” to “enhanced <u>street</u> sidewalk.” This change reflects edits and clarifications in 21.07.060G.19 (page 21) to one of the bonus pedestrian amenities that is proposed in this ordinance to earn credit toward parking reductions.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **CHAPTER 21.04: ZONING DISTRICTS**

2 *** **

3 **21.04.020 Residential Districts**

4 *** **

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

6 *** **

7 **2. District-Specific Standards**

8 *** **

9 **[E. REDUCED PARKING RATIOS]**

10 [DEVELOPMENT IN THE R-3A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF
11 THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION
12 21.07.090F.6.]

13 **e[F]. Enhanced Street Sidewalk [OPTION]**

14 An enhanced street sidewalk [ENVIRONMENT]may be provided in lieu of required
15 sidewalks and site perimeter landscaping, as provided in 21.07.060G.19[F.17].

16 *** **

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

18 *** **

19 **2. District-Specific Standards**

20 *** **

21 **[D. REDUCED PARKING RATIOS]**

22 [DEVELOPMENT IN THE R-4A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF
23 THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION
24 21.07.090F.6.]

25 *** **

26 **21.04.030 Commercial Districts**

27 *** **

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

29 *** **

30 **[5. REDUCED PARKING RATIOS]**

31 [THE DEVELOPMENT IS ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT OF THE
32 MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SECTION 21.07.090F.6.]

33 **5[6]. Enhanced Street Sidewalk [OPTION]**

34 An enhanced street sidewalk [ENVIRONMENT]may be provided in lieu of required sidewalks and
35 site perimeter landscaping, as provided in 21.07.060G.19[F.17].

ANNOTATION FOR PAGE 2

Chapter 21.04, District-specific Standards

Current Title 21 Section 21.04.030G. establishes development standards specific to mixed-use projects in the B-1A and B-1B zoning districts. These also apply by reference to mixed-use developments in the B-3 district via subsection 21.04.030H. These standards apply only to mixed-use developments—not to stand-alone residential or commercial-only developments.

The changes on page 2 delete the mixed-use development standards for building frontages from chapter 21.04, including maximum setbacks from the street, and street-facing ground-floor uses with prominent entrances and windows facing the sidewalk. These are proposed to be replaced by pedestrian frontage standards on page 14 (Table 21.07-2) that apply only in urban neighborhood development context areas.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-43	<p>Delete current Title 21 Code standards for pedestrian-oriented mixed-use developments. Subsections [A] and [C] are replaced by more flexible, generally applicable frontage requirements that apply only in urban neighborhood development contexts in new subsection 21.07.060F. on pages 13-14</p> <p>Subsection [B] on lines 22-39 on the next page, regarding prominent entries, is not carried forward as a frontage standard, but is instead replaced by a new pedestrian amenity bonus menu option in subsection 21.07.060G.16, enhanced Primary Engrance, on page 19 (lines 7-22).</p>

1 **CHAPTER 21.04: ZONING DISTRICTS**

2 *** **

3 **21.04.030 Commercial Districts**

4 *** **

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

6 *** **

7 **[7. BUILDING PLACEMENT AND ORIENTATION]**

8 [BUILDINGS SHOULD BE PLACED AND ORIENTED TO THE STREET, LINING SIDEWALKS
9 AND PUBLIC SPACES WITH FREQUENT SHOPS, ENTRANCES, WINDOWS WITH INTERIOR
10 VIEWS, AND ARTICULATED GROUND-LEVEL FACADES. THE FOLLOWING STANDARDS
11 APPLY:]

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

22 [B. EITHER:]

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

27 [II. PROVIDE A PROMINENT AND INVITING PRIMARY ENTRANCE THAT IS
28 VISIBLE FROM THE STREET, CONNECTED BY A DIRECT WALKWAY TO THE
29 STREET, AND HIGHLIGHTED BY TWO OF THE FOLLOWING:]

30 [(A) PORTICO, OVERHANG, CANOPY, OR SIMILAR PERMANENT
31 FEATURE PROJECTING FROM THE WALL;]

32 [(B) RECESSED AND/OR PROJECTED ENTRANCE THAT COVERS AT
33 LEAST 80 SQUARE FEET;]

34 [(C) ARCHES, PEAKED ROOF FORMS, TERRACING PARAPETS, OR
35 OTHER CHANGE OF BUILDING ROOFLINE;]

36 [(D) CHANGES IN SIDING MATERIAL, OR DETAIL FEATURES SUCH AS
37 TILEWORK, TO SIGNIFY THE ENTRANCE; OR]

38 [(E) ENTRANCE PLAZA, PATIO, OR SIMILAR COMMON PRIVATE OPEN
39 SPACE.]

40 [C. BUILDINGS SHALL COMPLY WITH THE MAXIMUM SETBACKS ESTABLISHED IN
41 SECTION 21.06.020, TABLES OF DIMENSIONAL STANDARDS, AND SUBSECTION
42 21.06.030C.5. THE MAXIMUM SETBACK MAY BE REDUCED OR ELIMINATED WITH
43 THE CONCURRENCE OF THE DIRECTOR.]

44 *** **

ANNOTATION FOR PAGE 3

Chapter 21.04, District-specific Standards

<i>Line (s) #</i>	<i>Comment on Change</i>
3-6, 29-31	Continuation of amendments from page 2.
8-10, 20-23	<p>Remove references to specific parking reductions to eliminate redundancy and improve clarity. These standards will be replaced with lower, area-specific parking requirements in section 21.07.090E. (see page 27).</p> <p><i>Discussion:</i> Areas zoned R-3A, R-4A, B-1A, and B-1B are mostly located in the neighborhood contexts to have lower, area-specific parking requirements. Mixed-use developments that would occur in the B-3 district in designated town centers and in Midtown would also tend to fall within such neighborhood contexts.</p> <p>A variety of parking reductions will continue to be available for different types of development in all these zoning districts as provided in Section 21.07.090F.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

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

2 *** **

3 **[3. BUILDING PLACEMENT AND ORIENTATION]**

4 [BUILDINGS ARE SUBJECT TO THE BUILDING PLACEMENT AND ORIENTATION
5 STANDARDS FOR MIXED-USE DEVELOPMENT IN THE B-1A/B-1B DISTRICTS IN SECTION
6 21.04.030G.7. ABOVE.]

7
8 **[4. REDUCED PARKING RATIOS]**

9 [THE DEVELOPMENT IS ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT OF THE
10 MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SECTION 21.07.090F.6.]

11
12 **3[5]. Enhanced Street Sidewalk [OPTION]**

13 An enhanced street sidewalk [ENVIRONMENT]may be provided in lieu of required sidewalks and
14 site perimeter landscaping, as provided in 21.07.060G.19[F.17].

15 *** **

16 **21.04.070 Overlay Zoning Districts**

17 *** **

18 **C. Commercial Center Overlay**

19 *** **

20 **[4. REDUCED PARKING RATIOS]**

21 [INSTEAD OF THE FIVE PERCENT REDUCTION PROVIDED IN SECTIONS 21.04.030G. AND
22 H., ANY USE IS ELIGIBLE FOR A REDUCTION OF UP TO 10 PERCENT OF THE MINIMUM
23 NUMBER OF PARKING SPACES, AS PROVIDED IN SECTION 21.07.090F.6.]

24 **4[5]. Uses Prohibited**

25 Notwithstanding table 21.05-1, the following uses are prohibited: self-storage facilities, vehicle
26 sales and rentals, major vehicle service and repair, data processing facilities; commercial food
27 production, and snow disposal sites.

28 **5[6]. Dimensional Standards**

29 [A. THE MINIMUM FRONT SETBACK IS REDUCED TO FIVE FEET FOR BUILDING
30 ELEVATIONS THAT COMPLY WITH 21.04.030G.7., BUILDING PLACEMENT AND
31 ORIENTATION.]

32 *** **

33

Section 21.07.015, Neighborhood Development Context Areas (New)

A new section of Chapter 21.07 delineates areas in the Anchorage Bowl where older, urban patterns of development and accessible pedestrian alternatives to single-occupancy motor vehicle travel provide a basis for tailored parking and driveway standards later in Chapter 21.07. Section 21.07.015 establishes these “urban neighborhood development contexts” and maps them.

Traditional urban patterns of development include a fine-grained street grid with more route choices and destinations within walking or biking distance. These neighborhoods more often include sidewalks or other pedestrian facilities, smaller lot sizes, and more buildings that have living spaces, windows, front entrances, entry walkways, and landscaped yards facing the street frontages. They tend to have a higher density of residential development and are closer to urban centers with jobs and services. The Municipality has also invested in higher levels of public transportation service in these areas.

These characteristics distinguish older Anchorage neighborhoods from more recent suburban-style development patterns elsewhere in the Bowl. These differences contribute to different travel behaviors, vehicle parking and automobile ownership patterns, priorities for preserving landscaped front yards, street-oriented living spaces, and pedestrian facilities. Older neighborhoods with a more urban layout tend to be prioritized for infill, redevelopment, new housing, and revitalization in municipal policy plans and neighborhood plans. Less parking and lower driveway costs, efficient space-usage, and impacts on urban neighborhood quality are more important in these areas.

Anchorage’s *Comprehensive Plan* establishes neighborhood development contexts in a variety of its elements. The *Anchorage 2040 Land Use Plan (2040 LUP)* identifies “Traditional Neighborhood Design” areas and “Transit-supportive Development” corridors. Area-specific plans such as the *Fairview Neighborhood Plan*, *Spenard Corridor Plan*, and others, provide specific direction for alternative development standards to allow for and promote more urban, walkable forms of development and housing at market-feasible cost. In addition, members of the public expressed support during pre-consultation phase design workshops for a tailored approach in Title 21 to fit the style of development and demand for parking in different areas of the Municipality.

<i>Line (s) #</i>	<i>Comment on Change</i>
4-13	<p>Purpose This section establishes the specific Urban Development Context Areas and describes their basic characteristics.</p>
14-24	<p>Applicability These contexts apply only to development and design standards of chapter 21.07. They do not override zoning districts (chapter 21.04), allowed uses (chapter 21.05), or district-specific lot and building dimensions (chapter 21.06).</p>

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

2 *** **

3 **21.07.015 Neighborhood Development Context Areas**

4 **A. Purpose**

5 This section establishes Neighborhood Development Context Areas that reflect the existing and desired
6 characteristics of Anchorage’s older, urban neighborhoods as identified in the Comprehensive Plan. The
7 Neighborhood Development Context Areas are distinguished from one another and suburban parts of the
8 Anchorage Bowl by their physical and functional characteristics such as: street, alley, and block patterns;
9 building placement; how buildings and structures relate to surrounding buildings and streets; the diversity,
10 distribution, and intensity of land uses; and availability of transportation access alternatives such as
11 pedestrian facilities and public transportation. The areas mapped in this section provide the basis for
12 development regulations tailored to the unique characteristics and strengths of these neighborhoods and
13 fulfill their role as recommended in the Comprehensive Plan. These areas are provided relief from some
14 generally applicable development and design standards in this chapter 21.07 because of their unique
15 characteristics.

16 **B. Applicability**

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

19
20 **2.** The neighborhood development context areas in this section shall not be used as a basis to change
21 the allowed uses or review and approval procedures of the underlying zoning district, district-
22 specific dimensional standards, or any other standards of this title besides the development and
23 design standards of chapter 21.07.

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

26 *** **

27

ANNOTATION FOR PAGE 5

21.07.015, Neighborhood Development Context Areas (cont'd)

The amendments on the next page establish the Traditional Urban Neighborhood Context area.

The description and images are explanatory intent statements rather than regulatory requirements.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-10	<p>Establish the Neighborhood Development Context Areas. This subsection 21.07.015C. establishes the specific Urban Development Context Areas. Subsections 1, 2, and 3 describe the basic characteristics of each.</p> <p>Maps of the development context areas are available in 21.07.015D. (starting on page 7).</p>
11-25	<p>Establish the Traditional Urban Neighborhood Context. The description and images are explanatory intent statement statements rather than regulatory requirements.</p> <p><i>Discussion:</i> This development context has a balance of pedestrian, bicycle, and vehicle reliance and access, relative to most other Anchorage neighborhoods. Traditional urban neighborhoods are Anchorage’s oldest neighborhoods constructed prior to the automotive-oriented suburban-style street, block, and property development patterns. U.S. Census Data also shows lower levels of car ownership in these areas of the Anchorage Bowl. The presence of sidewalks and small lot and block sizes organized in a grid pattern facilitate alternative modes of transportation.</p>

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

2 *** **

3 **21.07.015 Neighborhood Development Context Areas**

4 *** **

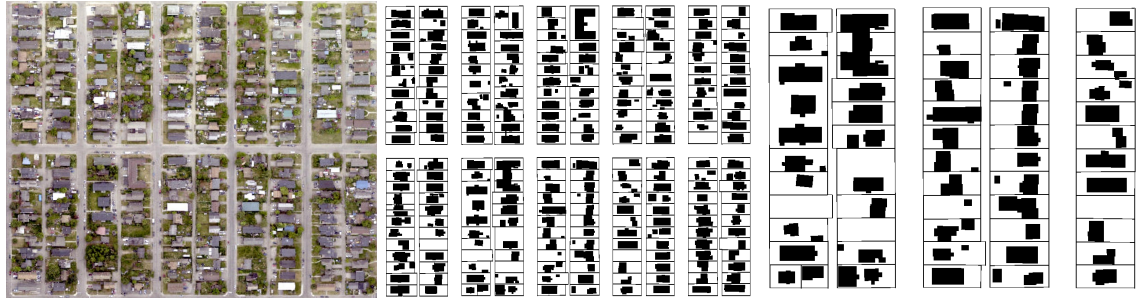
5 **C. Neighborhood Development Context Areas Established**

6 The following neighborhood development context areas are established and delineated in maps 21.07-1
7 through 21.07-4 in subsection 21.07.015D. Each subsection below is organized to describe general
8 character: street, block, and access patterns; building placement and location; and mix of uses.
9 Descriptions are intent statements providing a basis for area-specific development standards elsewhere in
10 this chapter 21.07.

11 **1. Traditional Urban Neighborhood Context**

12 The traditional urban neighborhood context includes Anchorage’s original urban neighborhoods,
13 such as Government Hill, South Addition, Fairview, and Mountain View. These neighborhoods are
14 identified by the *Comprehensive Plan, Land Use Plan Map* as Traditional Neighborhood Design
15 areas. Properties within the Downtown (DT) zoning districts are not included because they are
16 addressed in chapter 21.11.

17 Traditional urban neighborhood contexts feature a regular street grid development pattern of city
18 blocks surrounded by streets, which provide pedestrian and vehicular connections at frequent,
19 regular intervals. Block and lot sizes are small and block shapes are consistent and often the same
20 size. Sidewalks are present on most streets, except in limited parts of southern South Addition and
21 in western Government Hill. There is a consistent presence of alleys. Buildings and residences
22 typically have moderate front setbacks and orient to the street, with landscaping or pedestrian
23 access comprising a majority of the frontage. Parking tends to be located to the side or rear of
24 buildings. There is a balance of pedestrian, bicycle, public transit, and automobile reliance.



ANNOTATION FOR PAGE 6

21.07.015, Neighborhood Development Context Areas (cont'd)

This page establishes the Edge Urban Neighborhood Context and Transit-Supportive Development Corridor development context areas. The description of the overall characteristics of these two development contexts are explanatory intent statements and not regulatory requirements.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-19	<p>Edge Urban Neighborhood Contexts Describes edge urban neighborhoods, Anchorage’s older post-war era neighborhoods with many homes constructed in the 1950s-1960s.</p> <p><i>Discussion:</i> Although pedestrian and other non-motorized travel is not as prioritized in Edge Urban Neighborhood Contexts as they are in the Traditional Urban Neighborhood Context, the Edge Urban Neighborhoods are more compact and are distinct from suburban parts of the Anchorage Bowl. These Edge Urban contexts were identified in the <i>Anchorage 2040 Land Use Plan</i> Appendix A map atlas.</p>
21-33	<p>Transit-Supportive Development Corridors (TSDCs) Describes corridors of land use designated in the <i>Anchorage 2040 Land Use Plan (Section 3, pp. 60-61)</i>, for which the Municipality has implemented frequent bus service (15- to 30-minute headways). These extend through and outward from edge urban neighborhoods.</p>

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

2 *** **

3 **21.07.015 Neighborhood Development Context Areas**

4 **C. Neighborhood Development Context Areas Established**

5 **3. Edge Urban Neighborhood Context**

6 The edge urban neighborhood context includes properties generally identified in the
7 Comprehensive Plan, Land Use Plan Map, as traditional neighborhood design areas in
8 Anchorage’s early post-war era (1950s-1960s) neighborhoods, such as Spenard, North Star,
9 Midtown, Rogers Park, Airport Heights, Russian Jack Park, and University Area.

10 Edge urban neighborhoods feature a variety of interconnected street systems with smaller lot and
11 block sizes than the more suburban parts of the Anchorage Bowl. Some edge urban areas feature
12 a regular street grid development pattern of city blocks and others provide a more relaxed and
13 irregular street grid. There is an inconsistent presence of alleys and local street sidewalks.
14 Buildings typically have moderate to somewhat deeper front setbacks. Buildings tend to orient
15 toward the public street, although some front setbacks are deep enough to allow for a mix of
16 landscaping and parking. Some edge urban neighborhood context areas include transit-supportive
17 development corridors where the Municipality has invested in elevated levels of public
18 transportation service and enhanced pedestrian facilities.



19
20
21 **4. Transit-Supportive Development Corridors**

22 Transit-supportive development corridors designated by the *Comprehensive Plan* extend through
23 and outward from the edge urban neighborhood contexts. These corridors are where pedestrian
24 facilities and frequent public transportation service interact with a compact, pedestrian-friendly
25 pattern of commercial, residential, and mixed-use development within walking distance of the public
26 transit route. These corridors have elevated levels of municipal public transportation service with
27 frequent headways between buses and higher ridership demand. These transit routes connect
28 local and regional town centers, city centers, and other service/employment centers, such as the
29 UMED District. Transit-supportive development corridors are a half-mile wide, extending ¼-mile
30 (approximately 5 to 10 minutes walking distance) on each side the public transit route.
31
32

ANNOTATION FOR PAGE 7

21.07.015, Map 21.07-1: Traditional Urban Neighborhood Context

This page inserts the first of several maps of Neighborhood Development Context boundaries into Title 21 Section 21.07.015. The maps provide enough detail and landmarks for applicants to determine the location of their properties relative to the boundaries of the Neighborhood Development Context Areas.

These maps indicates where the area-specific parking requirements established in 21.07.090E.2. (page 27) apply.

<i>Line (s) #</i>	<i>Comment on Change</i>
Map	<p>Map 21.07-1: Traditional Urban Neighborhood Context</p> <p>This map shows the Traditional Urban Neighborhood Contexts, including Fairview and South Addition, and inset maps indicating the portions of Government Hill and Mountain View neighborhoods that are in the Traditional Urban Neighborhood Contexts.</p> <p>The Downtown (DT) zoning districts are not included as they are addressed in Chapter 21.11, Downtown.</p> <p>Map 21.07-1 and its insets also show several Edge Urban Neighborhood Contexts in this part of town. These include portions of western and southern South Addition and southeastern Fairview.</p>

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

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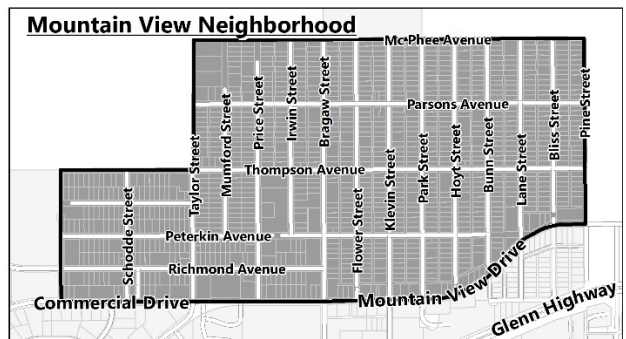
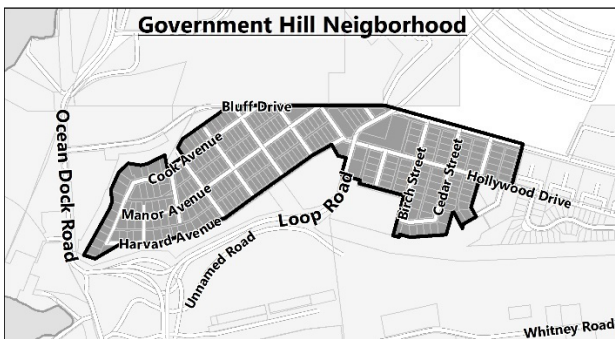
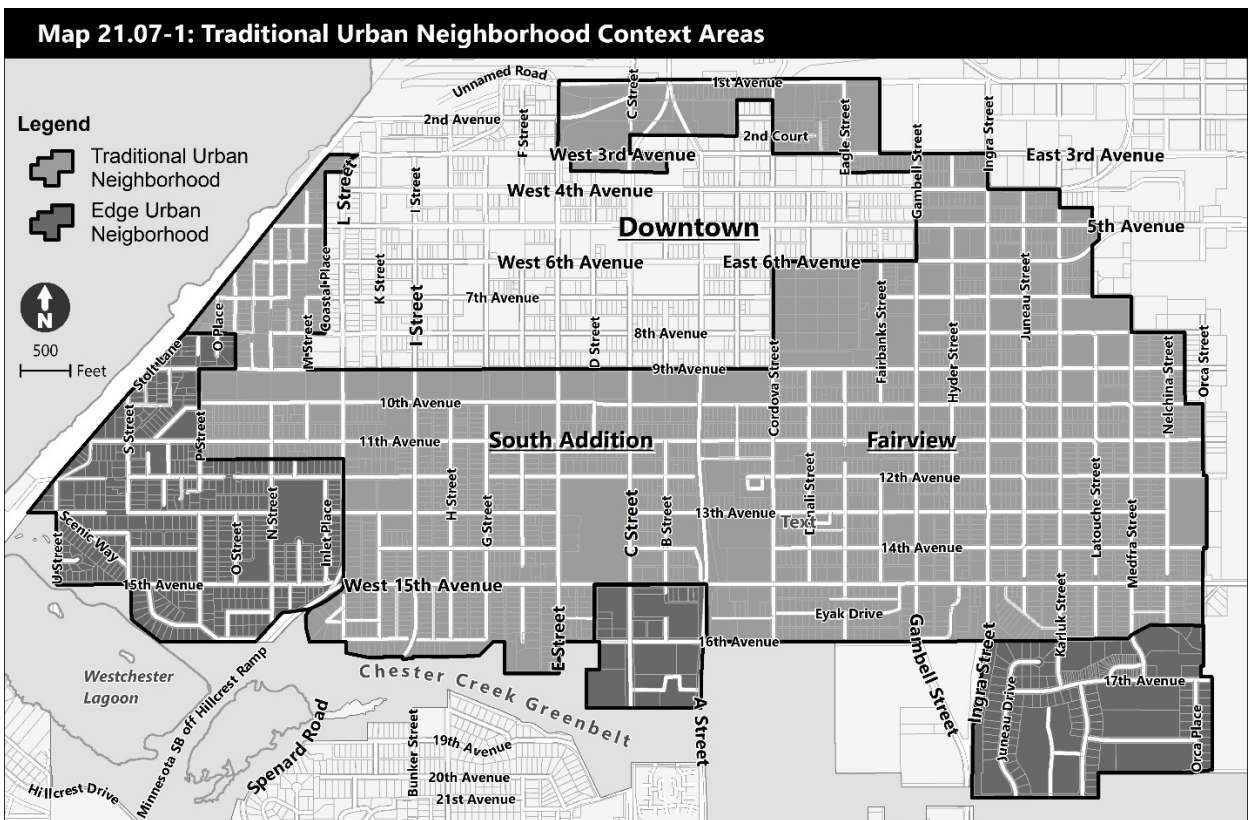
21.07.015 Neighborhood Development Context Areas

*** *** ***

D. Neighborhood Context Area Boundaries

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

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



ANNOTATION FOR PAGE 8

**21.07.015, Neighborhood Development Context Areas – Map 21.07-2: Edge Urban/
Transit-Supportive Neighborhood Contexts in Midtown**

This page inserts one of several maps of Neighborhood Development Context Area boundaries into Title 21 Section 21.07.015. The maps provide enough detail and landmarks for applicants to determine the location of their properties relative to the boundaries of the Neighborhood Development Context Areas.

These maps indicate where the area-specific parking requirements established in 21.07.090E.2. (page 27) apply.

<i>Line (s) #</i>	<i>Comment on Change</i>
Map	<p>Map 21.07-2: Edge Urban / Transit-Supportive Neighborhood Context in Midtown</p> <p>Delineates the boundaries of the Edge Urban Neighborhood Contexts in and around Midtown and Spenard, relative to streets and property boundaries.</p> <p>It also shows the centerlines of the Transit-Supportive Development Corridors (TSDCs) in Midtown and Spenard. The centerlines run on the centerlines of street rights-of-way. End points shown as dashes indicate end points at center points of street ROW intersections.</p> <p>As provided in the introduction to this subsection 21.07.015D, on page 7 lines 8-12, all properties within ¼ mile of these line segments are considered to be within the TSDC, and eligible for the lower, area-specific parking requirement for TSDCs on page 27.</p>

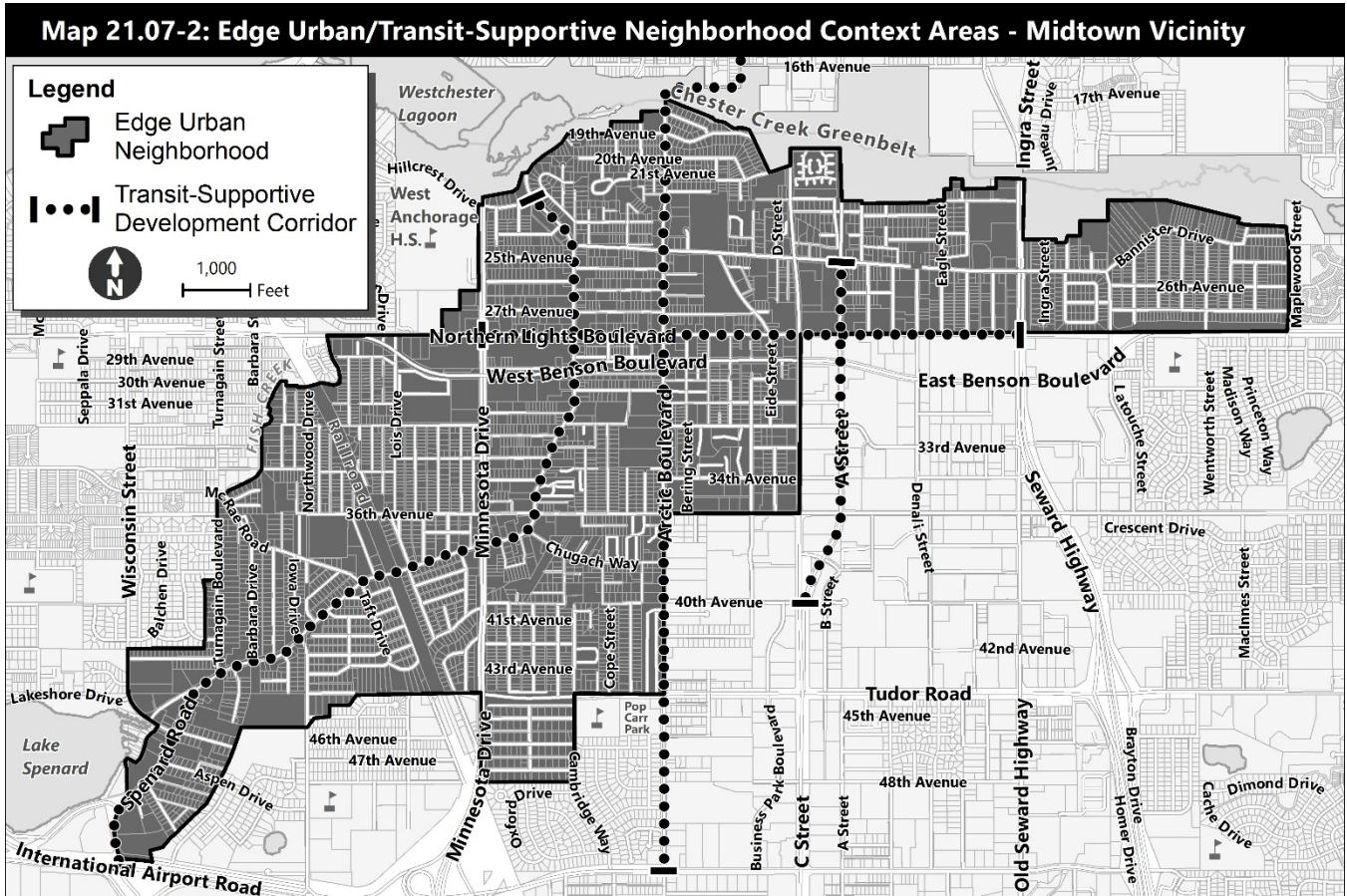
CODE LANGUAGE to be added is underlined>. Language to be deleted is [ALL CAPS IN BRACKETS].

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

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3 **21.07.015 Neighborhood Development Context Areas**

4 *** *** ***



ANNOTATION FOR PAGE 9

21.07.015, Neighborhood Development Context Areas – Map 21.07-3: Edge Urban / Transit-Supportive Neighborhood Context in East Anchorage

This page inserts one of several maps of Neighborhood Development Context Area boundaries into Title 21 Section 21.07.015. The maps provide enough detail and landmarks for applicants to determine the location of their properties relative to the boundaries of the Neighborhood Development Context Areas.

<i>Line (s) #</i>	<i>Comment on Change</i>
Map	<p>Map 21.07-3: Edge Urban / Transit-Supportive Neighborhood Context in East Anchorage</p> <p>Delineates the boundaries of the Edge Urban Neighborhood Contexts in and around DeBarr, Muldoon, and Lake Otis and Tudor, relative to streets and property boundaries.</p> <p>It also shows the centerline of the Transit-Supportive Development Corridors (TSDCs) in Northeast Anchorage, Airport Heights, peripheral parts of Mountain View, and in the University Area vicinity. The centerlines of TSDCs run on the centerlines of street rights-of-way. End points shown as dashes indicate end points at center points of street ROW intersections.</p> <p>As provided in the introduction to this subsection 21.07.015D., on page 7 lines 8-12, all properties within ¼ mile of these line segments are considered to be within the TSDC, and eligible for the lower, area-specific parking requirement for TSDCs on page 27.</p>

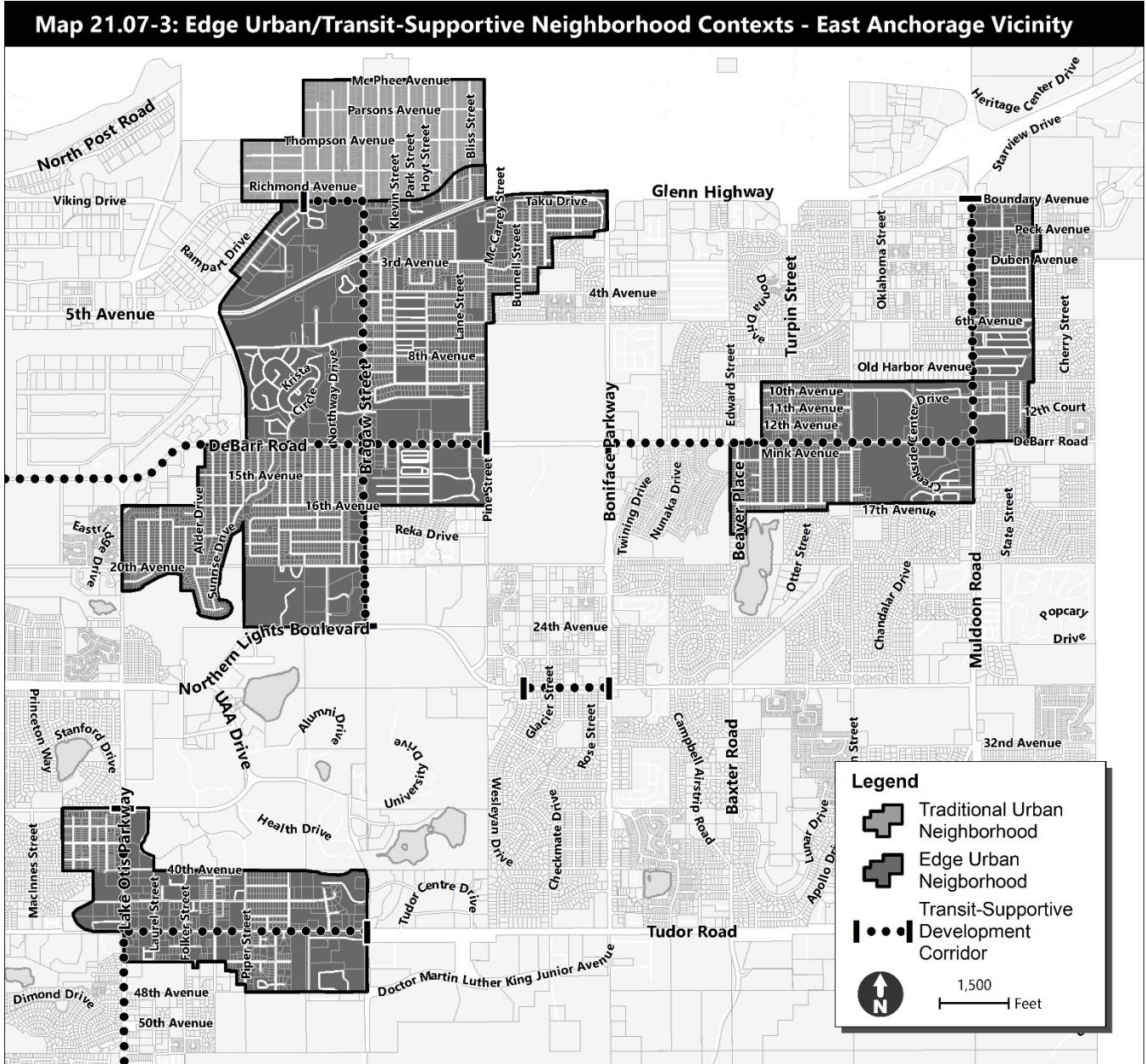
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1 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

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3 **21.07.015 Neighborhood Development Context Areas**

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ANNOTATION FOR PAGE 10

21.07.015, Neighborhood Development Context Areas – Map 21.07-4: Transit-Supportive Development Corridor – Lake Otis/Abbott/92nd

This page inserts the last of several maps of Neighborhood Development Context Area boundaries into Title 21 Section 21.07.015. The maps provide enough detail and landmarks for applicants to determine the location of their properties relative to the boundaries of the Neighborhood Development Context Areas.

These maps indicate where the area-specific parking requirements established in 21.07.090E.2. (page 27) apply.

<i>Line (s) #</i>	<i>Comment on Change</i>
Map	<p>Map 21.07-4: Transit-Supportive Development Corridor – Lake Otis/Abbott/92nd</p> <p>Delineates transit-supportive development corridor along Lake Otis/Abbott Road/92nd Street.</p> <p>As provided in the introduction to this subsection 21.07.015D., on page 7 lines 8-12, all properties within ¼ mile of these line segments are considered to be within the TSDC, and eligible for the lower, area-specific parking requirement for TSDCs on page 27.</p> <p><i>Discussion:</i> This corridor was adopted as part of the <i>2040 Land Use Plan</i> and is considered to have significant potential future additional opportunities for infill housing and further implementation of frequent bus service. The centerlines of TSDC run on the centerlines of street rights-of-way or at certain points on property boundaries.</p>

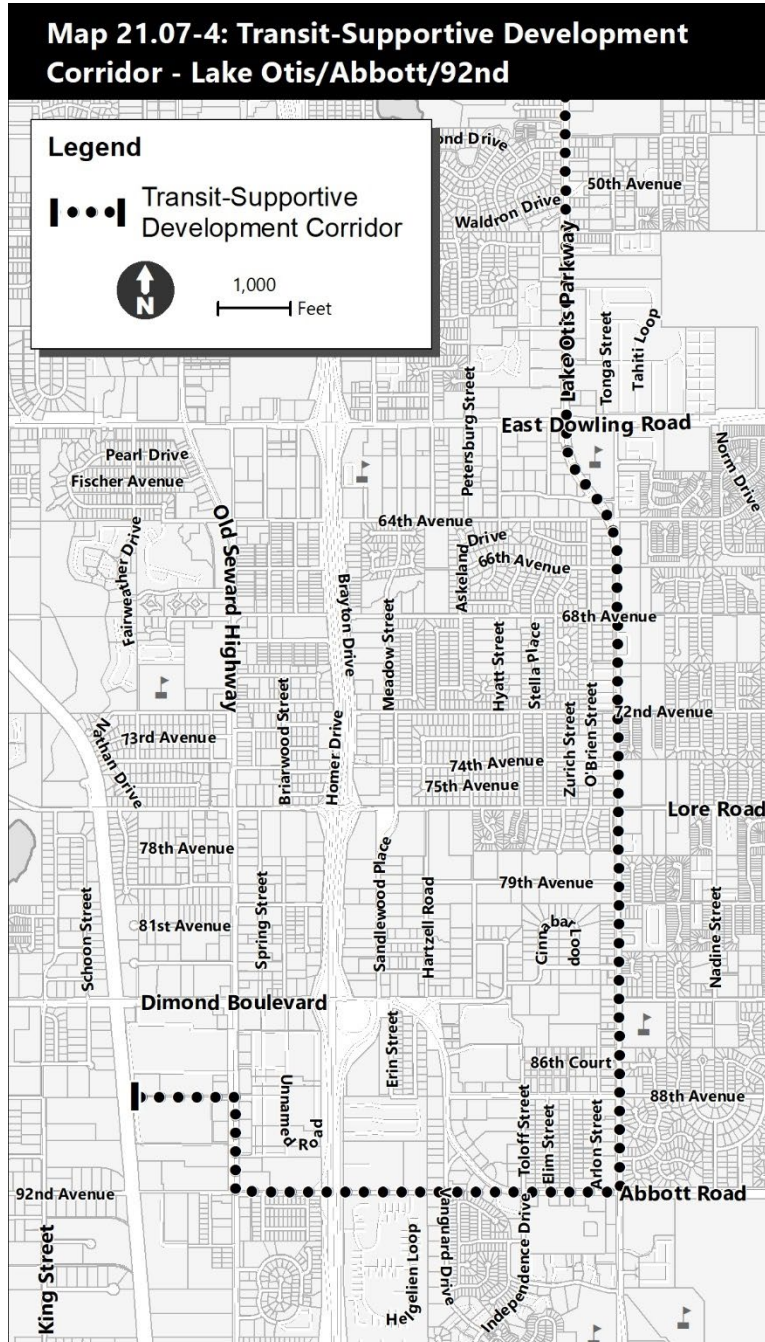
CODE LANGUAGE to be added is underlined>. Language to be deleted is [ALL CAPS IN BRACKETS].

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

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3 **21.07.015 Neighborhood Development Context Areas**

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ANNOTATION FOR PAGE 11

Section 21.07.060E.2., Standards for Pedestrian Facilities (Sidewalks)

Section 21.07.060E. establishes the pedestrian walkway requirements in Title 21. It includes existing requirements for public sidewalks, trails, and pathways, and for on-site walkways within development properties.

The following clarifications are recommended to subsection E.2., Sidewalks.

<i>Line (s) #</i>	<i>Comment on Change</i>
9-10	Provide a reference to existing applicable sidewalk design standard in Chapter 21.08. This is a clarification of existing standards.
11-18	Clarify that the requirement to provide sidewalks in subsection b. applies to street improvement projects and not to private property developments. Existing sidewalk requirements for development projects are provided in subsection f. beginning on line 11.
20-21	Clarify sidewalk requirement applies along all street frontages. This is a clarification of an existing standard based on feedback from municipal zoning/land use review staff.

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **E. Standards for Pedestrian Facilities**

6 *** **

7 **2. Sidewalks**

8 a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual
9 (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be
10 improved in accordance with subsection 21.08.050H.

11 b. Street improvement projects and new streets in subdivisions [I]in all class A zoning districts
12 except for industrial districts[,] shall install sidewalks [SHALL BE INSTALLED]on both
13 sides of all streets (local, collector, arterial, public or private, including loop streets). Where
14 indicated in the comprehensive plan, a pathway may replace a sidewalk on one side. Street
15 improvement projects [I]in industrial zoning districts shall install[,] a sidewalk [SHALL BE
16 INSTALLED]on one side of all local streets, and on both sides of local streets if the new
17 sidewalks would connect to existing sidewalks on both ends and the needed sidewalk
18 length is no greater than one quarter mile.

19 *** **

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

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

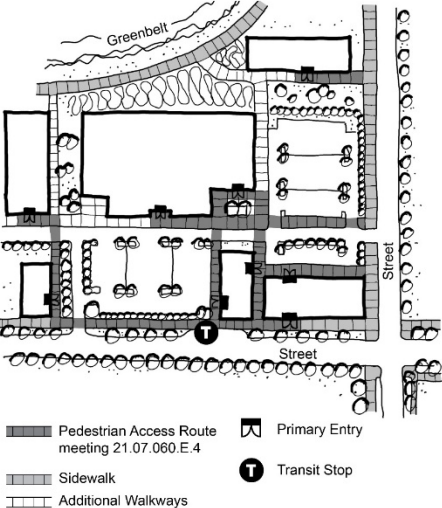
23 *** **

24

ANNOTATION FOR PAGE 12

Section 21.07.060E.4., Standards for Pedestrian Facilities – On-site Walkways

Subsection 21.07.060E.4. establishes the requirements for on-site walkways within development properties. The following consolidations and clarifications are proposed.

Line (s) #	Comment on Change
11-16	<p>Enhance existing illustration of continuous pedestrian access. The illustration at right is an enlarged version of the proposed replacement illustration on the next page.</p> <p>Illustrations are not regulatory but rather help convey the intent of the regulations (21.15.010, Rules of Interpretation). This clarifies existing standards.</p> 
18-20	<p>Consolidate residential walkway requirements and alternative pedestrian access options from Section 21.07.110 Residential Design Standards. This merges and standardizes existing on-site pedestrian connection requirements for residential uses from sections 21.07.110C.5. (page 68 lines 22-32) and D.3.c. (page 72 lines 38-40), which are proposed to be deleted from those sections.</p>
22-28	<p>Consolidate and clarify on-site walkway width and design requirements. The walkway width and improvements standards are consolidated into this subsection c. The redundant, identical standards for walkway width and improvements are deleted from subsection 21.07.060F.3. (see page 16, lines 26-37).</p> <p>Exclusion of vehicle overhang from the minimum unobstructed sidewalk width is deleted from this subsection because vehicle overhang into sidewalks is addressed in the off-street parking section of Title 21 and is unnecessary to repeat here.</p>

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **E. Standards for Pedestrian Facilities**

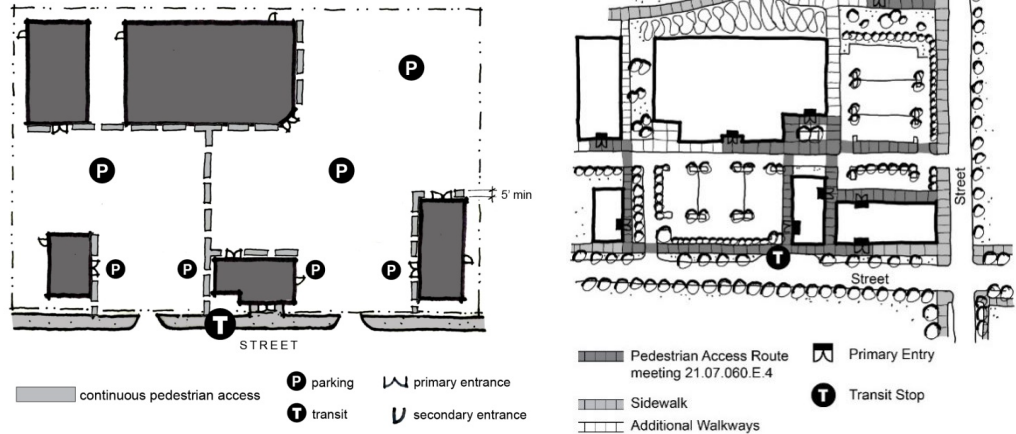
6 *** **

7 **4. On-Site Pedestrian Walkways**

9 **b. On-Site Pedestrian Connections**

11 ii. All primary building entrances on a site shall be connected to the street by a
12 convenient system of walkways. This includes multiple primary entrances into one
13 building, and primary entrances in separate buildings on a site.

14 *(Replace existing illustration on the left with*
15 *illustration on the right.)*



16 *** **

17
18 **iv.** The primary front entrance of a residential dwelling shall be connected to the street
19 by a walkway as provided in i. through ii. above, or by the dwelling's individual
20 driveway, or by a shared parking courtyard meeting 21.07.060G.20.

21 *** **

22 **c. Walkway Clear Width and Improvements**

23 *** **

24 **i.** The minimum width of a required pedestrian walkway shall be five feet of
25 unobstructed clear width, [EXCLUDING VEHICULAR OVERHANG,]except where
26 otherwise stated in this title. A walkway that provides access to no more than four
27 residential dwelling units may provide an unobstructed clear width of three feet.

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

29 *** **

ANNOTATION FOR PAGE 13

Section 21.07.060F., Pedestrian Frontage Standard (New)

Proposed new Section 21.07.060F. consolidates and revises existing pedestrian-oriented frontage standards from other parts of Title 21. This includes standards for accessible building entries, street-facing buildings (with windows; entries, and active interior spaces facing the street), and maximum front setbacks from other sections and chapters of the code. The revisions standardize and simplify the existing Title 21 pedestrian frontage standards, tailor them to urban neighborhood development contexts versus suburban neighborhood contexts, and make them more generally applicable to most uses for consistency. The frontage standards in Urban Neighborhood Context Areas accompany lower parking requirements and other changes in this ordinance to support alternative transportation modes, including walking, bicycling, and public transportation, and more efficient land use. Consolidated existing Title 21 sections include:

- District-specific standards for mixed-use development throughout the B-1A, B-1B, and B-3 zoning districts (21.04.030G. and H., deleted on pages 1-3 above).
- Street-facing windows, building placement, and other requirements for developments that receive parking reductions (21.07.090F.4, deleted on page 37, lines 26-32, and page 38, lines 7-13).
- Street-facing windows, prominent entrance, garage façade, and building orientation requirements in the Title 21 Residential Design Standards (21.07.110, deletions shown on pages 67-75).
- Residential alley access requirements that limit the width of garage doors on street-facing facades (21.07.110F.4.), deleted on page 78 lines 22-26.

Line (s) #	Comment on Change
Lines 6-20	<p>Consolidate pedestrian frontage objectives from other parts of Title 21. Proposed objectives a, b, and c are transferred and revised from Section 21.07.110, <i>Residential Design Standards</i> objectives that address pedestrian oriented frontages and pedestrian access. The <i>Residential Design Standards</i> objectives are deleted on page 66.</p>
Lines 21-25	<p>Tailor frontage standards specific to the urban neighborhood contexts. Subsection 2 sets a more focused set of pedestrian frontage standards (in subsection 3 on page 14) for the Urban Neighborhood Contexts established in Section 21.07.015 (pages 4 – 10) in order to match their development character and objectives. Line 24 establishes that a separate set of frontage standards apply to the rest of Anchorage. Currently, various parts of Title 21 include a variety of frontage standards that apply based solely on zoning districts, use types, or site-specific parking reductions. The proposed changes would no longer apply the same pedestrian-oriented frontages in the older, urban neighborhoods and the suburban areas.</p>
Lines 26-38	<p>Exempt existing buildings. Lines 26-27 exempt changes of use and minor building renovations, which today are not always exempted from building frontage standards in current code, depending on the section.</p> <p>Carry forward exemptions for developments and parts of the Municipality that are exempted from pedestrian frontage standards in current Title 21. Subsections b, c, e., and g. bring forward exemptions from Residential Design Standards (21.07.110B.1; 21.07.110C.2.; 21.07.110D.1.) being consolidated into this section. The exemption in 21.07.110D.1.for homes built prior to 2014 is changed to 2016.</p> <p>Subsection f. on lines 35-36 consolidates and expands administrative relief provisions from the Residential Design Standards that apply where it is not practical for building expansions or adjustments to existing sites to comply with the standard.</p>

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **F. Pedestrian Frontage Standard**

6 **1. Purpose**

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

- 11 **a.** Define public streets and their associated frontage spaces as positive, useful features
12 around which to organize and orient buildings in a manner that promotes pedestrian activity
13 and connects to multiple modes of transportation.
- 14 **b.** Provide pedestrian access to building entries that is clearly defined, safe, and inviting for
15 people of all abilities, and minimizes conflicts between pedestrians and vehicle parking.
- 16 **c.** Place active living spaces, entrances, and windows on street-facing building facades to
17 improve the physical and visual connection from residences to the street.
- 18 **d.** Promote a safe, secure pedestrian and neighborhood environment through “eyes on the
19 street” design elements, such as placement of windows, that foster opportunities for casual
20 surveillance of the street and outwardly expressed proprietorship of the neighborhood.

21 **2. Applicability**

22 Subsection 3. applies to development in the traditional urban and edge urban neighborhood context
23 areas established in 21.07.015, and to developments that receive reductions to required parking in
24 21.07.090F. Subsection 4. applies to development in the other areas of the municipality.
25 Exceptions and exemptions from this section 21.07.060F. include:

- 26 **a.** Changes of use and other developments that comprise building modifications of less than
27 50 percent of the total improvement value of the building(s) on the site.
- 28 **b.** Development in Girdwood, Downtown (DT), and Industrial zoning districts.
- 29 **c.** Single-family and two-family dwellings constructed prior to January 1, 2016, or on lots of
30 20,000 square feet or larger, or in Class B zoning districts.
- 31 **d.** Non-residential uses without habitable floor area, such as utility substations.
- 32 **e.** The director shall reduce the window area requirement by the amount the applicant
33 demonstrates is needed to comply with a 5-star energy rating or an affordable housing
34 (21.15.040) financing institution’s energy rating requirements.
- 35 **f.** The director shall approve administrative relief provided the applicant demonstrates it is
36 necessary to compensate for some practical difficulty of the site.
- 37 **g.** The Alternative Equivalent Compliance procedure set forth in subsection 21.07.010D. may
38 be used to propose alternative means of complying with the intent of this section.

Section 21.07.060F.3., Pedestrian Frontage Standard in Urban Neighborhood Contexts (New)

Section 21.07.060F.3. replaces, consolidates, and simplifies pedestrian-oriented frontage standards from other parts of Title 21. These sections were scattered, redundant, and inconsistent. The new table tailors these standards to apply in the Traditional and Edge Urban Neighborhood Contexts (pp. 5-10).

<i>Line (s) #</i>	<i>Comment on Change</i>
Table 21.07-2	Reformat pedestrian frontage standards from other parts of Title 21 into an illustration and table. The illustration visualizes the standards in the table. Each row in the table is a development standard and begins with a capital letter. The letter labels in the illustration correspond to the capital letters in the table. The table carries forward and clarifies how other parts of Title 21 have applied frontage standards to two street frontages, with the stronger standard on the primary frontage.
Table, parts A and B	Set a maximum front setback and a percentage of the building façade that must comply with the maximum front setback. Maximum setbacks are moved from Title 21 district-specific standards in 21.04.030 (pages 2-3) and also translated from parking facility criteria for parking reductions in 21.07.090F. (page 38 lines 8-13). They are made generally applicable in Urban Neighborhood Contexts. They are more relaxed on the secondary frontage and in the Edge Urban Neighborhoods. The maximum setbacks are based on prevailing building patterns and prioritization of pedestrian access in urban contexts. Although some U.S. cities do not allow any setback from the right-of-way in traditional urban contexts, allowing setbacks of up to 30 feet responds to Anchorage’s winter climate, streets, and development. 90 feet allows for a parking lot bay plus landscaping and walkways in front of a building.
Table, parts C and D	Consolidate and tailor residential garage width and projection limitations for Urban Neighborhood Contexts. Table item C. consolidates the current 10-foot limitation on front garage width on residential properties with alleys (page 78, line 25); the 50% limitation on properties that receive area-specific parking reductions in urban contexts (page 38, lines 7-13); the 67% limitation on garages for homes and duplexes in 21.07.110D.4.b. (page 73, line 12); and multifamily/townhouse building orientation choices 21.07.110C.6.e., f, g, and h. (pages 69-70). It tailors garage standards for urban neighborhood contexts, including relaxing it in Edge Urban neighborhoods and on secondary frontages. Table item D is adapted from the residential design standard in 21.07.110D.4. (page 73 lines 7-11) for single-family and two-family buildings, and the building orientation menu choices 21.07.110C.6.e., f, g, and h. (pages 69-70) for townhouse and multifamily buildings.
Table, parts E and F	Consolidate, simplify, and tailor window and entrance requirements for Urban Neighborhood Contexts. Table items E. and F. consolidate window and entrance requirements from district specific standards in 21.04.030G. (page 2, line 14) and H. (page 3, line 4); area-specific parking reductions for urban contexts in 21.07.060F.4. (page 37, lines 25-32); in 21.07.110C.3. (page 67); and in 21.07.110D.5. (page 75). On primary frontages, the proposed window requirement is generally equivalent to the current 15% residential and 25% ground floor commercial window requirements for area-specific parking reductions that apply in urban contexts.
Table parts G. through I.	Consolidate residential primary entrance requirements and multifamily building orientation menu items. Table items G., H., and I. consolidate residential entrance requirements from 21.07.110C.9. and D.3. (page 72). Table item I. carries forward elements of 21.07.110C.9. and the building orientation menu in 21.07.110C.6. (pp. 69-71). Rather than being required to select 3 items from the building orientation menu in 21.07.110C.6., the applicant would be required to select 1 pedestrian amenity from 21.07.060F. (renumbered to 21.07.060G. in this ordinance, as shown on page 16).

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

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

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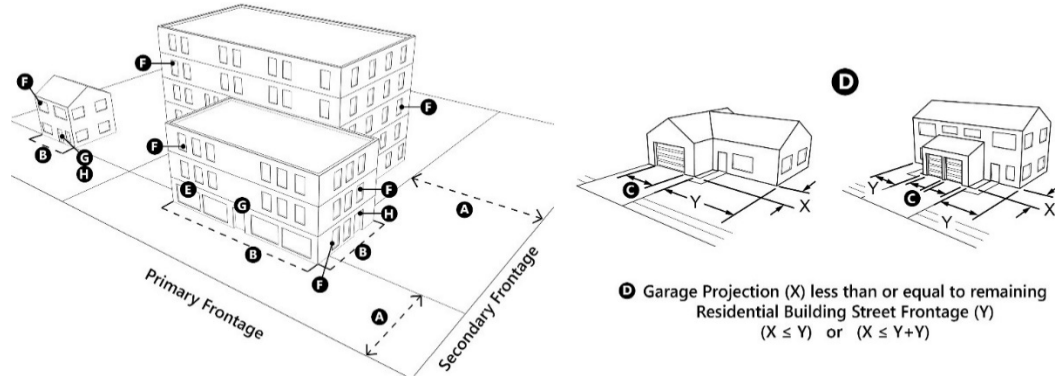
3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **F. Pedestrian Frontage Standards**

6 **3. Standard for Urban Neighborhood Contexts and Parking Reductions**

7 The standards of table 21.07-2, apply to the primary frontage and at least one secondary frontage.



8

Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts and Parking Reductions

<u>Building and Parking Placement</u> ¹	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>A. Maximum front setback (ground-floor only)</u> ^{1,4}	<u>30 feet in Traditional Urban, and 60 feet in other areas</u>	<u>90 feet</u>
<u>B. Minimum percentage of the width of ground-floor street-facing building elevation(s) required to comply with max. setback in A</u> ^{1,4}	<u>50%</u>	<u>50%</u>
<u>C. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)</u>	<u>50% in Traditional Urban, and 67% in other areas</u>	<u>67%</u>
<u>D. Maximum distance a garage may project out in front of the rest of the street-facing residential building elevation</u>	<u>No more than the width of the non-garage portion of the street-facing building elevation</u>	
<u>Building Orientation and Access</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>E. Minimum percentage of a non-residential ground-floor, street-facing building elevation required to be windows or primary entrances</u> ^{2,3}	<u>30% in Traditional Urban, and 20% in other areas</u>	<u>15%</u>
<u>F. Minimum percentage of residential and upper-floor non-residential street-facing elevation required to be windows or primary entrances</u> ³	<u>15% in Traditional Urban, and 10% in other areas</u>	<u>10%</u>
<u>G. At least one primary entrance located within max. setback in A</u> ⁴	<u>Required</u>	<u>Not Required</u>
<u>H. Front primary entrances for residential dwellings meet 21.07.060G.15., Covered, Visible Residential Entrance</u>	<u>Required</u>	
<u>I. Minimum number of pedestrian amenities from 21.07.060G. in addition to 21.07.060G.15.</u>	<u>2 pedestrian amenities required per multifamily, mixed-use, townhouse, or group housing development</u>	

¹ Generally applicable standards and exceptions for maximum setbacks are provided in 21.06.030C.5.

² Non-residential ground-floor windows used to meet these percentages shall be visual access windows (21.15.040) and have a sill height of no more than four feet above finished grade. Ground-floor wall area is defined in 21.15.040.

³ Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020P.

⁴ Development in the R-4A zoning district is exempt from the maximum setback related standards A, B, and G.

9

Section 21.07.060F.4., Pedestrian Frontage Standard in Other Areas of the Municipality (New)

Section 21.07.060F.4. (Table 21.07-3) consolidates pedestrian-oriented frontage standards from other parts of Title 21 that are generally applicable to development in the Anchorage Bowl and Chugiak-Eagle River. It adjusts, simplifies, and relaxes these existing frontage standards for the suburban neighborhood contexts that predominate these areas.

As a result, Table 21.07-3 has fewer requirements than the table on the previous page (page 14), which applies in the Traditional and Edge Urban Neighborhood Contexts mapped in 21.07.015 and to developments that receive parking reductions in 21.07.090F. Maximum front setbacks (items A, B, and G. on page 14) are not proposed. A ground-floor window requirement for non-residential uses (item E. on page 14) is not proposed. Also, the standards in Table 21.07-3 are generally more relaxed.

<i>Line (s) #</i>	<i>Comment on Change</i>
Table 21.07-3	Reformat pedestrian frontage standards from other parts of Title 21 into a table format. Each row in the table is a development standard and begins with a capital letter. The table brings forward and clarifies the current approach in other parts of Title 21 of applying frontage standards to no more than two frontages and applying the stronger standard only to the primary frontage.
Table Items A and B	Consolidate current limitations on residential garage width and projections. Table item A. consolidates the current 67% limitation on garages for residences in 21.07.110D.4.b. (page 73, line 12) and multifamily/townhouse building orientation choices 21.07.110C.6.e., f., g., and h. (pages 69-70). It relaxes the maximum allowed percentage of the façade width from 67% to 75% on secondary frontages. Table item B brings forward the residential garage standard in 21.07.110D.4. (page 73 lines 7-11) for single-family and two-family buildings, and corresponds to building orientation menu choices 21.07.110C.6.e., f., g., and h. (pages 69-70) for townhouse and multifamily buildings.
Table, part C	Consolidate, simplify, and relax residential window requirements. Table item C replaces, simplifies, and relaxes existing requirements for street-facing windows and entries from sections 21.07.110C.3. (page 67) and 21.07.110D.5. (page 75). The current 10% requirement from those sections is replaced by a requirement that there be one or more windows but that the developer determines how much. A window requirement for non-residential uses in mixed-use developments from 21.04.030 is not carried forward.
Table, part D	Consolidate the residential primary entrance standard. Table item D. consolidates the basic residential entrance standards from 21.07.110C.9. and D.3. (page 72). The content of the residential entrance standards is moved to the Pedestrian Amenities section of Title 21 in 21.07.060G.15. (see page 18, lines 31-40).
Table, part E	Consolidate and simplify multifamily building orientation menu items. Table item E. carries forward elements of the building orientation menu from 21.07.110C.6. Rather than being required to select 3 items from the building orientation menu in 21.07.110C.6., the applicant would be required to select 1 pedestrian amenity from 21.07.060F. (renumbered to 21.07.060G. in this ordinance, starting on page 16).

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

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

2 *** **

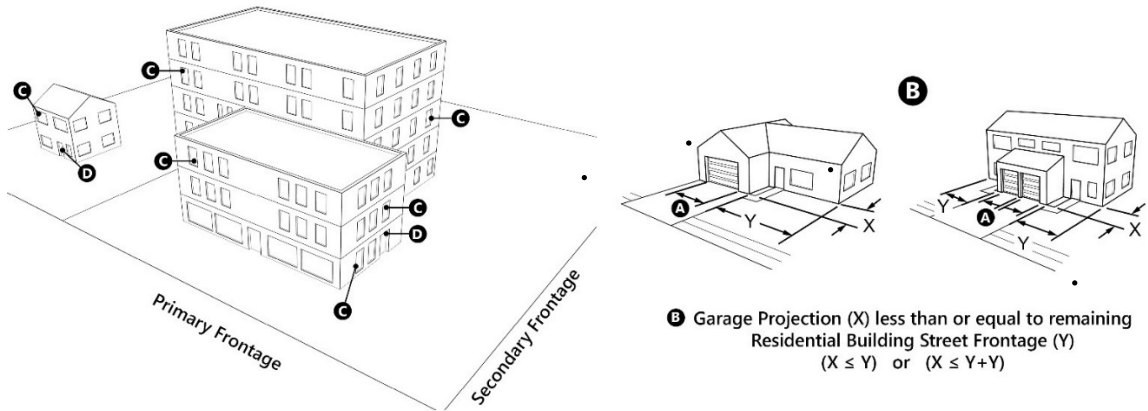
3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **F. Pedestrian Frontage Standards**

6 **4. Standard for Other Areas and Developments in the Municipality**

7 The standards of table 21.07-3, apply to the primary frontage and at least one secondary frontage.



8

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

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

9

10

Section 21.07.060G., Pedestrian Amenities (re-numbered from 21.07.060F.)

Section 21.07.060G. (re-numbered from F.) is a one-stop menu of pedestrian amenities and their supplementary design standards that is referenced by other sections and chapters of Title 21. These pedestrian amenities may be used as credit toward bonus incentives, parking reductions, menu choices, or development standards in various parts of Title 21.

The changes to this Section 21.07.060G. proposed on the next page and the pages 17-22 that follow include renaming and adding pedestrian amenities as menu items. This results in the following revised outline of subsections in 21.07.060G. Amenities G.3., G.14, G.15, G.16, G.17, G.18, and G.19 below are amended or added by this ordinance and are underlined. Only those subsections amended or added are shown in this amendment ordinance.

- | | |
|--|--|
| G.3. <u>Enhanced On-Site Walkway</u> | G.13. Sheltered Transition Space |
| G.4. Ice-Free (Snow Melting) Walkway | Bicycle Parking Facilities (moved to 21.07.090K.) |
| G.5. Plaza or Courtyard | <u>G.14. Separated Walkway to the Street</u> |
| G.6. Housing Courtyard | <u>G.15. Covered, Visible Residential Entrance</u> |
| G.7. Transit Stop or Shelter | <u>G.16. Enhanced Primary Entrance</u> |
| G.8. Pedestrian Shelter | <u>G.17. Site Entry Feature</u> |
| G.9. Arcade (or Building Recess) | <u>G.18. Pedestrian-Interactive Building</u> |
| G.10. Atrium, Galleria, or Winter Garden | <u>G.19. Enhanced Street Sidewalk</u> |
| G.11. Sun Pocket (or Sun Trap) | G.20 Parking Courtyard |
| G.12. Reflected Sunlight | |

Line (s) #	Comment on Change
9, 12, 20, 23-25	<p>Purpose and applicability of pedestrian amenities section 21.07.060G.</p> <p>Clarify that these pedestrian amenities may be used as credit for parking reductions in addition to other existing incentives in the code.</p> <p>The supplementary design standards for all the pedestrian amenities listed in section 21.07.060G. apply only when a pedestrian amenity is being used to count toward a requirement or incentive in Title 21.</p>
27-37	<p>Delete redundant definition and regulation for on-site walkways.</p> <p>This definition of a walkway is proposed to be deleted because it is redundant to the definition for this term in provided in the Title 21 glossary in 21.15.040.</p> <p>The regulation proposed for deletion on lines 32-35 duplicates the regulations for walkway width and design in 21.07.060E.4.c. (page 12). The content on lines 36-37 is moved to page 13, line 28.</p> <p><i>Discussion:</i> This removes redundancy and confusion by placing walkway standards in one location of Title 21. This change will assist development applicants seeking to meet the walkway requirements to become eligible for parking reductions.</p>

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **G[F]. Pedestrian Amenities Menu**

6 *** **

7 **1. Purpose**

8 The purpose of this section is to define and provide standards for pedestrian amenities that may
9 be required, [OR]included in a menu of choices to meet a requirement, or listed as a special feature
10 that can count toward a bonus incentive anywhere in this title. For example, another section of this
11 title may list a pedestrian amenity as a special feature for which bonus floor area or a reduction in
12 required parking may be granted. The standards contained in this section give predictability for
13 applicants, decision-makers, and the community for the minimum acceptable standards for
14 pedestrian amenities. It also ensures the amenities will improve and enhance the community to the
15 benefit of all, and respond to the northern latitude climate. This title provides flexibility to encourage
16 and allow for creativity and unique situations through the alternative equivalent compliance and
17 minor modifications process.

18 **2. Applicability**

19 Pedestrian amenities shall meet the minimum standards of this section in order to be credited
20 toward a requirement, menu choice, or [AS A SPECIAL FEATURE BONUS]incentive of this title,
21 except where specifically provided otherwise in this title. The alternative equivalent compliance
22 procedure set forth in subsection 21.07.010D. may be used to propose alternative means of
23 complying with the standards of this section 21.07.060G[F]. The standards of this section apply
24 only to pedestrian amenities that are counted toward a requirement, menu choice, or incentive
25 under this title. It does not apply to amenities that do not receive credit for requirements in title 21.

26 **[3. WALKWAY]**

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

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

36 [B. WALKWAYS SHALL BE IMPROVED IN ACCORDANCE WITH SUBSECTION
37 21.08.050H.]

ANNOTATION FOR PAGE 17

**21.07.060F.4., Primary Pedestrian Walkway
(Re-named and re-numbered to 21.07.060G.3., Enhanced On-Site Walkway)**

This is an existing pedestrian amenity referenced by menus in various parts of Title 21.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-46	<p>Clarify and simplify this pedestrian amenity and make its supplementary design and dimensional standards more flexible for applicants. It is renamed to “Enhanced On-site Walkway,” to help distinguish it from public sidewalks and to remove confusion caused by the word “primary”.</p> <p>This pedestrian amenity is proposed to receive credit toward parking reductions (Page 33, in part B of Table 21.07-9) and the Pedestrian Frontage Standard at the bottom of tables 21.07-2 and -3 on pages 14 and 15.</p> <p>The existing requirements for pedestrian movement zones, building interface zones, and vehicle areas buffer zones portions of the walkway cross-section are clarified.</p> <p>The minimum total required width of the walkway, including its building interface zone, vehicle areas buffer zone, and pedestrian movement zone, is reduced from 14 feet to 12 feet.</p>

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **G[F]. Pedestrian Amenities**

6 *** **

7 **3[4]. Enhanced On-Site[PRIMARY PEDESTRIAN] Walkway**

8 An enhanced on-site[PRIMARY PEDESTRIAN] walkway is intended to provide an option for
9 applicants to receive credit for exceeding the minimum development standards for walkways and
10 improving pedestrian convenience, comfort, and safety on the site. Enhanced on-site[PRIMARY
11 PEDESTRIAN] walkways provide additional width[AN UNOBSTRUCTED CLEAR WIDTH OF AT
12 LEAST EIGHT FEET] for pedestrian movement [WITH ADDITIONAL SPACE INCORPORATING
13 FEATURES ALONG THE WALKWAY SUCH AS STOREFRONT SIDEWALK SPACE, ROOM FOR
14 RESIDENTIAL STOOPS OR BUILDING FOUNDATION PLANTINGS,] and peripheral space that
15 accommodates landscaping, furniture, and utilities. [AS ESTABLISHED GENERALLY IN
16 SUBSECTION F.1 AND F. 2 ABOVE, THE STANDARDS OF THIS SUBSECTION APPLY ONLY
17 WHERE THE SPECIFIC TERM "PRIMARY PEDESTRIAN WALKWAY" IS LISTED AS A
18 REQUIREMENT, MENU CHOICE, OR SPECIAL FEATURE THAT COUNTS TOWARD A BONUS.
19 THIS SUBSECTION IS NOT A GENERALLY APPLICABLE REQUIREMENT FOR OTHER LARGE
20 WALKWAYS.]

21 a. [A PRIMARY PEDESTRIAN WALKWAY SHALL BE DEVELOPED AS A CONTINUOUS
22 PEDESTRIAN ROUTE EXTENDING FOR AT LEAST 50 FEET.]

23 [B.] An enhanced on-site[PRIMARY PEDESTRIAN] walkway shall have a pedestrian
24 movement zone with a continuous,[N] unobstructed walkway clear width of at least eight
25 feet. Where adjacent to a ground-floor building elevation it shall also have a [SIDEWALK
26 STOREFRONT OR] building interface zone a minimum of two feet in width for building
27 foundation landscaping or [THREE FEET IN WIDTH OF SIDEWALK] space for opening
28 doors or seating and transition pedestrian spaces. In addition to the pedestrian movement
29 zone and any building interface zone, the enhanced on-site walkway shall have a buffer
30 space of at least two[FOUR] feet in width where abutting motor vehicle parking lots,
31 circulation aisles, or driveways.[SHALL BE INCORPORATED AS PART OF THE
32 WALKWAY WHEN ABUTTING ANY STREET OR VEHICLE AREA,] The buffer space
33 shall [TO] accommodate [STREET TREES,]landscaping beds, fencing or bollards, light
34 poles, utilities, benches, and other furnishings[OBJECTS TO BE KEPT CLEAR OF THE
35 WALKWAY].

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

41 [D.] A PRIMARY PEDESTRIAN WALKWAY SHALL BE ILLUMINATED WITH PEDESTRIAN
42 SCALE LIGHTING.]

43 c[E]. [A]Enhanced on-site[PRIMARY PEDESTRIAN] walkways shall provide continuous,
44 direct[LY] connections from building primary entrance(s) to surrounding public streets and
45 sidewalks,[.] and be publicly accessible or available to all residents of the development[AT
46 ALL TIMES].

47 *** **

ANNOTATION FOR PAGE 18

21.07.060G.15., Bicycle Parking Facilities (to be relocated to Section 21.07.090)

Section 21.07.060G.14., Separated Walkway to Street and Covered (Relocated/Revised)

Section 21.07.060G.15., Covered, Visible Residential Entrance (Relocated/Revised)

Line (s) #	Comment on Change
8-25	<p>Section 21.07.060G.15, Bicycle Parking Facilities (Deleted) The Title 21 development standards for required bicycle parking facilities are moved to Section 21.07.090K. <i>Bicycle Parking Spaces</i>. This consolidates Title 21 bicycle parking requirements into one location for ease of reference. Page 17 shows the deleted text. See section 21.07.090K.4. starting on page 63 for the relocated and amended bicycle space development standards.</p>
26-30	<p>Section 21.07.060G.14., Separated Walkway to the Street Multifamily Building Orientation Menu item 21.07.110C.6.j., <i>Separated Walkway to the Street</i>, is proposed to be relocated from the Residential Design Standards (see page 70, lines 31-34) to become a Pedestrian Amenity menu option in 21.07.060G. This pedestrian amenity can receive credit toward the Pedestrian Frontage Standard at the bottom of tables 21.07-2 and -3 on pages 14 and 15.</p> <p>A clarification of the minimum separation from parking facilities is proposed on lines 28-29 (the deleted standard being on page 70)</p>
31-40	<p>Section 21.07.060G.15., Covered, Visible Residential Entrance</p> <p>Relocate and consolidate the residential entryway requirements from the Residential Design Standards in 21.07.110C.9. and D.3. (on page 72) and C.6.k. (on page 21. This replacement standard is referenced by the Pedestrian Frontage Standard tables on pages 14 and 15.</p> <p>The current Title 21 minimum area requirement of 16 square feet for the entry porch, stoop, or landing is carried forward for all household types. The minimum area of the sheltering roof over entrances for single-family and duplex homes from page 72 is reduced from 16 to 12 square feet, to be consistent with the 12-foot minimum area standard for the sheltering roof over multifamily and townhouse entries (also from page 72).</p>

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **G[F]. Pedestrian Amenities**

6 *** **

7 (Note: Pedestrian Amenities G.4. through G.13 are not shown because they are not being amended.)

8 **[15. BICYCLE PARKING FACILITIES.]**

9 [A. REQUIRED BICYCLE PARKING OR A SIGN LEADING THERETO SHALL BE LOCATED
10 IN AN AREA VISIBLE FROM A PRIMARY ENTRANCE AREA AND NO FARTHER FROM
11 A PRIMARY ENTRANCE THAN THE CLOSEST MOTOR VEHICLE PARKING SPACE,
12 NOT INCLUDING DESIGNATED ACCESSIBLE PARKING, CARPOOL, OR VANPOOL
13 SPACES. IT MAY ALSO BE LOCATED INSIDE THE BUILDING SERVED, IN A
14 LOCATION THAT IS EASILY ACCESSIBLE FOR BICYCLES.]

15 [B. A REQUIRED BICYCLE PARKING SPACE SHALL INCLUDE A SECURELY FIXED
16 STRUCTURE THAT ALLOWS THE BICYCLE WHEEL AND FRAME TO BE LOCKED TO
17 THE FACILITY, AND THAT SUPPORTS THE BICYCLE FRAME IN A STABLE POSITION
18 WITHOUT DAMAGE TO THE BICYCLE, OR SHALL BE IN A BICYCLE LOCKER,
19 LOCKABLE BICYCLE ENCLOSURE, OR LOCKABLE ROOM.]

20 [C. A REQUIRED BICYCLE PARKING SPACE SHALL BE A MINIMUM OF SIX FEET LONG
21 AND TWO FEET WIDE.]

22 [D. THE SURFACING OF BICYCLE PARKING FACILITIES SHALL BE DESIGNED AND
23 MAINTAINED TO BE CLEAR OF MUD AND SNOW.]

24 [E. BICYCLE PARKING SHALL NOT OBSTRUCT PEDESTRIAN WALKWAYS, BUILDING
25 ACCESS, OR USE AREAS.]

26 **14. Separated Walkway to the Street**

27 The development shall connect the building primary entrances to the street with a clear and direct
28 walkway that is not routed through a parking facility or across vehicle driveways or circulation aisles.
29 The minimum clear width portion of the walkway shall be separated from the parking facility by at
30 least five feet.

31 **15. Covered, Visible Residential Entrance**

32 A porch, stoop, or landing sheltered by a roof is intended to give visual emphasis to the building
33 entrance as an aid in wayfinding, and help provide safe, convenient access to residential buildings
34 from the street. The entrance shall meet the following standards:

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

37 b. The porch, stoop, or landing shall be distinguished from adjoining areas and vehicle
38 parking by vertical separation or a change in surfacing material.

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

ANNOTATION FOR PAGE 19

Section 21.07.060G.16., Enhanced Primary Entrance (*Relocated/Revised*)
Section 21.07.060G.17., Site Entry Feature (*Relocated/Revised*)

Pedestrian facility provisions are moved from other parts of Title 21 to become additional Pedestrian Amenities.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-22	<p>Enhanced Primary Entrance:</p> <p>Relocate and revise the content of the mixed-use development standard for prominent, accessible building entrances from section 21.04.030G.7.b. (page 2). Convert the standard into a menu option through which applicants may earn credit toward other bonuses or parking reductions in this title. Make the “Enhanced Primary Entrance” option available to residential and non-residential developments, in addition to mixed-use projects.</p> <p>Expand the number of menu options for how to make an enhanced entrance more visible and inviting. Remove the current standards specifications for exact dimensions. By comparison to the deleted language from Section 21.04.030G.7.b. shown on page 2 (lines 27-39) above, these changes include:</p> <ul style="list-style-type: none"> • Adding building wall modulation to expand the recessed/projected entry choice; • Eliminating the minimum 80 square foot space requirement for recessed and projected entries; • Adding to the list of detail features and changes in exterior finishes that receive credit. • Adding extra landscaping as a menu choice; and • Adding pedestrian features (defined in 21.15.040 on page 83 below) as menu choices.
23-32	<p>Site Entry Feature</p> <p>Relocate the “Site Entry Feature” menu choice from the building and site orientation menu proposed to be deleted from the Residential Design Standards in 21.07.110C.6.m. (page 71). The relocated menu choice is made available to all uses as an option for earning credit in the Pedestrian Frontage Standards on pages 14-15 and other locations in Title 21.</p>

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **G[F]. Pedestrian Amenities**

6 *** **

7 **16. Enhanced Primary Entrance**

8 An enhanced building entry is intended to provide an option for applicants to receive credit for a
9 more prominent and inviting primary pedestrian entrance. To receive credit, the enhanced primary
10 entrance shall incorporate at least three of the following features:

11 a. Outdoor sheltering roof feature projecting from the building façade such as an overhang,
12 portico, canopy, marquee with an inside dimension of at least 16 square feet;

13 b. Recessed and/or projected entrance or other building wall modulation with projections or
14 recesses in the building wall plane;

15 c. Changes in the building's main roofline such as arches, peaked roof forms, or terracing
16 parapets;

17 d. Changes in siding material or exterior finishes, or façade detail features such as tilework
18 that emphasize the entrance;

19 e. Entrance plaza, patio, or similar common private open space;

20 f. Landscaping not otherwise required by this title, such as integrated planters, landscape
21 accent lighting, or special paving treatments; or

22 g. One or more pedestrian features (21.15.040) such as pedestrian-scale lighting or seating.

23 **17. Site Entry Feature**

24 Highlight and define a pedestrian entrance to a development site using three or more of the
25 following elements:

26 a. Landscape treatment with seasonal color and trees, which clearly distinguishes and
27 highlights the site entry.

28 b. Plaza or courtyard as described in subsection 21.07.060G.5.

29 c. Identifying building primary entrance form including a covered entry, when the primary
30 entrance is within 50 feet of the site entrance.

31 d. Special paving, pedestrian scale lighting, and/or bollards.

32 e. Ornamental gate and/or fence.

33 *** **

ANNOTATION FOR PAGE 20

**Section 21.07.060F.17., Pedestrian-Interactive Use
(Re-named to 21.07.060G.18., Pedestrian-Interactive Building)**

<i>Line (s) #</i>	<i>Comment on Change</i>
7-11	<p>Simplify and reduce the standards for this existing pedestrian amenity. Revise this amenity in order to provide an opportunity for developments to receive credit for providing additional street-facing habitable floor area and façade transparency. The revised standard replaces similar menu choices from sections proposed to be deleted from the Residential Design Standards.</p> <p>Changes include:</p> <ul style="list-style-type: none">• Removing land use requirements that have limited which use types are allowed. (lines 14-27)• Removing maximum setback requirements (i.e., build-to lines).• Reducing the percentage of the ground-floor, street-facing façade width that must be habitable floor space. Habitable floor area is defined in 21.15.040.• Reducing the window area requirements.

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **G[F]. Pedestrian Amenities**

6 *** **

7 **18[16]. Pedestrian-Interactive Building[USE]**

8 A pedestrian-interactive building[USE] is intended to provide interior[GROUND-FLOOR] spaces
9 that [STRONGLY] engage the sidewalk with street-facing windows and entrances and [THAT
10 FEATURE] activities and services that support neighborhood residents, and [GENERALLY
11]contribute to the activity level and quality of the pedestrian[-ORIENTED] environment of the
12 neighborhood or district. The standards that follow apply where the term “pedestrian-interactive
13 [USE]building” is listed in this title as a requirement, special feature for a bonus, or a menu choice.

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

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

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

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

30 **b[E].** A pedestrian-interactive building[USE] shall contain habitable floor area at least 24 feet
31 deep extending along a minimum of 50 percent of the [FULL]length of the ground-floor,
32 street-facing building elevation in Urban Neighborhood Contexts, and 30 percent
33 elsewhere. The habitable floor area may include[, ALLOWING FOR] pedestrian [AND
34 VEHICLE] entrances, entry lobbies or atriums, and stairwells.

35 **[F.]** A PEDESTRIAN-INTERACTIVE USE SHALL COMPLY WITH SUBSECTION
36 21.06.030C.5., MAXIMUM SETBACKS, BUT THE EXCEPTIONS OF SUBSECTION
37 21.06.030C.5.D. SHALL NOT BE AVAILABLE.]

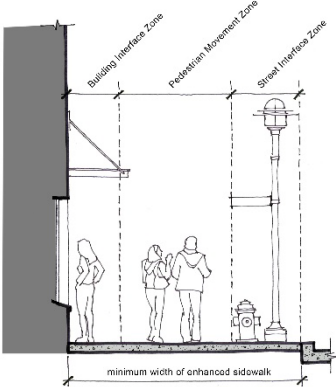
38 **c[G].** Street-facing [GROUND-FLOOR] wall areas of a non-residential[PEDESTRIAN-
39 INTERACTIVE] use shall be 50[67] percent visual access windows or primary entrances
40 on the ground floor, and 20 percent windows above the ground floor;[, EXCEPT THAT
41 SUCH]

42 **d.** Street-facing wall areas for residential uses[DWELLINGS] shall be at least 20 percent
43 [VISUAL ACCESS] windows or primary entrances in Urban Neighborhood Contexts and
44 10 percent in other areas.

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

ANNOTATION FOR PAGE 21

**Section 21.07.060F.17., Enhanced Sidewalk Option
(Re-named to Section 21.07.060G.19., Enhanced Street Sidewalk)**

<i>Line (s) #</i>	<i>Comment on Change</i>
1-24	<p>Clarify, simplify, and improve flexibility of the “enhanced sidewalk” pedestrian amenity. Clarify the name to “Enhanced <u>Street</u> Sidewalk” to help distinguish it from other pedestrian amenities. This pedestrian amenity, currently referenced by other parts of Title 21, is proposed on page 33 to receive credit for parking reductions (Part B in table).</p>
16-24	<p>Clarify the minimum unobstructed pedestrian movement zone width of 6 feet and the minimum width of the building interface zone of 2 feet. Retain the overall minimum width of 12 feet for the entire cross-section of the enhanced-street sidewalk.</p>
11-14 and 25-26	<p>Broaden potential usability beyond “main street” commercial frontages to be more inclusive of other kinds of “complete streets” especially for residential developments and neighborhood settings. This refers to the municipal “complete streets” term for a street which provides a good pedestrian environment in addition to motor vehicle access.</p> <p>A definition for Complete Street is added in 21.15.040 on page 84.</p>
23-24	<p>Clarify existing commercial main street sidewalk illustration and add a second, residential sidewalk illustration.</p> <p>The existing commercial sidewalk illustration to be revised appears below. Width dimensions are proposed to be added to each of the three zones in the sidewalk cross section. A residential sidewalk version is proposed to be added to help code users visualize how the building interface zone and street interface zone would be in a residential setting.</p> 

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

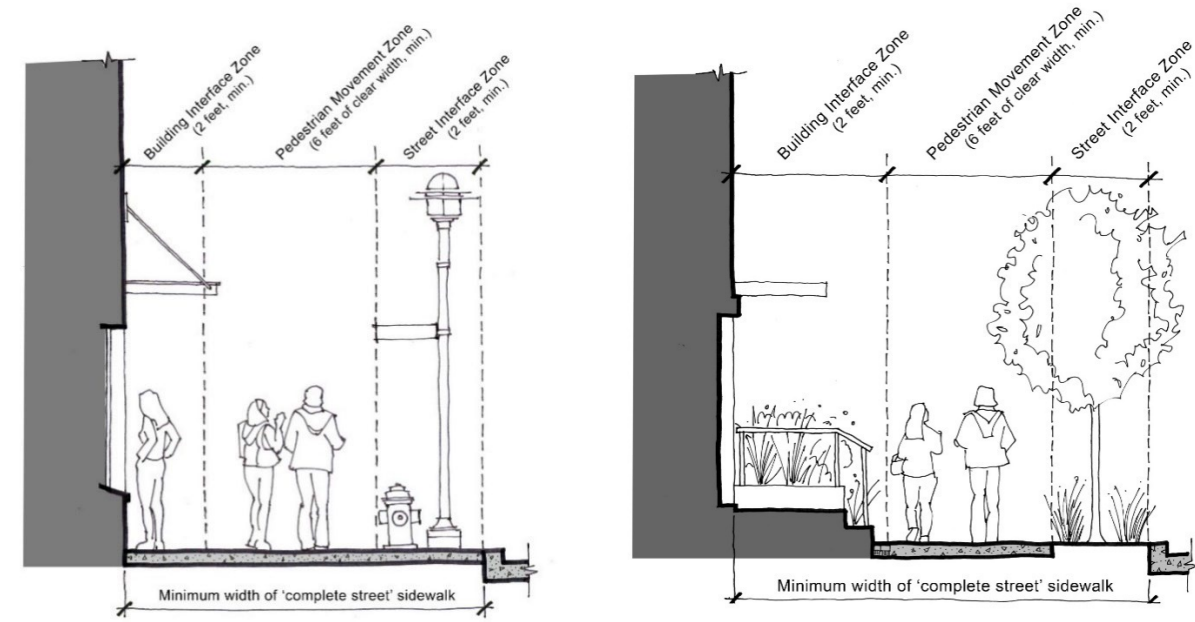
5 **G[F]. Pedestrian Amenities**

6 *** **

7 **19[17]. Enhanced Street Sidewalk [OPTION]**

8 An enhanced street sidewalk is intended to provide an option for applicants to receive credit for
9 exceeding the minimum development standards for sidewalks. An enhanced street sidewalk
10 promotes sidewalk widening and streetscape enhancements to support higher levels of pedestrian
11 activity, comfort, and safety in the district [AND ACCESS IN MIXED-USE DEVELOPMENTS]. An
12 enhanced street sidewalk with "complete[MAIN] street" (21.15.040) style amenities may be
13 provided in lieu of required site perimeter landscaping [WHERE IT IS LOGICAL TO SUPPORT A
14 PEDESTRIAN ZONE]as determined through an administrative site plan review, and subject to the
15 following:

- 16 a. The enhanced street sidewalk cross-section[WIDTH] shall be at least 12 feet wide, and
17 include a pedestrian movement zone, building interface zone, and street interface zone
18 (21.15.040). The pedestrian movement zone shall have a walkway clear width of at least
19 six feet. The street interface zone shall be at least two feet wide from back-of-curb, and
20 four feet wide along major arterials. Where a building adjoins the sidewalk, there shall be
21 a building interface zone at least two feet wide.[AT LEAST PART OF THE
22 DEVELOPMENT'S FRONTAGE ALONG THE ENHANCED SIDEWALK SHALL FEATURE
23 A PRINCIPAL BUILDING WITH A 20-FOOT MAXIMUM SETBACK IN COMPLIANCE
24 WITH SUBSECTION 21.06.030C.5.]



26 *Enhanced Street Sidewalks in [A]Commercial and Residential Settings*

27

ANNOTATION FOR PAGE 22

Section 21.07.060G.19., Enhanced Street Sidewalk (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
	Provide further clarifications, simplification, and reorganization of standards for the enhanced street sidewalk pedestrian amenity.
Lines 1-34	The deleted text on lines 9-10 is moved to the bottom paragraph on the page (lines 33-34). The deleted text on lines 13-14 is replaced by a minimum width of 2 feet for building interface zones and a minimum width of 6 feet for pedestrian movement zones. The resulting standards are more flexible.

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

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **G[F]. Pedestrian Amenities**

6 *** **

7 **19[17]. Enhanced Street Sidewalk[OPTION]**

8 *** **

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

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

15 b. The enhanced street sidewalk shall provide at least two-thirds the number of trees and
16 shrubs that would otherwise be required for site perimeter landscaping.

17 c. The enhanced street sidewalk may be placed wholly or in part within a right-of-way, subject
18 to approval of the traffic engineer and municipal engineer.

19 i. The enhanced street sidewalk shall be subject to the applicable requirements of
20 title 24, including sections 24.30.020., *Permit to use Public Places*, and 24.90,
21 *Encroachment Permit*.

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

24 ii[III]. Existing improvements that meet the standards of the enhanced street sidewalk
25 may be counted towards the requirements of this section, subject to approval by
26 the director.

27 iii[IV]. The owner shall maintain landscaping and amenities for the enhanced street
28 sidewalk within the right-of-way[, AND COMPLY WITH THE PROVISIONS FOR
29 REMOVAL OF SNOW AND ICE IN AMC 24.80.090, 100, AND 110].

30 iv[V]. Where the right-of-way is not adequate or cannot be configured to accommodate
31 the enhanced street sidewalk, then the development shall be set back from the
32 street frontage as necessary to accommodate part of the improvements within the
33 property. A public use easement shall be recorded for any part of the designated
34 sidewalk width to be located within the subject parcel.

35 **20[19]. Parking Courtyard**

36
37 *(Note: No changes to Shared Parking Courtyard subsection)*

38
39 *** **

ANNOTATION FOR PAGE 23

Section 21.07.090. Off-Street Parking and Loading - Purpose

Section 21.07.090 of Title 21 establishes the requirements for off-street parking facilities, including the minimum number of parking spaces that each new development must provide, as well as design and dimensional standards for parking and driveways.

<i>Line (s) #</i>	<i>Comment on Change</i>
6-11	<p>General purpose of off-street parking and loading section Add text to connect (a) balancing off-street parking requirements with site access alternatives to (b) compact and efficient land use patterns, affordable housing, pedestrian-friendly environments, and use of multiple modes of transportation. This connection is well-documented in planning literature and is consistent with the goals, objectives, and policies of the Comprehensive Plan.</p>
12-40	<p>Specific objectives of off-street parking and loading section</p> <p>Lines 12-13 insert the essence of the intent wording deleted from lines 4-5 regarding protecting public streets and traffic flow (including auto and pedestrian traffic) from spillover parking and “cruising” for spaces.</p> <p>Lines 19-21 recognize that parking should fit in with the surrounding neighborhood development context. Certain types of development, such as mixed use, provide parking efficiencies that may fit particularly well in some neighborhoods of the Anchorage Bowl.</p> <p>Lines 19-23 recognize the intent to reduce or remove parking requirements from settings and developments with lower parking utilization and greater transportation alternatives.</p> <p>Lines 26-28 relocate a driveways purpose statement from a residential driveways section being deleted on page 76 (lines 7-12). It establishes that managing driveway connections to street frontages will improve both the pedestrian experience and conflicts with snow clearing activities.</p> <p>Lines 29-35 improve Title 21 by incorporating former Section 21.070.90A.6 into Section 21.070.90A.8. (re-numbered from A.5). The content remains the same in that the purpose is remained in Title 21 for alternative modes of transportation to be consistent with cleaner air and water, greater transportation choice, and efficient infill and redevelopment as they tie to parking.</p> <p>Lines 36-37 provide a general purpose statement for the bicycle parking requirements in subsection 21.07.090K. (page 62).</p> <p>Lines 38-40 expand upon ways the off-street parking and loading section may allow for some flexibility while still achieving community goals.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 **A. Purpose**

3 This section establishes off-street parking and loading requirements to accommodate anticipated parking
4 utilization[AS A NECESSARY PART OF THE DEVELOPMENT AND USE OF LAND, TO ENSURE THE
5 SAFE AND ADEQUATE FLOW OF TRAFFIC IN THE PUBLIC STREET SYSTEM], and to ensure that
6 parking facilities[LOTS]are designed to perform in a safe, efficient manner. It is also the intent of this
7 section to attenuate the adverse visual, environmental, and economic impacts of parking lots, and to
8 balance the provision of adequate off-street parking with other modes of site access in order to achieve
9 area-wide objectives for[TO ACHIEVE] a compact and efficient land use pattern, affordable housing,
10 pedestrian-friendly environments, and use of multiple modes of transportation. Specific objectives of this
11 section[PURPOSES] include [TO]:

- 12 1. Ensure that off-street parking, loading, and access demands will be met without impacting
13 adjoining and [ADVERSELY AFFECTING OTHER]nearby streets, properties, land uses, and
14 neighborhoods;
- 15 2. Provide for safe and orderly circulation and parking in parking and loading facilities, and minimize
16 conflicts between pedestrians and vehicles;
- 17 3. Encourage the efficient use of land and discourage[AVOID]the encumbrance of more space than
18 is necessary for anticipated parking utilization;
- 19 4. Recognize, through parking reductions and lower parking requirements, the parking efficiencies of
20 mixed-use development, mixed-income housing, walkable development patterns, proximity to
21 public transportation, and other area-specific neighborhood characteristics;
- 22 5. Recognize, through area-specific exemptions from parking requirements, the parking efficiencies
23 of public parking facilities, on-street parking management, and alternative travel mode incentives;
- 24 6.[4.] Improve the visual appearance of public street corridors by encouraging buildings and other
25 attractive site features to become more prominent relative to parking lots and driveways;
- 26 7. Manage the width and frequency of driveways along street frontages to provide adequate space
27 for—and reduce conflicts with—snow clearing and snow storage in the right-of-way, on-street
28 parking (where appropriate), and pedestrian facilities;
- 29 8.[5.] Provide for better pedestrian movement and encourage alternative modes of transportation
30 consistent with cleaner air and water, greater transportation choice, and efficient infill and
31 redevelopment by reducing[THE] expanses of parking[THAT MUST BE TRAVERSED BETWEEN
32 DESTINATIONS];
- 33 [6. SUPPORT A BALANCED TRANSPORTATION SYSTEM THAT IS CONSISTENT WITH
34 CLEANER AIR AND WATER, GREATER TRANSPORTATION CHOICES, AND EFFICIENT
35 INFILL AND REDEVELOPMENT; AND]
- 36 9. Facilitate bicycle use by providing safe, secure, and convenient bike parking through minimum
37 requirements for the type of bike parking facilities and the amount of bicycle spaces; and
- 38 10.[7.] Allow flexibility in addressing vehicle parking, loading, and access, including [PROVIDING FOR]
39 reductions [AND ALTERNATIVES] to [MINIMUM] parking requirements and mechanisms to
40 manage parking needs while promoting development, reinvestment, and other community goals.

41

ANNOTATION FOR PAGE 24

Section 21.07.090B., Applicability

<i>Line (s) #</i>	<i>Comment on Change</i>
9-23	<p>Make several clarifications to the parking requirements of Title 21 in subsections B.1 through B.3.</p>
31-38	<p>Subsection 21.07.090B.4., Regulation of Parking Space Use</p> <p>Align code with current practice in that municipal staff does not review for proposed parking fees in development applications. The Municipality does not keep track of user parking fees on private property after the development is constructed and receives its certificate of occupancy.</p> <p><i>Discussion:</i> Municipal staff is unlikely to review or record a development’s parking fees, except in cases where a developer uses parking fees as a means to earn an administrative reduction to the number of required parking spaces (See Section 21.07.090F.1. on page 33 (Part C in Table 21.07-9) regarding “unbundling”).</p> <p>The amendment to 21.07.090B.4. also reflects current best practices in zoning practice to allow for and support private sector decisions to price parking spaces—e.g., separate out the cost of a parking space from the residential unit’s rental price.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 **B. Applicability**

3 **1. Generally**

4 a. The off-street parking and loading standards of this section 21.07.090 shall apply to all
5 development in the municipality, including changes of use.

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

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

11 **2. Expansions, Relocations, and Enlargements**

12 A site to which a building is relocated shall provide [THE] required parking and loading spaces per
13 tables 21.07-7, 21.07-8, and 21.07-11. An expansion or enlargement that is an increase in the floor
14 area or other measure of off-street parking and loading requirements shall provide required parking
15 and loading [SPACES AS REQUIRED] for the increase, except as provided otherwise in section
16 21.07.090F., Parking Reductions.

17 **3. Use of Required Parking Spaces**

18 Required parking spaces shall be available for the parking of passenger automobiles by residents,
19 occupants, customers, visitors, or employees of the use. Required parking spaces shall[MAY] not
20 be assigned, leased, or rented in any way to a use on another site, or to anyone who is not a
21 resident, occupant, customer, guest, or employee, except for shared parking situations as provided
22 in subsection 21.07.090F.5.[SEE SUBSECTION 21.07.090F.16. ALSO,] Required parking spaces
23 shall not be used for the parking of equipment or for storage of goods or [INOPERABLE] vehicles.

24 **4. Regulation of Parking Space Use**

25 The providers of required off-street parking spaces may reasonably control the users thereof by
26 means that may include, but are not limited to, restricting all parking to the users of the facility;
27 parking lot attendants; control gates; tow-away areas; areas for exclusive use by employees,
28 tenants or staff; areas restricted for use by customers or visitors; and imposing time limitations on
29 users. Fees may be charged for the use of required parking, however required parking shall not in
30 any way be made unavailable for the use served, except as provided otherwise in this
31 title.[SUBJECT TO APPROVAL OF THE TRAFFIC ENGINEER. PRIOR TO APPROVAL OF THE
32 PERMIT THE TRAFFIC ENGINEER MAY REVIEW ALL METHODS OF CONTROL AND MAY
33 DISAPPROVE OF ANY RESTRICTION SUCH AS FEES THAT ADVERSELY AFFECTS THE
34 PURPOSE OF THIS SECTION. The municipality may enforce any approved parking plan or
35 restrictions through any of the code enforcement provisions set forth in chapter 21.14, Enforcement.

36 **5. Parking Nonconformities**

37 When a site is out of compliance as to the number of required or allowed parking spaces, section
38 21.13.060, *Characteristics of Use*, applies.

39 *** **

Section 21.07.090C., Computation of Parking and Loading

<i>Line (s) #</i>	<i>Comment on Change</i>
12-13	<p>Clarify that passenger loading spaces dedicated to ride-hailing services may count toward minimum parking requirements. This amendment recognizes ride-hailing spaces as passenger loading spaces.</p> <p><i>Discussion:</i> Ride-hailing services, such as Uber and Lyft, have begun operating in Anchorage since this section of Title 21 was updated.</p>
16-17	<p>Clarify that stacked, tandem, and full-time attendant (valet) parking spaces may count toward minimum parking requirements.</p> <p><i>Discussion:</i> Stacked, tandem, and full-time attendance parking spaces typically take less land space than parking spaces spread out across a flat parking lot.</p>
18	<p>Clarify that user-paid parking spaces may count toward minimum parking requirements.</p> <p><i>Discussion:</i> User-paid parking includes unbundled parking. Unbundled parking allows developers to separate fees to cover the cost of parking spaces from the rest of housing rent and utilities fees charged to tenants. Tenants who use fewer or no parking spaces no longer pay the cost of parking as a built-in fee in their monthly rent. The proposed amendments on page 34 (Part D. in Table 21.07-9) award a reduction to the minimum parking requirement for residential uses that employ unbundled parking. This has proven an effective method for reducing parking utilization in other U.S. cities.</p> <p>A definition for “parking, unbundled” is provided in 21.15.040 (page 83).</p>
19	<p>Clarify that electric vehicle (EV) charging spaces accessory to a primary use count toward minimum parking requirements, except not required ADA spaces, nor can they displace ADA spaces. Clarifies that EV charging spaces do not require a separate land use permit and are considered a part of the permitted use that they are connected to. These interpretations do not apply to an EV charging station as a principal use, which falls under the "fueling station" land use.</p>
24-30	<p>Clarify that parking reductions are not intended to affect required ADA accessible spaces or passenger loading spaces.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **5. Additional Computation Standards**

6 *** **

7 **c. Areas that Count Toward Minimum but Not Maximum Parking Requirements**

8 For the purpose of calculating parking requirements, the following types of parking spaces
9 shall not count against the maximum parking requirement, but shall count toward the
10 minimum requirement:

- 11 i. Accessible parking spaces;
- 12 ii. Parking spaces set aside for p[P]assenger loading [ZONES SPACES] including
13 taxicab stands and ride hailing service spaces, provided that such spaces are not
14 required by the traffic engineer pursuant to subsection 21.07.090I.;
- 15 iii. Vanpool and carpool parking spaces;
- 16 iv. Stacked, tandem, and full-time attendant (valet) parking spaces in conformance
17 with subsection 21.07.090H.12.;
- 18 v. User-paid parking such as unbundled parking;
- 19 vi. Parking spaces with electric vehicle supply equipment (EVSE) for EV charging;
- 20 vii. Parking spaces provided as the required parking for a use on another parcel
21 through a municipally approved shared parking or off-site parking agreement; and
- 22 viii. Parking structures, underground parking, and parking within, above, or beneath
23 the building(s) it serves.

24 **d. Reductions to Required Parking Not Applicable to Accessible Parking Spaces or**
25 **Passenger Loading**

26 The following types of parking spaces shall not be reduced by the area-specific parking
27 requirements or exemptions established in 21.07.090E.2. or the parking reductions and
28 alternatives in 21.07.090F.:

- 29 i. Required accessible (ADA) parking spaces pursuant to subsection 21.07.090J.
- 30 ii. Required passenger loading spaces pursuant to subsection 21.07.090I.

31
32 *** **

ANNOTATION FOR PAGE 26

Section 21.07.090D., Parking Lot Layout and Design Plan

Section 21.07.090D. establishes the information submittal requirements for parking facilities in site development applications. For all commercial, commercial marijuana, mixed-use, industrial, community, multifamily, and townhouse residential developments, the applicant is required to submit a parking facility layout, circulation, and design plan for review and approval. The plan must contain sufficient detail to verify compliance with parking requirements and parking facility standards.

The amendments on Page 26 consolidate plan submittal information requirements that are currently listed in Section 21.07.090H.8. parking lot circulation requirements. It moves them from 21.07.090H.8. (page 51, lines 9-13 and 26-29) to be with the rest of the parking facility plan submittal requirements.

<i>Line (s) #</i>	<i>Comment on Change</i>
17-18	Consolidate plan submittal requirements from 21.07.090H.8. for showing on site truck circulation and movement areas for off-street loading facilities and refuse collection. The provision in 21.07.090H.8. is being deleted on page 51, lines 25-29.
24	Consolidate plan submittal requirements from 21.07.090H.8. for showing on site emergency vehicle and refuse collection vehicle access. The provisions in 21.07.090H.8. are being deleted on page 51, lines 9-13 and 25-29.
36-37	Exempt small multi-unit residential developments from the exterior lighting engineering plan submittal requirement. A small number of parking spaces serving 3-4 unit multifamily dwellings do not merit the cost of preparing and reviewing/approving an area lighting engineering plan.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **D. Parking Lot Layout and Design Plan**

4 *** **

5 **2. Minimum Plan Requirements**

6 *** **

7 **b.** The parking facility layout, circulation, and design plan shall include:;

8 i. Location of permanent or temporary snow storage areas with calculations per
9 21.07.040F.;

10 ii. Location of required landscaping areas, refuse screening, and fences;

11 iii. Location of required pedestrian sidewalks and walkways per 21.07.060E. Show
12 dimensions for sidewalk widths and grades with spot elevations;

13 iv. Off-street parking and loading calculation for all uses located on the site per tables
14 21.07-7[4] and 21.07-11[6];

15 v. Parking space and loading berth locations. Include number of spaces provided,
16 typical space dimensions, and grades per 21.07.090H.;

17 **vi.** Where loading facilities or on-site refuse collection are provided, show commercial
18 truck circulation and truck turning radii when required by the traffic engineer;

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

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

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

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

25 **xi[X].** Vehicle drive-throughs, vehicle queueing spaces and dimensions including
26 vehicle-to-vehicle separation if required per 21.07.090 L.

27 **xii[X].** Number, location and dimensions of bicycle parking spaces if required per
28 21.07.090K., including bicycle parking access routes;

29 **xiii[XI].** Driveways to streets and alleys. Provide dimensions for throat width/depth, landing
30 grades, and driveway slope including spot elevations. Show sight distance
31 triangles per the Municipal Driveway Standards;[.]

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

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

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

40 *** **

Section 21.07.090E., Off-Street Parking Requirements

Current Section 21.07.090E. including Table 21.07-4 establishes the requirements for the minimum number of parking spaces that each new development must provide on the property. For any given type of use or establishment, the same minimum parking requirement applies across the Anchorage Bowl (except in the Downtown CBD), regardless of the urban or suburban context.

The amendments to this section propose to move away from one-size-fits-all parking requirements. The amendments establish lower, area-specific minimum parking requirements in urban neighborhood contexts forecast to experience lower parking utilization. These by-right lower minimum parking requirements replace five existing, area-specific parking reductions being deleted from Section 21.07.090F.

<i>Line (s) #</i>	<i>Comment on Change</i>
Table 21.07-7	<p>Add a new Table 21.07-7. to establish lower, area-specific minimum parking requirements tailored to urban neighborhood contexts and other unique areas.</p> <p>Table 21.07 provides for lower parking requirements in the Neighborhood Development Context Areas (proposed in Section 21.07.015 on pages 4-10), and other areas such as Downtown. These replace five parking area-specific reductions which are proposed to be deleted from existing Section 21.07.090F., as shown on pages 39-40. The five existing Title 21 parking reductions being repealed/replaced include: Downtown, Neighborhoods in Walking Distance to Downtown, Districts that Promote a Mix of Uses, Center City Neighborhoods, and Uses Adjacent to Transit Service. Rather than continue to require developments in these parts of town to apply for an area-specific reduction to number of parking spaces, Table 21.07-7 makes lower parking ratios simply by-right in the urban neighborhoods. (Developers will still be free to choose to provide more than the minimum number of spaces.)</p> <p>Area-specific parking requirements in Table 21.07-7 include:</p> <ul style="list-style-type: none"> • The current exemption from minimum parking requirements in the Downtown DT (i.e., the B-2A, B-2B, and B-2C) zoning districts in Anchorage’s central business district, where public parking, on-street parking management and pricing, and enhanced street maintenance is provided. • The area-specific parking requirements in the Traditional Urban Neighborhood Contexts, Edge Urban Neighborhood Contexts, and Transit-Supportive Development Corridors are set as a percentage of the area-wide minimum parking requirements by use type in existing Table 21.07-4 (re-numbered to 21.07-8 on page 28). The percentage decrease for each area reflects current and forecast lower parking utilization in these areas, and are set to help achieve Comprehensive Plan and Neighborhood/District Plan goals for development and housing in these areas. Maps of these areas appear on pages 7-10. • Table 21.07-7 also references “Open Option Parking Districts.” These areas would have no minimum parking requirements. Although no Open Option Parking Districts are proposed as part of this ordinance, an Open Option Parking District enabling ordinance is proposed and described on pages 29-31. • Table 21.07-7 also references existing area-specific parking requirements in Girdwood.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **E. Off-Street Parking Requirements**

4 **1. Minimum Number of Spaces Required**

5 [UNLESS OTHERWISE EXPRESSLY STATED IN THIS TITLE, O]ff-street parking spaces shall
 6 be provided in accordance with this section 21.07.90E. [TABLE 21.07-4, OFF-STREET PARKING
 7 SPACES REQUIRED, AND SUBSECTION E.2. BELOW]. Reductions [, EXEMPTIONS]and
 8 alternatives to the requirements of this section [D MINIMUM NUMBER OF PARKING SPACES]
 9 are provided in [SUBSECTION] 21.07.090F., Parking Reductions and Alternatives[BELOW].

10 **2. Area-specific Parking Requirements**

11 Lower parking requirements for specific areas that have less parking utilization and more alternative
 12 transportation options are set forth in table 21.07-7.

TABLE 21.07-7: AREA-SPECIFIC PARKING REQUIREMENTS		
Areas	Applicability	Minimum Spaces Required
<u>Downtown (DT) zoning districts</u>	<u>All Developments</u>	<u>No off-street parking is required, as provided in 21.11.070F.</u>
<u>Traditional Urban Neighborhood Context (Section 21.07.015D., Map 21.07-1.)</u>	<u>Residential Uses east of C Street</u>	<u>70% of the minimum spaces required in table 21.07-8.</u>
	<u>All Other Developments</u>	<u>80% of the minimum spaces required in table 21.07-8.</u>
<u>Edge Urban Neighborhood Context (Section 21.07.015D., Maps 21.07-1 thru -3.)</u>	<u>Residential Uses</u>	<u>80% of the minimum spaces required in table 21.07-8.</u>
	<u>All Other Developments</u>	<u>90% of the minimum spaces required in table 21.07-8.</u>
<u>Transit-Supportive Development Corridors outside of Edge Urban Context areas (Section 21.07.015D., Maps 21.07-2 thru -4.)</u>	<u>All Developments</u>	<u>90% of the minimum spaces required in table 21.07-8.</u>
<u>Open Option Parking Districts (21.07.090E.7.)</u>	<u>All Developments</u>	<u>No off-street parking is required, subject to subsection 21.07.090E.7.</u>
<u>Girdwood</u>	<u>See section 21.09.070L. for area-specific parking requirements in Girdwood.</u>	

13 *** **

ANNOTATION FOR PAGE 28

Section 21.07.090E., Off-Street Parking Requirements (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-17	<p>Delete the minimum requirement for three parking spaces. Existing Section E.2. is proposed to be deleted, as it is determined to be an unnecessary and excessive requirement. The section may discourage small, local businesses from re-using older properties.</p> <p><i>Discussion:</i> Research indicates that requiring a minimum number of spaces regardless of building size is almost unique to Anchorage. Of three dozen cities studied, none require a minimum number of spaces for small uses. In fact, one-fourth of the cities studied exempt the first 1,000-2,000 square feet of GFA from minimum parking requirements.</p>
18-21	<p>Insert new subsection header and adjust the name and table number of the existing table of parking requirements.</p> <p>Current Table 21.07-4, which is renumbered as Table 21.07-8, sets the minimum number of off-street parking spaces required for most uses and developments in the Municipality. The title of the table is being adjusted to reflect the addition of a table of area-specific parking requirements on page 27 that modifies the use-specific parking requirements in certain parts of town.</p> <p>No changes are proposed to the use-specific parking requirements in Table 21.07-8.</p>
28-32	<p>Delete text redundant to the off-site parking alternative provided in 21.07.090F. The text to be deleted was redundant to the provision for off-site parking in 21.07.090F.6. (as re-numbered, on page 46). The text to be deleted implied that off-site parking allowed by 21.07.090F.6. may only be on an abutting or adjacent lot. In fact, as provided in 21.07.090F.6., off-site parking is allowed within a certain distance of the development lot.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **E. Off-Street Parking Requirements**

4 *** **

5 [MINIMUM OF THREE PARKING SPACES]

6 [WHERE A USE IS REQUIRED TO PROVIDE OFF-STREET PARKING AND THE AMOUNT
7 SPECIFIED IN TABLE 21.07-4 WOULD RESULT IN FEWER THAN THREE SPACES BEING
8 REQUIRED FOR THE USE, THE USE SHALL PROVIDE AT LEAST THREE PARKING SPACES
9 INCLUDING ONE VAN-ACCESSIBLE PARKING SPACE PURSUANT TO SUBSECTION
10 21.07.090J. WHERE THERE ARE MULTIPLE USES LOCATED ON A SITE, THE USES MAY
11 SHARE THE ACCESSIBLE SPACE AS LONG AS THE REQUIREMENTS OF SUBSECTION
12 21.07.090J.1. ARE MET. PARKING REDUCTIONS IN SUBSECTION 21.07.090F. SHALL ALSO
13 COMPLY WITH THIS SUBSECTION E.2. THE MINIMUM OF THREE PARKING SPACES SHALL
14 NOT APPLY TO USES IN THE DT DISTRICTS, RESIDENTIAL HOUSEHOLD LIVING USES,
15 COMMUNITY GARDENS, PARKS AND OPEN SPACE, UTILITY SUBSTATIONS, OR FUELING
16 STATIONS AND FOOD AND BEVERAGE KIOSKS THAT ARE EXCLUSIVELY FOR DRIVE-
17 THROUGH CUSTOMERS.]

18 **3. Use-Specific Parking Requirements**

19 All development in the Municipality not addressed in the area-specific parking requirements in table
20 21.07-7 shall provide off-street parking spaces in accordance with table 21.07-8:

TABLE 21.07-8[4]: OFF-STREET PARKING REQUIREMENTS BY LAND USE [SPACES REQUIRED]			
("du" = dwelling unit; "sf" = square feet; "gfa" = gross floor area)			
	Use Type	Minimum Spaces Required	See Loading Subsection 21.07.090G.
***	***	***	

21 *** **

22
23 (Note: Renumber existing subsections 21.07.090E.3. and 21.07.090E.4. to E.4. and E.5. No other
24 changes to these two subsections.)
25

26 **6.[5.] Parking Location**

27 Except as provided in subsection 21.07.090F., all required parking shall be on the same lot as the
28 use served. [HOWEVER, REQUIRED PARKING MAY BE ON AN ABUTTING OR ADJACENT
29 LOT PROVIDED THE ZONING DISTRICT IN WHICH THE LOT IS LOCATED ALLOWS FOR OFF-
30 STREET PARKING AS A PERMITTED PRINCIPAL USE, SITE PLAN REVIEW USE, OR
31 CONDITIONAL USE; IN WHICH CASE THERE SHALL BE A PARKING AGREEMENT WHICH
32 MEETS THE REQUIREMENTS OF SUBSECTION F.1. BELOW.]

21.07.090E.7., Open Option Parking District (New)

Line (s) #	Comment on Change
5-43	<p>Enable approval of new kind of parking benefit district, called Open Option Parking areas, that allow for the combination of (a) management of streets as public space according to local needs, and (b) parking demand management strategies to replace on-site minimum parking requirements.</p> <p>The Open Option removes the requirement that property owners set aside pre-determined amounts of parking on their property for storing vehicles. Any vehicle parking utilization will then be addressed by a combination of 1) strategic parking management and street ROW management and 2) travel demand management strategies and other incentives to use alternative travel modes.</p> <p><i>Discussion:</i> The open option approach focuses on the underlying problems that minimum parking requirements are intended to solve, and provides opportunity for a more effective solution to those problems.</p> <p>Off-street parking minimums do not necessarily make on-street parking not free or convenient, so parking minimums are not the most efficient way to manage street space. The open option allows property owners within a designated area to determine their own vehicle storage needs, then allow for direct street management as necessary. Minimum parking requirements offload street management costs onto private property, while open option parking requires the community to consider street management costs (e.g., parking enforcement, street maintenance, snow clearing, etc.) collectively.</p> <p>Implementing the open option does not necessarily mean that no parking will be provided, but rather assumes that businesses and homeowners know their parking needs better and have an interest in ensuring they are met, making this approach more likely to result in the “right amount” of parking. This section will also help local areas manage their streets as a collective resource according to local priorities.</p>
16-18	<p>Focus the applicability to urban neighborhood contexts and transit-supportive development corridors, as the Open Option Parking Districts are meant to leverage the characteristics of neighborhoods with lower parking demand, better-managed ROW, and greater alternative transportation resources.</p> <p>Set minimum area requirements based on city blocks, to minimize impacts on surrounding ROW, and avoid piecemeal, property-by-property zoning regulations.</p>
26-43	<p>Allow a majority of property owners to establish Open Option Parking Districts by a “block vote,” subject to administrative approval by municipal agencies responsible for ensuring ROW management. Allow an alternative approval process by which an applicant such as a Community Council seeks approval through a public hearing process before the Assembly, without a block vote.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **E. Off-Street Parking Requirements**

4 *** **

5 **7. Open Option Parking District**

6 **a. Purpose**

7 This subsection provides for the establishment of Open Option Parking Districts. Open
8 Option Parking Districts remove minimum off-street parking requirements within specified
9 areas and replace them with street management strategies within the public rights-of-way,
10 as well as parking demand reduction strategies on larger developments. Property owners,
11 developers, and businesses decide how much off-street parking to provide on their
12 properties based on site-specific operations and activities. The public right-of-way gets
13 managed separately, to ensure on-street parking, street maintenance and snow removal,
14 and safe pedestrian and traffic movement. The Open Option promotes efficient use of
15 urban land, economic development and housing opportunities, and transportation choices.

16 **b. Applicability**

17 Open Option Parking Districts may be established in the neighborhood development
18 context areas delineated in section 21.07.015.

19 **c. Minimum Area Requirements**

20 The designation of an Open Option Parking District shall be considered only for whole city
21 blocks (surrounded by public streets or public lands), or whole street face blocks (all the
22 properties with primary frontage on a length of street between two intersections). Open
23 Option Parking Districts may include multiple whole city blocks and/or street face blocks.
24 The total area of the parcels within an Open Option Parking District shall be at least 1.75
25 acres (excluding rights-of-way).

26 **d. Procedure for Designating an Open Option Parking District**

27 **i. Application Submittal.** Any person, community council, or the municipality may
28 initiate the designation of an Open Option Parking District. An application may be
29 obtained from the planning department. The applicant shall select one of the two
30 approval procedure options provided in ii. and iii.

31 **ii. Property Owner Approval Option.** The applicant shall demonstrate that fifty-one
32 percent of the property owners in the proposed Open Option Parking District
33 support the designation in writing through a letter or a signed petition to the
34 department. Upon receiving the application, the department shall notify all
35 property owners in the proposed designated area and provide 30 days for
36 comment. The Traffic Engineer and Director shall then evaluate the proposal and
37 act as the decision making body subject to the approval criteria in d. below.

38 **iii. Assembly Approval Option.** Upon receiving the application, the Planning
39 Department shall notify all property owners in the designated area and provide 30
40 days to comment. The Traffic Engineer and Director shall then evaluate the
41 proposal using the approval criteria in d. below, and forward a recommendation to
42 the Anchorage Assembly. The Assembly shall hold a public hearing and take final
43 action as the decision making body.

21.07.090E.7., Open Option Parking District *(Continued)*

<i>Line (s) #</i>	<i>Comment on Change</i>
7-13	<p>Ensure the review and involvement of the ROW management agencies in the proposed Open Option District. Open Option Districts resolve vehicle storage issues through On-street parking and other ROW management strategies, this section provides flexibility in managing public right-of-way. As it impacts code and zoning regulations, the decision to allow a district will ultimately be determined by ROW management agencies and/or the Assembly.</p> <p>Approved areas shall be designated on maps that are publicly available. (Since Open Option Districts are created without a Title 21 text amendment or Zoning Map Amendment, they cannot be added to maps within the code or on the Zoning Map.)</p>
14-24	<p>Establish Approval Criteria for Open Option Parking Districts. To be successful, Open Option Parking Districts would depend on strategic parking management and enhanced street ROW management. The approval criteria would require a strategy framework for managing on-street parking, other public parking, street maintenance and other operations (e.g., refuse collection), as well as physical improvements to some rights-of-way for pedestrians, parkers, and other users.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **E. Off-Street Parking Requirements**

4 *** **

5 **7. Open Option Parking District**

6 *** **

7 **iv. Agency Review.** The Planning Department shall request comment by ROW
8 agencies and utilities, including the traffic engineering, right-of-way enforcement,
9 public works, the anchorage parking authority, municipal and street maintenance,
10 fire department, police department, and the public transportation department.

11 **v. Documentation of Approved Open Option Parking Districts.** The Planning
12 Department shall maintain a publicly available map of designated Open Option
13 Parking Districts online and at the department.

14 **e. Approval Criteria for Designating an Open Option Parking District**

15 The traffic engineer and director shall evaluate each proposed Open Option Parking District
16 based on the following approval criteria:

17 **i. On-Street Parking Management.** There shall be a plan for on-street parking
18 management address parking utilization, congestion, and availability, with the
19 approval of agencies assigned.

20 **ii. ROW Management Plan.** There shall be a plan for coordinating on-street parking
21 with street maintenance, snow removal, refuse collection; public transportation,
22 and other street-based operations, approved by the requisite public agencies.

23 **iii. Consistency with Comprehensive Plan.** The proposal shall conform to applicable
24 neighborhood, district, or other area-specific or function plans.

25

21.07.090E.7., Open Option Parking District (Continued)

Line (s) #	Comment on Change
8-9	<p>Add development regulations that exempt all uses and establishments from minimum off-street parking requirements. ADA accessory parking space requirements would still apply because public on-street parking is not anticipated to fulfill accessory parking needs.</p>
10-28	<p>Require large developments to engage in Travel Demand Management strategies. Although on-street parking and ROW management is essential for Open Option Districts, the basis for removing off-street minimum parking requirements also depends on property developments that proactively employing parking demand reduction strategies and facilitate alternative travel modes, such as the Parking Reduction strategies provided in Table 21.07-9 (pp. 32-34) of section 21.07.090F., Parking Reductions and Alternatives.</p> <p>This subsection requires larger developments to provide a targeted amount of parking demand reduction/TDM strategies. The more accessory parking spaces proposed for the land use, the higher the target.</p> <p><i>Discussion:</i> The rationale for tying the TDM requirement to accessory parking is that areas with more off-street parking are associated with greater vehicular traffic and less pedestrian/alternative trip modes than areas with less parking. Individuals who do not have dedicated offsite parking at their destinations are less likely to drive. Therefore, more tools to support non-auto modes and are needed at larger developments with more off-street parking. This approach does not restrict the ability of a property owner to build accessory parking. Instead, it provides flexibility to property owners in selecting from a menu of TDM strategies in Table 21.07-9 that best fits the development project.</p> <p>The requirement to provide parking reduction strategies is not recommended to apply to residential projects with nine units or less, or to small non-residential projects with less than 10,000 square feet. Affordable housing units and industrial uses are also exempt as their users often need less parking or travel fewer vehicle miles than other uses.</p> <p><i>Discussion:</i> Small developments are exempted as may not have the space or the resources to implement the parking reduction/TDM measures in Table 21.07-9. Additionally, small developments have relatively little impact on vehicle miles travelled or parking congestion in an area. Lastly, small non-residential developments contribute to the diversity of land uses in a neighborhood, which can reduce or shorten vehicle trips.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **E. Off-Street Parking Requirements**

4 *** **

5 **7. Open Option Parking District**

6 *** **

7 **f. Requirements for Developments in Open Option Parking Districts**

8 **i.** No off-street parking is required for any development, except that accessible (ADA)
9 parking spaces required by 21.07.090J. shall be provided.

10 **ii.** Development projects that result in 10 or more dwelling units, 10 or more
11 bedrooms of group living, new construction of 10,000 or more square feet of non-
12 residential gross floor area, or substantial building renovations involving a change
13 of use of 50,000 or more square feet of non-residential gross floor area, shall
14 provide disincentives for off-street parking utilization and incentives for alternative
15 means of site access, by providing parking reduction strategies from section
16 21.07.090F., Table 21.07-9. Structured parking, industrial uses, and affordable
17 housing units that meet 21.07.110F., are exempt from this requirement.

18 **(A)** The parking reduction strategies selected from section 21.07.090F.1.,
19 Table 21.07-9 shall amount to a total reduction of at least 10 percent from
20 what would otherwise be the minimum parking requirement were it not for
21 the Open Option Parking District, using the “Reduction Amount” column in
22 Table 21.07-9. The total reduction required shall increase an additional 1
23 percent for each 10 off-street parking spaces above 20 parking spaces in
24 the development.

25 **(B)** The requirements of 21.07.090F. for receiving parking reductions apply.

26 **(C)** The parking reductions in section F. of Table 21.07-9 do not count.
27 However, the applicant may propose strategies not included in Table
28 21.07-9, subject to 21.07.090F.8, Discretionary Parking Reductions.

29

Section 21.07.090F., Parking Reductions and Alternatives

Current section 21.07.090F. provides for administrative reductions and alternatives to the minimum number of required parking spaces in Section 21.07.090E. These percentage reductions are available to development projects with characteristics that are known to result in lower parking demand.

The changes on page 32 and pages 33-50 that follow reform 21.07.090F. to streamline approvals by allowing non-discretionary approvals of parking reductions (up to a certain percentage reduction), add more parking demand management strategies as menu options, and clarify and simplify the regulations for ease of use. Non-discretionary reductions reduce costs and uncertainty, especially for applicants who may be considering asking for parking reductions in return for development characteristics known to reduce parking demand.

<i>Line (s) #</i>	<i>Comment on Change</i>
4-19	<p>Add new subsection 21.07.090F.1.: Parking Reductions Allowed. The introduction to the parking reductions is amended to clarify Section 21.07.090 and its approval procedures and criteria.</p> <p>Subsections b., c., and d. provide references to existing requirements for administrative parking reductions. Subsection e. references the set of revised and clarified requirements for parking reductions that are subject to discretionary approval by the Traffic Engineer and Planning Director.</p>
Table 21.07-1	<p>Establish Parking Reductions in Table. New table 21.07-9 consolidates and reformats all of the Title 21 parking reductions and their supplementary standards in one place for ease of reference. The table re-organizes the parking reductions into categories A through F. Developers can choose from these reductions or choose not to use them at all and provide all required parking or more.</p> <p>Most reductions in the table are proposed to receive non-discretionary approvals, up to a percentage reduction, as set forth in the right-hand column of the table.</p>
Table section A. Shared Vehicle Programs	<p>Relocate the existing “Rideshare Programs” parking reduction, including carpool and rideshare programs, from 21.07.090F.9. (p. 40 lines 15-36) into Table 21.07-9. Streamline the approval criteria from F.9. and no longer require land-banking. Require information regarding the shared vehicle program to be made available to residents and employees.</p> <p>Relocate the “Transit Pass Benefits” parking reduction from 21.07.090F.10. (page 40, lines 37-47). Apply only in designated Neighborhood Development Context Areas including Transit-Supportive Development Corridors. Streamline its approval criteria.</p> <p>Add Car-Share Programs as a new Parking Reduction, to be available in the Urban Neighborhood Development Contexts. A definition is provided on page 82.</p> <p>For all shared vehicle programs: Allow non-discretionary approvals up to a certain percentage reduction. See <i>Attachment 5</i> for further discussion.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 **1. Parking Reductions Allowed**

5 This section 21.07.090F. allows administrative reductions to[THE TRAFFIC ENGINEER AND
6 DIRECTOR MAY APPROVE REDUCTIONS AND ALTERNATIVES TO PROVIDING] the number
7 of off-street parking spaces required by section 21.07.090E. [TABLE 21.07-4, AND/OR TO THE
8 CIRCULATION AND DIMENSIONAL STANDARDS OF SUBSECTIONS H.8. AND H.9., IN
9 ACCORDANCE WITH THE FOLLOWING STANDARDS.] Developments are allowed to apply the
10 reductions shown in Table 21.07-9, provided the following:

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

Table 21.07-9: Parking Reductions and Alternatives

<u>Type of Reduction</u>	<u>Applicability</u>	<u>Additional Requirements</u>	<u>Reduction Amount</u>
A. Shared Vehicle Programs: Participation in one or more of the shared vehicle programs below may substitute for required parking spaces, provided that information about the programs is available in a location visible to all residents and employees.			
<u>Carpool Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner sponsors a carpool program that is available to all employees and provides designated carpool parking spaces signed for exclusive use by the carpool program.</u>	<u>Each carpool space may count as two spaces toward meeting the minimum number of required parking spaces, up to a 2% reduction in the number of required parking spaces.</u>
<u>Rideshare Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner sponsors a rideshare program that is available to all employees and provides designated rideshare parking spaces that meet the passenger loading space dimensional standards of 21.07.090I.2. and are signed for exclusive use by the rideshare program.</u>	<u>Each rideshare space may count as six spaces toward meeting the minimum number of required parking spaces, up to a 5% reduction in the number of required parking spaces.</u>
<u>Car-Share Program</u>	<u>Residential uses located in the Neighborhood Development Contexts¹</u>	<u>The property owner sponsors memberships to an active car-share program for all households or group living residents on the site and provides designated car-share spaces that are signed for exclusive use.</u>	<u>Each carshare space may count as five spaces toward meeting the minimum number of required parking spaces, up to a 10% reduction in the number of required parking spaces.</u>
<u>Transit Pass Benefits</u>	<u>Any use located in the Neighborhood Development Contexts¹</u>	<u>The property owner sponsors public transit passes cost-free to all employees or residents.</u>	<u>10% reduction in the number of required parking spaces.</u>

*** ** (table continued on next page)

20

Section 21.07.090F.1., Parking Reductions Allowed, Table 21.07-9 (Continued)

Line (s) #	Comment on Change
<p>Table section B: Pedestrian Amenities</p>	<p>Additional Bicycle Parking: Relocate the existing parking reduction for additional bicycle parking from section F.22. on page 50, to be with other pedestrian amenities parking reductions in Table 21.07-9.</p> <p>Clarify an upper limit to the percentage of required parking spaces that may be replaced by bicycle parking through non-discretionary approvals. Reduce the number of bike parking spaces required to replace each automobile parking space, from six to four bike spaces. Ensure that developments that provide an extra four bike spaces are eligible for a reduction of at least one automobile parking space. Reductions of two or more automobile spaces are subject to a 10% cap on the overall percentage reduction from the required amount of parking.</p> <p>Add four new parking reductions for enhanced pedestrian amenities, to be available in the Urban Neighborhood Development Context Areas (21.07.015, pages 4-10). These use the Pedestrian Amenities Menu established in Section 21.07.060G., including</p> <ul style="list-style-type: none"> • Enhanced On-Site Walkway, • Enhanced Street Sidewalk, • Transit Stop or Shelter • Etc. (Other Pedestrian Amenities provided in 21.07.060G.) <p>For all pedestrian amenities, allow non-discretionary approvals up to a certain percentage reduction. See <i>Attachment 5 – Supplementary Report</i> for more background and analytical basis.</p>
<p>Table section C: Parking Pricing</p>	<p>Parking Cash-out: Relocate the existing parking reduction for parking cash-outs from 21.07.090F.11. (page 41, lines 5-9) and allow non-discretionary approvals up to a certain percentage reduction.</p> <p>Unbundled Parking: List a second parking pricing strategy, Unbundled Parking, as a separate parking reduction. Unbundled parking is a residential version of the “parking cash-outs” strategy, based on research of parking reform practices. Unbundled parking is defined in 21.15.040 (see page 83). Allow non-discretionary approvals of reductions of ten percent if unbundled parking is provided for household living uses.</p> <p>Attachment 5, <i>Supplementary Report</i>, contains further information about parking cash-out and unbundling parking.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

Table 21.07-9: Parking Reductions and Alternatives

<u>Type of Reduction</u>	<u>Applicability</u>	<u>Additional Requirements</u>	<u>Reduction Amount</u>
***	***	***	(table continued from previous page)
B. Pedestrian Amenities: Developments that provide improved conditions for walking and bicycling are eligible for reductions in the minimum number of required parking spaces, as provided below.			
<u>Additional Bicycle Parking</u>	<u>Non-residential use, group living use, and any household living use with four or more dwelling units.</u>	<u>The development provides more than the minimum number of required bicycle parking spaces. Each bicycle space meets the standards of 21.07.090K.4.</u>	<u>Each four bicycle parking spaces count as one automobile parking space, with a minimum allowed reduction of one space and a maximum of a 10% reduction in the number of required automobile parking spaces.</u>
<u>Enhanced On-Site Walkway</u>	<u>Any use in the Neighborhood Development Contexts¹</u>	<u>The development provides an enhanced on-site walkway per 21.07.060G.3.</u>	<u>2% reduction in the number of required parking spaces</u>
<u>Enhanced Street Sidewalk</u>	<u>Any use in the Neighborhood Development Contexts¹</u>	<u>The development provides an enhanced street sidewalk per 21.07.060G.19.</u>	<u>2% reduction in the number of required parking spaces</u>
<u>Transit Stop or Shelter</u>	<u>Any use in the Neighborhood Development Contexts¹</u>	<u>Based on a determination of need by the public transportation department, the development provides a public use easement or transit stop improvements per 21.07.060G.7.</u>	<u>2% reduction in the number of required parking spaces</u>
<u>Other Pedestrian Amenities</u>	<u>Any use in the Neighborhood Development Contexts¹</u>	<u>The development provides one or more additional pedestrian amenities from section 21.07.060G, not otherwise required by this title.</u>	<u>1% reduction in the number of required parking spaces for each pedestrian amenity.</u>
C. Parking Pricing: Developments that offer the parking pricing strategies below are eligible for reductions in the minimum number of required parking spaces.			
<u>Parking Cash-out</u>	<u>Non-residential uses</u>	<u>The use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program. The cash-out value of the parking space is allowed to be up to one-year in duration.</u>	<u>10% reduction in the number of required parking spaces.</u>
<u>Unbundled Parking</u>	<u>Household living uses and non-residential uses</u>	<u>All parking accessory to the use is unbundled parking as defined in 21.15.040, by which the parking spaces are leased or sold separately from the rental or purchase fees for the dwelling units or building space.</u>	<u>10% reduction in the number of required parking spaces.</u>
***	***	***	(table continued on next page)

5

Section 21.07.090F.1., Parking Reductions Allowed, Table 21.07-9 (Continued)

Line (s) #	Comment on Change
<p>Table section D: Housing</p>	<p>Relocate the existing parking reduction for Affordable Housing from 21.07.090F.13. (page 41, lines 25-34), and focus and simplify this reduction. Apply the parking reduction for affordable housing only to rental housing. This is consistent with previous changes to Title 21 floor area bonus incentives to focus only on rental housing. The Municipality does not have the resources to track the affordability of owner-occupied housing at times of sale and ownership transfer.</p> <p>The revised affordable housing reduction is simplified to no longer set multiple income thresholds as pre-requisites to different percentage reductions. The proposed non-discretionary approval for up to a 25 percent reduction is based on research and local parking studies on parking utilization by low-income households.</p> <p>Relocate the existing parking reduction for Senior Housing from 21.07.090F.13. (page 41, lines 35-41), and focus and simplify this reduction to apply only to senior housing occupied by persons 62 years or older.</p>
<p>Table section E: Shared and Off-Site Parking Facilities</p>	<p>Organize the reductions for shared and coordinated off-site parking facilities into Section E of Table 21.07-9.</p> <p>Keep the regulatory content of the existing parking reductions for shared-parking, off-site parking, and district parking in their respective sections of Title 21 (see the referenced sections on pages 42-47. Amend and streamline the regulations for these 3 reductions in their sections.</p>
<p>Table section F: Other Goals</p>	<p>Simplify existing land banking parking reduction by removing the requirements for a parking demand study and contingency site plans. Allow non-discretionary (“by-right”) approvals for up to 25% reductions in the number of required parking spaces. For reference, the existing reduction language is being deleted on page 51, lines 10-24.</p> <p>Add a parking reduction/exemption for adaptive reuse, to facilitate reuse and redevelopment of older buildings originally developed prior to modern parking requirements in the urban neighborhood contexts.</p> <p><i>See Attachment 5 – Supplementary Report, for more information.</i></p> <p>Add a parking reduction for developments that involve preservation of a landmark listed in the Anchorage local landmarks register.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **G. Parking Reductions and Alternatives**

4 *** **

Table 21.07-9: Parking Reductions and Alternatives

<u>Type of Reduction</u>	<u>Applicability</u>	<u>Additional Requirements</u>	<u>Reduction Amount</u>
*** ** (table continued from previous page)			
D. Housing: Housing units with characteristics that reduce parking utilization are eligible for reductions in the minimum number of required parking spaces, as provided below.			
<u>Affordable Rental Housing</u>	<u>Household living uses</u>	<u>Rental housing units that meet the standards of 21.07.110G., Standards for Affordable Housing, are rented at rates affordable to lower income households.</u>	<u>Each affordable dwelling unit is eligible for a 25% reduction in the number of required parking spaces.</u>
<u>Senior Housing</u>	<u>Residential uses</u>	<u>Housing that meets the definition of senior housing (21.15.040) and is solely occupied by persons 62 years or older.</u>	<u>Each senior housing unit is eligible for a 25% reduction in the number of required parking spaces.</u>
E. Shared and Off-site Parking Facilities: Properties that utilize off-site parking facilities or shared parking between uses are eligible for reductions to the minimum number of required parking spaces, as provided below.			
<u>Shared Parking</u>		<u>See section 21.07.090F.5.</u>	
<u>Off-site Parking</u>		<u>See section 21.07.090F.6.</u>	
<u>District Parking</u>		<u>See section 21.07.090F.7.</u>	
F. Prioritization of Other Goals: Developments with the following public benefit features are eligible for a reduction in the minimum number of parking spaces, as follows:			
<u>Land Banking</u>	<u>Any development that sets aside an area to provide for the future construction of deferred parking spaces.</u>	<u>The area set aside is landscaped with site enhancement landscaping or pedestrian amenities. The applicant provides an alternate site plan for approval that accommodates the deferred parking, landscaping, pedestrian facilities, and other site elements that would be required by this title without the land banking.</u>	<u>The development may set aside the land area that would otherwise be needed in order to provide up to 25% of the number of required parking spaces.</u>
<u>Adaptive Reuse of Older Buildings</u>	<u>Any use located in the Neighborhood Development Contexts¹, except not drive-through service or vehicle-related uses.</u>	<u>The development is a building expansion, alteration, or change of use, in an existing building that was originally permitted prior to June 13, 1978. The development does not convert housing units to non-residential uses.</u>	<u>Exemption from the first 10 percent increase in the total number of spaces required on the development site, for a maximum allowed exemption of five parking spaces. A parking reduction for adaptive reuse shall be used only once per individual building.</u>
<u>Historic and Cultural Landmark Preservation</u>	<u>Any use that involves preservation of a landmark listed in the Anchorage local landmarks register.</u>	<u>The development does not decrease the number of parking spaces that existed on the site as of [effective date of this ordinance] to less than the number otherwise required by this title.</u>	<u>25% reduction in the number of required parking spaces.</u>
¹ Neighborhood Development Contexts include the Traditional Urban Neighborhood, Edge Urban Neighborhood, and Transit-Supportive Development Context areas delineated in section 21.15.015.			

5

Section 21.07.090F.2., Parking Agreements

Parking reductions and alternatives require the property owner(s) and Municipality to sign a parking agreement. The parking agreement is recorded by the Municipality and runs with the land at points of property transfer or sale, to ensure the development will continue to provide the parking management strategy that earned the development a lower minimum parking requirement.

Parking Agreements Background and Function. Recorded parking agreements have been found to benefit all parties. A permanent record of the reduction is available to property owners and potential buyers through a property title search (in addition to being on file in the Planning Department). Property owners and buyers will always know and can document that they have legal rights to have a reduction in required parking. Developers and designers working on future additions or other physical changes to the property will be aware of which, if any amenities on the property were put in place to qualify for a parking reduction. Parking reduction programs such as rideshare, parking pricing, and employee incentives to use public transit will be more likely to remain in place when the agreement is recorded and attached to the property. Attachment 5, *Supplementary Report*, contains further background on parking agreements.

The proposed revisions on page 35 clarify and simplify the parking agreement requirements for parking reductions that receive non-discretionary approval. Parking agreements for non-discretionary parking reductions will not involve an extra review step, will not come with any extra or discretionary approval criteria, and will no longer need the signature of the municipal Traffic Engineer.

Line (s) #	Comment on Change
9-17	Simplify and clarify the recordation language. Delete the existing recordation language that states all parties involved in the parking reduction must sign the agreement. In fact, usually only the property owner (not the tenant business) is the signatory. The parking agreement is the responsibility of the owner, ultimately.
18-24	Clarify and simplify the required content of the basic parking agreement. The changes in subsection b., <i>Content</i> , include a clarification of current practice that all recorded parking agreements include a copy of the site plan.
25-37	Move some of the parking agreement regulations to a new subsection c., to apply only to parking reductions that undergo discretionary review and approval by the Traffic Engineer and Planning Director. These requirements no longer apply to parking reductions which are proposed to become non-discretionary approvals. The changes proposed to the content in subsection c. are clarifications of existing requirements and practices, to improve ease of use and certainty. No changes to requirements or practices are proposed.
38-46	Clarify Title 21 text for termination of parking agreements. This subsection retains (and clarifies) the right of the Municipality to terminate the parking agreement if the parking reduction is found to result in not enough parking such that there are problems for the surrounding neighborhood and streets.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **2.[1.] Parking Agreements**

6 All parking reductions [OR ALTERNATIVE SHALL] require a written parking agreement between
7 the property owner(s) and the municipality, subject to the following standards: [EXCEPT WHERE
8 EXPRESSLY STATED OTHERWISE.]

9 **a. Recordation**

10 The municipality shall record the parking agreement at the district recorder's office as a
11 covenant that runs with the land and is binding on the owner and all successors and
12 assigns for as long as the required number of off-street parking spaces is not provided [AS
13 A RESULT OF THE PARKING REDUCTION OR ALTERNATIVE. ALL PARTIES
14 INVOLVED IN THE PARKING REDUCTION OR ALTERNATIVE SHALL PARTICIPATE
15 IN THE PARKING AGREEMENT]. Recordation of the agreement shall take place before
16 issuance of an entitlement that is contingent upon [REQUIRING] a parking reduction [OR
17 ALTERNATIVE].

18 **b. Content**

19 The format (template) [AND CONTENT] of the parking agreement shall be provided by the
20 municipality, as approved by the traffic engineer and director. The parking agreement [IT]
21 shall guarantee installation and maintenance of any required improvements by the property
22 owner, and [OR] the owner's continued participation in any parking management strategy
23 required for a parking reduction. The parking agreement shall be accompanied by a site
24 plan showing the parking and facilities required for the parking reduction.

25 **c. Additional Content for Agreements Subject to Discretionary Review**

26 Discretionary parking reductions subject to 21.07.090F.8. shall be preceded by a formal
27 letter requesting the reduction for concurrence by the traffic engineer and director. The
28 letter shall include justification for the parking reduction, including any parking demand
29 study if prescribed by the traffic engineer. The parking agreement shall include a
30 contingency plan, and shall guarantee [ASSURE] future implementation of the [A]
31 contingency plan by the property owner if so ordered by the traffic engineer. The
32 contingency plan may include strategies such as:

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

34 ii. Payment to the municipality for the full cost of providing the required parking [,];

35 iii. Transportation demand management programs [,]; or

36 iv. Other parking management strategies identified in the parking reductions or
37 alternatives [OF THIS SECTION].

38 **d.[C.] Termination**

39 The municipality may terminate the parking agreement if it is demonstrated that the parking
40 reduction does not support the parking utilization for the site, or if the development is in
41 violation of the parking agreement. The traffic engineer or planning director may require a
42 contingency plan per AMC 21.07.090F.1.c. and a new parking agreement, or the site may
43 be required to provide all parking per AMC 21.07.090E. If for any reason the parking
44 agreement terminates, owners and all successors and assigns who are parties to the
45 parking agreement shall comply with all provisions of this title governing the required
46 number of off-street parking spaces.

Section 21.07.090F.3., Calculation of Parking Reductions

<i>Line (s) #</i>	<i>Comment on Change</i>
6-18	<p>Clarify and simplify how to calculate the reduction to the number of parking spaces required when multiple reductions are applied. The amendments simplify the calculation to simply adding up the sum of the individual percentage reductions.</p>
19-27	<p>Establish the maximum allowed combined non-discretionary reduction that may be earned from using multiple parking demand reduction strategies in 21.07.090F (Table 21.07-9).</p> <p>This ordinance proposes that approval of individual parking reduction strategies (listed in Table 21.07-9) become non-discretionary up to a certain percentage reduction in the number of parking spaces. A maximum combined reduction for non-discretionary approvals is proposed to avoid the total or combined reductions becoming too excessive, resulting in less parking than needed.</p> <p>Applicants can propose larger combined reduction through the discretionary approval process for parking reductions, which has been clarified in 21.07.090F.8 (page 48).</p> <p>Certain parking reductions, listed on lines 26-30, are proposed to be exempted from counting toward the maximum allowed non-discretionary reduction, because they merit the larger reduction or they comprise more efficient shared use of parking between uses.</p>
28-34	<p>Clarify how fractional computations are rounded to get to a whole number of parking spaces.</p> <p>This clarifies existing code instructions and improves consistency with 21.07.090C.1.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **3[2]. Calculation of Parking Reductions**

6 **a. Calculation of Multiple Reductions**

7 A development may be eligible for more than one parking reduction listed in this section
8 21.07.090F. [MULTIPLE REDUCTIONS FROM THE REQUIRED NUMBER OF PARKING
9 SPACES.] The total impact of multiple parking reductions on a development's parking
10 requirement shall be the sum of the individual reductions [CALCULATED AS BEING
11 MULTIPLICATIVE AND NOT ADDITIVE WHERE A DEVELOPMENT IS ELIGIBLE FOR
12 MORE THAN ONE. FOR EXAMPLE, IF ONE REDUCTION IS 20 PERCENT, AND A
13 SECOND REDUCTION IS AN ADDITIONAL 15 PERCENT, THEIR COMBINED
14 REDUCTION SHALL BE CALCULATED AS 80 PERCENT TIMES 85 PERCENT EQUALS
15 68 PERCENT, FOR A 32 PERCENT AGE POINT TOTAL REDUCTION, RATHER THAN
16 ADDING 20 PERCENT PLUS 15 PERCENT EQUALS 35 PERCENT. THIS IS BECAUSE
17 THE 15 PERCENT REDUCTION APPLIES TO A BASE THAT IS ALREADY REDUCED
18 20 PERCENT].

19 **b. Maximum Nondiscretionary Reduction**

20 A request for a greater than 25 percent reduction in the required amount of parking from
21 one or more reductions listed in table 21.07-9 shall be subject to discretionary review by
22 the traffic engineer and director, except that the following reductions listed in table 21.07-
23 9 are not subject to this percentage limitation:

24 **i. Housing (Table 21.07-9).**

25 **ii. Land Banking (Table 21.07-9).**

26 **iii. Shared parking (21.07.090F.5.).**

27 **iv. Off-site parking (21.07.090F.6).**

28 **c[B]. Rounding of Fractional [MINIMUM] Reductions [CREDIT OF ONE SPACE]**

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

35 *** **

**Section 21.07.090F.3., Qualifying Site Development Criteria
(Re-numbered and Renamed to F.4., Pedestrian Access Improvements Required)**

This current Title 21 subsection requires developments to provide enhanced pedestrian access and other extra features as a pre-requisite for being eligible for reducing required parking. This is important because the use must be easily accessible by alternative means including walking, bicycling, and public transit, or from shared access and parking facilities shared with other uses, in order to generate the lower vehicle traffic and parking demand that the entitlement to parking reductions depends on.

This subsection is proposed to be retained but shortened, simplified, and clarified to focus on the essential pedestrian access facilities that connect building entrances and internal activity spaces to the public street sidewalk.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-14	Simplify the introductory paragraph. Remove references to area-specific parking reductions and alternative parking space dimensions, as those are being deleted and replaced with lower area-specific parking requirements and more flexible minimum parking space dimensions.
15-22	Provide administrative relief from pedestrian access improvements for developments that are changes of use or modifications to an existing site. Sometimes the configuration of the existing building and site make it impractical to fully meet the pedestrian access requirements of Title 21.
23-32	Consolidate existing requirements for pedestrian-supportive frontage requirements, including sidewalk-oriented building facades. Subsection b. deletes the parking reduction section’s street-facing windows requirement. This deleted requirement is replaced here with a reference to a generally applicable pedestrian frontage standard for street-facing windows in new Section 21.07.060F. proposed on pages 13-16. The new frontage requirement is formatted as a table and illustration for easier use.
33-44	Simplify the existing walkway requirement to remove redundant language and add a reference to sidewalk and bicycle parking requirements.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **4.[3.] Pedestrian Access Improvements Required** [QUALIFYING SITE DEVELOPMENT]

6 Developments shall improve pedestrian access as provided below, in order to be eligible for parking
7 reductions. [USES SHALL PROVIDE THE FOLLOWING ENHANCEMENTS TO BE ELIGIBLE
8 FOR ANY REDUCTIONS IN THE NUMBER OF REQUIRED PARKING SPACES, EXCEPT
9 WHERE STATED OTHERWISE. THE QUALIFYING SITE CRITERIA SHALL NOT BE REQUIRED
10 FOR THE FOLLOWING PARKING REDUCTIONS AND ALTERNATIVES IN THIS SUBSECTION
11 21.07.090F: DOWNTOWN ANCHORAGE PARKING EXEMPTION, LAND BANKING, STACKED
12 AND TANDEM PARKING, OR SMALLER PARKING SPACES FOR LOW-TURNOVER USES.]
13 Industrial uses, public safety facilities, transportation facilities, and utility facilities are exempt from
14 this section 21.07.090F.5] FROM THE QUALIFYING SITE DEVELOPMENT CRITERIA].

15 **a. Administrative Relief and Adjustment**

16 The traffic engineer and director may approve administrative relief or adjustments to the
17 standards of this subsection F.4. for changes of use or modifications to existing buildings
18 and sites, as part of the review and approval of a parking reduction, provided the applicant
19 demonstrates the adjustment is necessary to compensate for some practical difficulty of
20 the site, or some unusual aspect of the site not shared by landowners in general. The
21 justification for the administrative adjustment shall be recorded as an appendix to the
22 parking reduction agreement in 21.07.090F.2.

23 **b. Pedestrian Frontage Standard** [STREET ORIENTED BUILDING]

24 Developments shall meet the standards of section 21.07.060F., Pedestrian Frontage
25 Standard, except where not applicable pursuant to 21.07.060F.2. [FOR BUILDINGS
26 CONSTRUCTED AFTER JANUARY 1, 2014, PRIMARY ENTRANCES AND/OR
27 WINDOWS PROVIDING VISUAL ACCESS SHALL COMPRISE AT LEAST 15 PERCENT
28 OF THE AREA OF ANY STREET FACING BUILDING ELEVATION. FOR
29 NONRESIDENTIAL USES, WINDOWS PROVIDING VISUAL ACCESS AND/OR
30 PRIMARY ENTRANCES SHALL COMPRISE AT LEAST 50 PERCENT OF THE LENGTH
31 AND 25 PERCENT OF THE GROUND-FLOOR WALL AREA OF ANY STREET FACING
32 BUILDING ELEVATION.]

33 **c.[B.] Walkway and Sidewalk Access** [TO THE STREET]

34 Developments shall comply with subsections 21.07.060E.2., Sidewalks if applicable, and
35 21.07.060E.4., On-Site Pedestrian Walkways. [A WALKWAY MEETING THE
36 REQUIREMENTS OF SECTION 21.07.060 SHALL CONNECT AT LEAST ONE PRIMARY
37 ENTRANCE TO A STREET. THE DIRECTOR AND THE TRAFFIC ENGINEER MAY
38 WAIVE THIS REQUIREMENT IN SITUATIONS WITH EXISTING STRUCTURES WHERE
39 IT IS DEMONSTRATED THAT THE ADDITION OF A WALKWAY WILL CAUSE A
40 REDUCTION IN PARKING AND/OR LANDSCAPING BELOW REQUIRED LEVELS, OR
41 WHERE THE WORK REQUIRED TO ADD A WALKWAY IS OUT OF PROPORTION
42 WITH THE WORK BEING DONE TO EFFECT A CHANGE OF USE.]

43 **d. Bicycle Parking**

44 Developments shall comply with subsection 21.07.090K., Bicycle Parking Spaces.

ANNOTATION FOR PAGE 38

Section 21.07.090F.4., Pedestrian Access Improvements Required (Cont'd.)

Line (s) #	Comment on Change
7-13	<p>Delete the parking facility location requirement (currently subsection c.), as the pedestrian-supportive frontage standards are addressed by new subsection b. on the previous page which refers to 21.07.060F. (pp. 14-15). Driveways and parking as a percentage of the land area between the building and street is addressed in the parking circulation requirements proposed on page 53 (subsection 21.07.090H.9.e., lines 5-13).</p>
14-20	<p>Delete subsection d., private open space, which currently requires additional open space in return for residential parking reductions.</p> <p><i>Discussion:</i> Yard space has no nexus with lower parking use. A residential development with fewer parking spaces does not necessarily need more open space than already required by the district in title 21. Snow storage area requirements and other yard area and landscaping requirements are already provided elsewhere in Title 21.</p> <p>For high-density residential zoning districts like the R-4 district with its basic open space requirement of 100 square feet per dwelling, requiring an additional 40 square feet of open space for each parking space eliminated would nearly double the open space requirement in some cases. That would be an unnecessarily high-percentage increase in the R-4 district's 100 square-foot open space requirement, and may conflict with the goals of the R-4 district.</p>
21-26	<p>Delete subsection e., cross access, as it has never been used by the Traffic Engineer and increases the level of uncertainty for development project applicants. Cross-access is allowed on page 52, lines 27-34.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **4.[3.] Pedestrian Access Improvements Required**[QUALIFYING SITE DEVELOPMENT]

6 *** **

7 [PARKING FACILITY LOCATION]

8 [FOR BUILDINGS CONSTRUCTED AFTER JANUARY 1, 2014, PARKING FACILITIES
9 INCLUDING DRIVEWAYS SHALL COMPRISE NO MORE THAN 50 PERCENT OF THE
10 AREA BETWEEN THE STREET PROPERTY LINE AND THE STREET FACING
11 BUILDING ELEVATION, AND GARAGE DOORS SHALL COMPRISE NO MORE THAN
12 50 PERCENT OF THE LENGTH OF THE STREET FACING BUILDING ELEVATION.
13 THESE REQUIREMENTS APPLY TO NO MORE THAN TWO STREET FRONTAGES.]

14 [D. PRIVATE OPEN SPACE]

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

21 [E. CROSS-ACCESS TO ADJACENT PROPERTIES]

22 [THE DIRECTOR AND THE TRAFFIC ENGINEER MAY DETERMINE THERE IS
23 POTENTIAL FOR DRIVEWAY OR WALKWAY CROSS-ACCESS TO ABUTTING
24 PROPERTIES AND MAY REQUIRE A CROSS-ACCESS FACILITY AND/OR EASEMENT
25 WITHIN THE SUBJECT PROPERTY TO THE SITE BOUNDARY. VEHICULAR CROSS-
26 ACCESS MAY ONLY BE REQUIRED IN COMMERCIAL DISTRICTS.]

27

Existing Subsections 21.07.090F.4. through 7. – Area-specific Parking Reductions (*Deleted*)

In the current code, developments in neighborhoods near Downtown, in Midtown, along public transit routes, or in designated mixed-use districts or town centers may propose reductions to parking requirements to achieve the compact, efficient, and walking-friendly urban development pattern that these parts of town aspire to. The five existing area-specific reductions are deleted and replaced by the lower, by-right minimum parking requirements in these areas, in proposed table 21.07-7 on page 27.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-10	Move the <i>Downtown</i> parking exemption from the parking reductions section to Section 21.07.090E. , Table 21.07-7 to be presented as part of the area-specific minimum parking requirements on page 27.
11-14	Move the <i>Residences within Walking Distance from Downtown</i> reduction from the parking reductions section to Section 21.07.090E. The geographic parking reduction for neighborhoods within walking distance of downtown is moved from the parking reductions to become an area with lower by-right lower minimum parking requirements. This area is included in the Traditional Urban Neighborhood Context in Table 21.07-7 (page 27) that has a by-right lower minimum parking requirement equivalent to the deleted parking reduction from 21.07.090.
15-45	Existing Subsections F.6 and 7: Mixed-use Districts and Center City Neighborhoods These are superseded by area-specific lower parking requirements in the urban neighborhood contexts on page 27.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

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

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

15 [6. DISTRICTS THAT PROMOTE A MIX OF USES]

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

18 [B. USES LOCATED IN THE B-1A DISTRICT ARE ELIGIBLE FOR A REDUCTION OF UP TO 10
19 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES, IF THE B-1A
20 DISTRICT ABUTS RESIDENTIAL DISTRICTS ON THE MAJORITY OF ITS PERIMETER, AND
21 HAS A CONTIGUOUS AREA OF NO MORE THAN ONE ACRE, EXCLUDING RIGHTS-OF-
22 WAY. IN ADDITION, CERTAIN DEVELOPMENTS IN THE B-1A DISTRICT ARE ELIGIBLE
23 FOR A SEPARATE PARKING REDUCTION AS SPECIFIED IN THE MIXED-USE
24 DEVELOPMENT OR OVERLAY DISTRICT STANDARDS OF CHAPTER 21.04. SUCH
25 REDUCTIONS SHALL BE REVIEWED AND ADMINISTERED UNDER THIS SECTION
26 21.07.090F.]

27 [C. CERTAIN DEVELOPMENTS IN THE B-1B AND B-3 DISTRICTS ARE ELIGIBLE FOR A
28 REDUCTION THE MINIMUM NUMBER OF REQUIRED PARKING SPACES, AS SPECIFIED
29 IN THE MIXED-USE DEVELOPMENT STANDARDS OR OVERLAY DISTRICT STANDARDS
30 OF CHAPTER 21.04. SUCH REDUCTIONS SHALL BE REVIEWED AND ADMINISTERED
31 UNDER THIS SECTION 21.07.090F.]

32 [7. RESIDENCES IN CENTER CITY NEIGHBORHOODS]

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

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

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

21.07.090F.8. through 10., Existing Parking Reductions (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-14	<p>Delete the 4% area-specific parking reduction for adjacency to public transit routes and replace with a 10% lower base parking requirement in Transit-Supportive Development Corridors. Table 21.07-7 on page 27 provides the lower area-specific parking requirements for transit-supportive development corridors. This replaces the reduction shown deleted on lines 5-14 on the next page for “Uses Adjacent to Transit Service”.</p> <p><i>Discussion:</i> There have been implementation problems with allowing parking reductions on all public transit routes because some outlying public transit routes have lower levels of service or have been changed or eliminated.</p> <p>The proposed lower base parking requirement related to public transit will apply only along transit routes that are designated Transit-Supportive Development Corridors within the <i>Anchorage 2040 Land Use</i> and where the Municipality is investing in more frequent service or multiple bus routes.</p>
16-50	<p>Delete the existing Carpool, Rideshare, and Transit Pass parking reductions because they are replaced by simpler versions in Table 21.07-9 (page 32).</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 [8. USES ADJACENT TO TRANSIT SERVICE]
6 [A USE IS ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT OF THE MINIMUM NUMBER
7 OF REQUIRED PARKING SPACES IF IT IS LOCATED WITHIN 800 FEET OF THE STREET RIGHT-
8 OF-WAY CENTERLINE OF ANY MUNICIPAL PUBLIC TRANSIT ROUTE, SUBJECT TO APPROVAL
9 BY THE TRAFFIC ENGINEER AND THE DIRECTOR. THE PUBLIC TRANSPORTATION
10 DEPARTMENT MAY REQUIRE A PUBLIC USE EASEMENT OR TRANSIT STOP AND/OR TRANSIT
11 SHELTER IMPROVEMENTS IF THE SUBJECT PROPERTY ABUTS AN EXISTING OR PLANNED
12 TRANSIT STOP. IF THE PUBLIC TRANSPORTATION DEPARTMENT REQUIRES SUCH AN
13 EASEMENT OR IMPROVEMENTS, THEN THE USE IS ELIGIBLE FOR AN ADDITIONAL REDUCTION
14 OF TWO PERCENT OR ONE MORE PARKING SPACE, WHICHEVER IS GREATER.]

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

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

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

37 [10. TRANSIT PASS BENEFITS]
38 [A USE IN WHICH THE OWNER OR EMPLOYER OFFERS TRANSIT PASSES COST-FREE TO ALL
39 EMPLOYEES OR RESIDENTS IS ELIGIBLE FOR A PARKING REDUCTION OF UP TO 5 PERCENT
40 OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. THE USE SHALL BE LOCATED
41 WITHIN 800 FEET OF THE STREET RIGHT-OF-WAY CENTERLINE OF ANY MUNICIPAL TRANSIT
42 ROUTE. THE PUBLIC TRANSPORTATION DEPARTMENT MAY REQUIRE A PUBLIC USE
43 EASEMENT OR TRANSIT STOP AND/OR TRANSIT SHELTER IMPROVEMENTS IF THE SUBJECT
44 PROPERTY ABUTS AN EXISTING OR PLANNED TRANSIT STOP. IF THE PUBLIC
45 TRANSPORTATION DEPARTMENT REQUIRES SUCH AN EASEMENT OR IMPROVEMENTS, THEN
46 THE USE IS ELIGIBLE FOR AN ADDITIONAL REDUCTION OF TWO PERCENT OR ONE MORE
47 PARKING SPACE, WHICHEVER IS GREATER.]

48 *** **

ANNOTATION FOR PAGE 41

21.07.090F.11. through F.15., Existing Parking Reductions (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-41	<p>Delete these existing reductions because they are replaced by simpler versions in Table 21.07-9. See pages 32-34.</p> <ul style="list-style-type: none">• Parking Cash-Outs: See page 33, section C in Table 21.07-9.• Land Banking: See page 34, section F in Table 21.07-9.• Affordable Housing: See page 34, section D in Table 21.07-9.• Senior Housing: See page 34, section D in Table 21.07-9.
42-46	<p>Delete the housing density parking reduction from Title 21. It has not been used. It is not recommended to be brought forward as a non-discretionary (“by-right”) parking reduction because staff does not have evidence such a reduction has merit in all cases. The lower area-specific parking requirements and other new non-discretionary parking reduction options provide other opportunities for less parking.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

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

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

25 [13. AFFORDABLE HOUSING]
26 [AFFORDABLE HOUSING UNITS THAT ARE DEED-RESTRICTED FOR HOUSEHOLDS HAVING AN
27 INCOME AT THE TIME OF INITIAL OCCUPANCY OF 30 PERCENT OR LESS OF MEDIAN FAMILY
28 INCOME ARE ELIGIBLE FOR A REDUCTION OF UP TO 30 PERCENT OF THE MINIMUM NUMBER
29 OF REQUIRED PARKING SPACES. AFFORDABLE HOUSING UNITS FOR LOW INCOME
30 HOUSEHOLDS HAVING AN INCOME AT THE TIME OF INITIAL OCCUPANCY OF 60 PERCENT OR
31 LESS OF MEDIAN FAMILY INCOME ARE ELIGIBLE FOR A REDUCTION OF UP TO 15 OF THE
32 MINIMUM NUMBER OF REQUIRED PARKING SPACES. THE AFFORDABLE HOUSING UNITS
33 SHALL BE CONSISTENT WITH THE STANDARDS OF SUBSECTION 21.07.110H., STANDARDS
34 FOR AFFORDABLE HOUSING.]

35 [14. SENIOR HOUSING]
36 [DWELLING UNITS THAT MEET THE DEFINITION OF SENIOR HOUSING ARE ELIGIBLE FOR A
37 REDUCTION OF UP TO 15 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING
38 SPACES. DWELLING UNITS THAT MEET THE DEFINITION OF SENIOR HOUSING THAT IS
39 INTENDED FOR, AND SOLELY OCCUPIED BY, PERSONS 62 YEARS OF AGE OR OLDER ARE
40 ELIGIBLE FOR A REDUCTION OF UP TO 25 PERCENT OF THE MINIMUM NUMBER OF REQUIRED
41 PARKING SPACES.]

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

47

Section 21.07.090F.5., Parking Reduction for Shared Parking

Shared parking is one of the oldest and most common types of Title 21 parking reduction in Anchorage. Currently, all shared parking reductions must undergo discretionary review and approval by the Traffic Engineer and are subject to detailed calculation instructions.

The proposed revisions, based on years of administrative experience and a review of other cities’ practices, would clarify the calculation instructions, and allow non-discretionary approvals for up to three uses sharing a parking facility. These changes are anticipated to increase usage of shared parking and mixed-use development opportunities.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-39	<p>Simplify and clarify shared parking reduction regulations. The shared parking calculation method is revised to become non-discretionary in some circumstances.</p> <p><i>Discussion:</i> This change adapts from the approach of some cities that allow non-discretionary reductions for Shared Parking if using a prescriptive calculation method/table, and/or up to a certain percentage reduction. Further reductions or alternative calculation methods are discretionary. Example cities include: Duluth, Philadelphia, San Diego, Seattle, Tacoma.</p>
14-31	<p>Replace the requirements for a parking study for every type of shared parking reduction with new text establishing when shared parking is eligible for non-discretionary approvals. Allow non-discretionary reductions for shared parking for up to three uses, to provide more certainty to developers and make shared parking even more available.</p> <p><i>Discussion:</i> This change should also help facilitate mixed-use projects or districts that include residential uses. Mixed-use projects depend on sharing of parking between residential and adjacent non-residential uses in order to reduce costs and land needs.</p>
32-39	<p>Move references to non-discretionary alternative shared parking calculation methods to subsection F.5.c. following the Shared Parking calculation table on page 44.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **5[16]. Parking Reduction for Shared Parking**

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

14 **a. Shared Parking Standard Calculation**[STUDY]

15 Where up to three separate land uses listed in Table 21.07-10, Shared Parking Credit,
16 share a parking facility, the total off-street parking required for those uses is eligible to be
17 reduced by the percentage factors shown in subsection b., Table 21.07-10, subject to the
18 standards in subsections d. through j. Where four or more land uses listed in Table
19 21.07-10 share a parking facility, the shared parking reduction is subject to discretionary
20 review and approval by the traffic engineer and director as provided in 21.07.090F.8.

21 [THE APPLICANT SHALL SUBMIT A SHARED PARKING STUDY TO THE DIRECTOR THAT
22 DEMONSTRATES THE FEASIBILITY OF SHARED PARKING. THE STUDY SHALL BE
23 PROVIDED IN A FORM ESTABLISHED BY THE TRAFFIC ENGINEER AND SHALL BE MADE
24 AVAILABLE TO THE PUBLIC. THE STUDY SHALL DEMONSTRATE THAT ANY PARKING
25 REDUCTION REQUESTED WILL NOT RESULT IN THE SPILLOVER OF PARKING ONTO
26 OTHER PROPERTIES OR PUBLIC STREETS, BY, AT A MINIMUM, ADDRESSING THE
27 FOLLOWING: THE SIZE AND TYPE OF THE PROPOSED DEVELOPMENT AND THE
28 COMPOSITION OF USES, LOCATION OF REQUIRED PARKING, THE COMPOSITION OF
29 TENANTS, THE ANTICIPATED RATE OF PARKING TURNOVER, AND THE ANTICIPATED
30 PEAK PARKING AND TRAFFIC LOADS FOR ALL USES THAT WILL BE SHARING OFF-
31 STREET PARKING SPACES.]

32 **[B. CALCULATION OF PARKING SPACES REQUIRED]**

33 [THE SHARED PARKING STUDY SHALL ONE OF THE FOLLOWING PROCEDURES:]

34 **[I. THE METHOD UNDER SUBSECTION 16.C.;**

35 **II. THE MOST CURRENT PUBLISHED PROCEDURES OF THE URBAN LAND**
36 **INSTITUTE OR THE INSTITUTE OF TRANSPORTATION ENGINEERS; OR**

37 **III. OTHER PROCEDURES BASED ON INDUSTRY DATA OR OTHER SUFFICIENT**
38 **EVIDENCE AND ANALYSIS OF PEAK PARKING DEMAND, AS SPECIFICALLY**
39 **APPROVED BY THE TRAFFIC ENGINEER.**

Section 21.07.090F.5., Parking Reduction for Shared Parking (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-32	<p>Computation of shared parking standard. Clarify the computation instructions for shared parking, to ease use and administration. The amendments make clear the calculation steps to improve time efficiencies in development application reviews and facilitate communication between municipal staff and developers. This methodology clarifies existing practice and does not differ from current parking calculation methods.</p> <p>An online worksheet form is being prepared by the project team that will help applicants run these calculations.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **5[16]. Parking Reduction for Shared Parking**

6 *** **

7 **b[C]. Computation of Shared Parking Standard[ALTERNATIVE] *Calculation Method***

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

11 i. Determine the minimum amount of parking required for each use, as set forth in
12 Section 21.07.090E., *Off-street Parking Requirements*, using the calculation rules
13 established in 21.07.090C., *Computation of Parking and Loading Requirements*.
14 [FOR EACH USE SHARING THE PARKING FACILITY, CALCULATE THE
15 NUMBER OF OFF-STREET PARKING SPACES REQUIRED FOR THAT USE IN
16 TABLE 21.07-4.]

17 ii. For each use select the appropriate matching land use category in table
18 21.07-10, *Shared Parking Credits*.

19 iii. Multiply the minimum amount of required parking for each use, as set forth in
20 Section 21.07.090E., by the appropriate percentage shown in table 21.07-10, for
21 each of the eight time periods in the table[MULTIPLY THAT NUMBER ACROSS
22 THE ROW FOR ITS LAND USE IN TABLE 21.07-5, *SHARED PARKING CREDIT*],
23 to estimate[DETERMINE]the typical parking demand generated by[REQUIRED
24 FOR] that use during each of the eight time periods.

25 iv. A[FOR EACH TIME PERIOD, A]dd the resulting products from[FOR EACH OF]
26 the uses for each of the eight columns (time periods)[SHARING THE PARKING].
27 Include each time period shown in the table, including during hours when the
28 proposed business will be closed.

29 v. The highest sum among the eight columns [TOTAL THAT GENERATES THE
30 HIGHEST NUMBER OF PARKING SPACES THEN]becomes the shared parking
31 requirement. This represents the time period that is expected to generate[WITH]
32 the highest total parking demand.

33

Section 21.07.090F.5., Parking Reduction for Shared Parking (Continued)

The Shared Parking Credit table, re-numbered here from Table 21.07-5 to 21.07-10, provides the method for calculating the amount of the reduction in the number of parking spaces when a parking facility is shared among specific use types.

The amendments on the previous page make the percentages calculated in this table fall into a non-discretionary review category for shared parking proposals involving up to three separate land uses.

<i>Line (s) #</i>	<i>Comment on Change</i>
Table 21.07-10	<p>Add computations for use types that are likely to be requested to participate in shared parking reductions but that are not yet addressed in the table.</p> <p>This adds computations for childcare, K-12 school and industrial uses, based on past patterns in shared parking agreements in Anchorage, and a review of other cities' shared parking regulations.</p> <p>Adjusts percentages for fitness center uses to reflect lower parking utilization in the middle of the night.</p>
10-19	<p>Move the provisions for alternative shared parking calculations from the beginning of the shared parking section (page 42, lines 32-39) to follow the table. If the proposed shared parking reduction exceeds the percentage reduction indicated in the table, involves a use type not addressed in the table, or proposes to involve more than 3 uses, then this subsection provides instructions for a parking study that must be submitted and approved by the traffic engineer and director.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **5[16]. Parking Reduction for Shared Parking**

6 *** **

7 **b[C]. Computation of Shared Parking Standard[ALTERNATIVE] *Calculation Method***

8 *** **

TABLE 21.07-10[5]: SHARED PARKING CREDIT								
Land Uses ¹²	Weekday Time Periods				Weekend Time Periods			
	7 am to 6 pm	6 pm to 1 am	1 am to 3 am	3 am to 7 am	7 am to 6 pm	6 pm to 1 am	1 am to 3 am	3 am to 7 am
Residential	65%	100%	100%	100%	75%	90%	10%	100%
Religious assembly	25%	50%	0%	0%	100%	50%	0%	0%
<u>Childcare; K-12 school.</u>	<u>100%</u>	<u>20%</u>	<u>0%</u>	<u>0%</u>	<u>20%</u>	<u>10%</u>	<u>0%</u>	<u>0%</u>
Health services	100%	30%	5%	5%	100%	0%	0%	0%
Assembly	100%	50%	5%	5%	100%	50%	5%	5%
Fitness center	90%	100%	<u>25[60]%</u>	60%	100%	100%	<u>25[80]%</u>	<u>60[80]%</u>
Movie theater	60%	100%	0%	0%	80%	100%	0%	0%
Bar or nightclub	40%	100%	90%	0%	50%	100%	90%	0%
Restaurant	80%	100%	50%	50%	85%	100%	25%	25%
Restaurant – drive-through	100%	90%	15%	15%	100%	80%	15%	15%
<u>Office or financial; or Government administr.</u>	100%	10%	0%	5%	15%	0%	0%	0%
Retail sales [/]; <u>Personal services</u>	100%	80%	0%	0%	100%	60%	0%	0%
Visitor accommodations (<u>guest rooms</u>)	75%	100%	100%	100%	75%	100%	100%	100%
<u>Industrial service, manufacturing, or warehouse/storage</u>	<u>100%</u>	<u>10%</u>	<u>0%</u>	<u>5%</u>	<u>15%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>

NOTES: ¹² If one or more of the land uses proposed to make use of shared parking facilities do not conform to the land use classifications in this table, as determined by the director, then the applicant shall submit sufficient data to indicate the periods of peak parking demand for the uses. Based on this information, the traffic engineer shall determine the appropriate shared parking requirement.

9

10 **c. Alternative Shared Parking Calculation**

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

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

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

ANNOTATION FOR PAGE 45

Section 21.07.090F.5., Parking Reduction for Shared Parking (Continued)

The following page shows proposed revisions to the development standards for shared parking facilities.

<i>Line (s) #</i>	<i>Comment on Change</i>
8-16	<p>Distance to Parking Spaces:</p> <p>Clarify that the maximum allowed distance from a use and the shared parking facility is measured by walking route distance on walkways/sidewalks, rather than by distance measured as the crow flies.</p>
18-20	<p>Pedestrian Connection:</p> <p>Reference the applicable pedestrian walkway design standards in Title 21 as a clarification. Also clarify that sidewalks may be used to meet the pedestrian connection requirement.</p>
21-27	<p>Separation by Streets:</p> <p>Carry forward the requirement for non-discretionary review and approval by the Traffic Engineer for off-site parking spaces that are separated from the use by a street. This ensures public safety and orderly development by having the traffic engineer consider pedestrian access if a street crossing is necessary to connect off-site parking spaces with a use.</p>
45-50	<p>Expiration:</p> <p>Delete subsection k. regarding the expiration of the shared parking agreement because the content is redundant to the generally applicable provisions regarding the ending of parking agreements in subsection F.2. (page 35 lines 38-46).</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **5[16]. Parking Reduction for Shared Parking**

6 *** **

7 **d. Distance to Parking Spaces**

8 Shared parking spaces may be located off-site, subject to the standards in this subsection
9 21.07.090F.5. Shared parking spaces for residential units shall be located within 500 feet
10 of the dwelling unit entrance they serve. Shared spaces for other uses shall be within 800
11 feet of a primary entrance of the uses served. Distance shall be measured along the
12 pedestrian connection in e.[THE TRAFFIC ENGINEER AND THE DIRECTOR MAY
13 APPROVE A PORTION OF SHARED PARKING SPACES AT A GREATER DISTANCE
14 BASED ON FACTORS SUCH AS THE PEDESTRIAN ENVIRONMENT, AVAILABILITY
15 OF ATTENDANT PARKING, WEATHER PROTECTION, AND THE TYPE OF USE
16 SERVED.]

17 **e. Pedestrian Connection**

18 Clear and safe pedestrian walkways conforming to the standards of 21.07.060E. shall
19 connect the shared parking facility and the primary entrances of the uses it serves. The
20 traffic engineer may require sidewalk or pedestrian street crossing improvements.

21 **f. Separation by Streets**

22 Separation of a use and its shared parking facility by a local street is allowed, subject to
23 discretionary review and approval by the traffic engineer in 21.07.090F.8. Shared parking
24 spaces shall not be separated from the served use by a collector or greater classification
25 street, unless approved by the traffic engineer with consideration of the ease and safety of
26 pedestrian access, or as [SPECIFICALLY]allowed by a comprehensive plan element
27 specific to an area or district.

28 **g. Residential Neighborhoods**

29 A nonresidential use shall not participate in a shared parking facility [THAT IS] located in a
30 residential district, if the use [ITSELF] is not permitted in the residential district.

31 **h. Instructional Signs**

32 The shared parking facility shall provide instructional signs on the premises indicating the
33 availability of the facility for patrons of the uses it serves.

34 **i. Shared Parking Plan**

35 A shared parking plan shall be submitted for review and approval [BY THE TRAFFIC
36 ENGINEER AND THE DIRECTOR]. The shared parking plan may be combined with other
37 parking plans required by this title.

38 **j. Changes in Use or Shared Parking Facility**

39 Any subsequent change to the shared parking facility or any[IN] use type in the building(s)
40 shall require a review [BY THE DEPARTMENT AND THE TRAFFIC ENGINEER] for
41 compliance with this section, including proof that sufficient parking will be available. Any
42 change shall be approved, and if necessary a modification to the existing shared parking
43 agreement shall be made, prior to the change being implemented.

44 **[K. EXPIRATION]**

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

21.07.090F.6., Parking Reduction for Off-site Parking

Off-site parking is the most common type of parking reduction approved under Title 21 in Anchorage. Amendments to this subsection offer non-discretionary approval for off-site parking spaces if certain criteria are met, particularly if the properties are abutting or accessible to one another without having to cross a street.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-9	Remove the requirement for all off-site parking to be approved by the traffic engineer and director.
10-14	Allow non-discretionary approval for off-site parking if a street does not separate the off-site parking from the use. Other criteria still apply (lines 15-46). Delete the language referencing accessible parking spaces located off-site because ADA accessible parking spaces are not allowed to be located off-site.
15-24	Provide the maximum allowed distance to off-site parking as part of this section instead of referencing the shared parkin section.
30-36	Carry forward the requirement for non-discretionary review and approval by the Traffic Engineer for off-site parking spaces that are separated from the use by a street. This ensures public safety and orderly development by having the traffic engineer consider pedestrian access if a street crossing is necessary to connect off-site parking spaces with a use.
44-46	Clarify that off-site vehicle parking spaces approved through 21.07.090F.6. are not shared parking and must be dedicated to one use only. A reference is provided to shared parking and district parking standards in Title 21 that would apply if off-site vehicle parking spaces are proposed for multiple uses. This clarification is recommended by municipal zoning plan review staff.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **6[17]. Parking Reduction for Off-Site Parking**

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

10 **a. Off-site Parking – Nondiscretionary Approval[ACCESSIBLE PARKING SPACES]**

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

15 **b. Distance to Off-site Spaces[LOCATION]**

16 Off-site parking spaces for residential units shall be located within 500 feet of the dwelling
17 unit entrance they serve. Off-site spaces for other uses shall be within 800 feet of a primary
18 entrance of the uses served. Distance shall be measured along the pedestrian connection
19 in c[THE MAXIMUM DISTANCE BETWEEN OFF-SITE PARKING SPACES AND THE
20 USE(S) SERVED SHALL BE THE SAME AS PROVIDED IN SUBSECTION
21 21.07.090F.16.D. FOR SHARING PARKING SPACES (MEASURED ALONG THE
22 SHORTEST LEGAL PEDESTRIAN ROUTE). SEPARATION OF A USE AND ITS OFF-
23 SITE PARKING SPACES BY A STREET SHALL BE SUBJECT TO SUBSECTION
24 21.07.090F.16.F].

25 **c. Pedestrian Connection**

26 Clear and safe pedestrian walkways conforming to the standards of 21.07.060E. shall
27 connect the off-site parking facility and the primary entrance(s) of the uses served. The
28 traffic engineer may require sidewalk or pedestrian crossing improvements to enhance
29 pedestrian safety or mobility to and from the off-site parking.

30 **d. Separation by Streets**

31 Separation of a use and its off-site parking spaces by a local street is allowed, subject to
32 discretionary review and approval by the traffic engineer in 21.07.090F.8. Off-site parking
33 spaces shall not be separated from the served use by a collector or greater classification
34 street, unless approved by the traffic engineer with consideration of the ease and safety of
35 pedestrian access, or as specifically allowed by an area-specific element of the
36 comprehensive plan.

37 **e[D]. Instructional Signs**

38 Instructional signs shall be posted on the principal site providing notice of the availability
39 and location of additional parking. The off-site parking facility shall provide instructional
40 signs indicating the availability of the facility for patrons of the uses it serves.

41 **f[E]. Residential Neighborhoods**

42 A nonresidential use shall not participate in an off-site parking facility [THAT IS]located in
43 a residential district, if the use [ITSELF]is not permitted in the residential district.

44 **g. Required Off-site Spaces to be Counted for One Use Only**

45 The off-site vehicle parking spaces shall not be required parking spaces for any other use,
46 except as provided in 21.07.090F.5. (Shared Parking) or F.7. (District Parking).

ANNOTATION FOR PAGE 47

21.07.090F.7., Parking Reduction for District Parking

<i>Line (s) #</i>	<i>Comment on Change</i>
9-10	Make edits and clarifications , including to move an approval criteria from subsection d. on lines 16-17 into the main paragraph. (The other approval criteria in this section are to be deleted, as explained below.
14-20	Delete redundant review criteria that are provided for this and other discretionary parking reductions on page 48 lines 15-29. “Municipally recognized parking district” is defined in current Title 21 Section 21.15.040. This is a generic term that includes but is not limited to the “Open Option Parking District” introduced in this ordinance on page 30.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **7[18]. Parking Reduction for District Parking**

6 The traffic engineer may reduce the minimum number of required off-street parking spaces for uses
7 within the boundaries of a municipally recognized [PUBLIC]parking district (as defined in
8 21.15.040) that provides off-site parking facilities to serve an area. To determine eligibility for this
9 reduction or the size of the reduction to be allowed, the traffic engineer shall consider the relative
10 distance to the use from the district parking facility and the factors listed in 21.07.090F.8.b.[SUCH
11 AS:]

12 [A. PEAK HOURS OF USE AND TURNOVER RATE;]

13 [B. THE ABILITY OF THE USE TO MEET THE PARKING REQUIREMENT THROUGH
14 OTHER MEANS;]

15 [C. THE AVAILABILITY OF SPACES IN THE NEARBY DISTRICT PARKING FACILITY;]

16 [D. THE RELATIVE DISTANCE TO THE USE FROM THE DISTRICT PARKING FACILITY;
17 AND]

18 [E. MEASURES PROVIDED BY THE APPLICANT TO ENSURE EMPLOYEE AND PATRON
19 USE OF THE DISTRICT PARKING FACILITY, AND EASE AND SAFETY OF
20 PEDESTRIAN ACCESS.]

21

ANNOTATION FOR PAGE 48

Section 21.07.090F.8., Discretionary Parking Reductions

Title 21 concludes section 21.07.090F., *Parking Reductions and Alternatives*, with instructions for the review and approval of proposed parking reductions that fall outside the scope of the non-discretionary parking reductions listed in the section.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-40	<p>Replace section F.23. (deleted on page 50 lines 13-35) with this new section 21.07.090F.8., which carries forward but clarifies the administrative approval process for proposed reductions that do not qualify for non-discretionary approvals, as follows:</p> <ul style="list-style-type: none">• Provides illustrative examples;• Consolidates approval criteria and considerations from several subsections; and• Clarifies existing requirements for parking demand studies. <p>These improvements over F.23. reflect existing practices and expectations.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 **8. Discretionary Parking Reductions**

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

11 **a. Examples of Discretionary Parking Reductions**

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

15 **b. Discretionary Approval Criteria**

16 To determine eligibility for a discretionary reduction or the size of the reduction to be allowed, the
17 traffic engineer and director shall consider factors such as:

- 18 i. The characteristics of the proposed use, travel behavior and anticipated peak parking
19 utilization by users, peak hours of use, and parking turnover rate;
- 20 ii. The ability of the use to meet the parking requirement through other means, such as
21 existing or potential shared parking agreements or other parking strategies;
- 22 iii. Availability, proximity, and accessibility of alternative parking, such as any proposed
23 shared, off-site, or district parking;
- 24 iv. Impacts from users and employees on adjacent neighborhoods, properties, and streets;
- 25 v. Strategies provided by the applicant to ensure employee and patron use of any shared,
26 off-site, or district parking or parking demand management program;
- 27 vi. The surrounding area's parking needs and parking availability; and
- 28 vii. The surrounding area's availability of pedestrian facilities and alternative modes of
29 transportation.

30 **c. Parking Demand Study**

31 The traffic engineer may require the applicant to provide a parking demand study for discretionary
32 reductions. The parking demand study shall be prepared in a form and manner prescribed by the
33 traffic engineer, and meet the following standards:

- 34 i. The parking study shall demonstrate that any parking reduction requested will not result in
35 users parking on surrounding properties or streets;
- 36 ii. The parking study shall demonstrate that the drivers accessing the use will be adequately
37 served by the proposed parking due to project location, transportation characteristics of
38 the persons residing, working, or visiting the site; and
- 39 iii. The parking study shall consider the type, intensity, and characteristics of each use and
40 projected peak parking and traffic demand of drivers, including the use's hours of operation.

Section 21.07.090F.19., On-street Parking (deleted)
Section 21.07.090F.20., Stacked and Tandem Parking (relocated/revised)
Section 21.07.090F.21., Smaller Parking Spaces... (relocated/revised)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-21	<p>Delete the On-Street Parking Reduction.</p> <p><i>Discussion:</i> The basis for this reduction was that some urban neighborhood contexts have a street grid with on-street parking available, which reduces the off-street parking demand. This ordinance creates a lower base minimum parking requirement for these urban neighborhood contexts, partly (but not only) because of the general availability of on-street parking. Therefore, keeping the on-street parking reduction would be redundant to the newly created lower base minimum parking requirement that will now address the lower parking demand in urban contexts.</p> <p>Secondly, the Municipality has allowed few on-street parking reductions. These have been primarily limited to being counted as the required guest spaces. The Traffic Engineer has found problems administering and justifying the reduction when applied to specific properties and street frontages. One problem is that on-street parking in the ROW is not guaranteed. It will not necessarily remain available for the property being granted the parking reduction. Adjacent properties may re-develop or change in use such that the parkers for the adjacent properties begin occupying the on-street spaces, which are a public property for the public good—not to be dedicated to a single use. Also, the Municipality sometimes must remove on-street parking because of street maintenance or Fire Department needs, which means that an existing on-street parking space may go away in the future. Another problem is that it has been difficult for municipal staff to keep track of shared, on-street parking spaces and parking reductions, which would be necessary in order to know how many parking reductions have been granted on any given block or street.</p>
22-39	<p>Delete and relocate Stacked and Tandem Parking to Subsection 21.07.090H.12., <i>Dimensions of Parking Spaces and Aisles</i>, where it is revised for clarity as shown on page 60, lines 21-34. The relocation reflects that stacked/tandem parking regulations have more to do with the dimensions and design of parking facilities than a reduction to the number of parking spaces.</p>
40-46	<p>Delete Section 21.07.090F.21., Smaller Parking Spaces.</p> <p>This provision is also moved to Subsection 21.07.090H.12., <i>Dimensions of Parking Spaces and Aisles</i> (page 58). Allowances for smaller parking spaces are integrated into the tables of parking dimensions. These changes reflect that parking space size has more to do with the regulations for dimensions and design of parking facilities than a reduction to the number of parking spaces.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 [19. ON-STREET PARKING]

6 [IF APPROVED BY THE TRAFFIC ENGINEER, ON-STREET PARKING SPACES IN THE STREET OR
7 RIGHT-OF-WAY ABUTTING THE FRONTAGE OF THE SITE MAY BE COUNTED TOWARD THE
8 MINIMUM REQUIRED NUMBER OF OFF-STREET PARKING SPACES, INCLUDING GUEST
9 PARKING SPACES. IN ADDITION, AS DETERMINED BY THE TRAFFIC ENGINEER, A PORTION
10 OF THE REMAINING ON-STREET PARKING SPACES LOCATED WITHIN THE MAXIMUM
11 DISTANCE PROVIDED IN SUBSECTION 21.07.090F.16.D. FOR SHARED PARKING SPACES MAY
12 BE COUNTED TOWARD THE MINIMUM REQUIRED OFF-STREET PARKING SPACES, IN AN
13 AMOUNT CONSISTENT WITH A FAIR APPORTIONMENT OF ON-STREET PARKING SPACES
14 AMONG THE PROPERTIES ON THE STREET. UPON APPROVAL, EACH ON-STREET SPACE MAY
15 BE SUBSTITUTED FOR ONE REQUIRED OFF-STREET SPACE. THE PROVISIONS APPLY ONLY
16 TO STREET FRONTAGES WHERE ON-STREET PARKING IS ALLOWED. DETERMINATION OF
17 THE LOCATION AND DIMENSIONS OF ON-STREET PARKING SPACES TO BE COUNTED
18 TOWARD THE PARKING REQUIREMENT SHALL BE THE AUTHORITY OF THE TRAFFIC
19 ENGINEER BASED ON A REVIEW OF THE SITUATION. THE STREET CURB NEXT TO ON-STREET
20 PARKING SPACES SHALL BE A VERTICAL CURB (NOT A ROLLED CURB), AND A SIDEWALK
21 SHALL EXTEND THE FULL LENGTH OF THE SUBJECT PROPERTY.]

22 [20. STACKED AND TANDEM PARKING]

23 [A. NONRESIDENTIAL USES]

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

32 [B. RESIDENTIAL USES]

33 [TWO REQUIRED PARKING SPACES FOR ANY RESIDENTIAL DWELLING MAY BE
34 ARRANGED IN TANDEM OR STACKED ONE ABOVE THE OTHER USING A CAR STACKER,
35 SO LONG AS PARKING REQUIRED FOR THE DWELLING UNIT IS ARRANGED
36 INDEPENDENTLY FROM PARKING SERVING ANY OTHER DWELLING UNIT, WITH
37 UNOBSTRUCTED VEHICLE ACCESS FOR AT LEAST ONE OF THE SPACES REQUIRED
38 FOR EACH DWELLING UNIT, AND THE OWNER ASSIGNS THE TWO SPACES TOWARD
39 THE SAME DWELLING AND ENFORCES THEIR ASSIGNED USE.]

40 [21. SMALLER PARKING SPACES FOR PARKING STRUCTURES AND LOW-TURNOVER USES]

41 [IF APPROVED BY THE TRAFFIC ENGINEER, UP TO 20 PERCENT OF THE TOTAL NUMBER OF
42 REQUIRED PARKING SPACES LOCATED IN A PARKING STRUCTURE AND/OR DESIGNATED
43 FOR EMPLOYEE OR RESIDENT PARKING ONLY MAY BE EIGHT FEET SIX INCHES WIDE,
44 SUBJECT TO THE REQUIREMENTS OF TABLE 21.07-7, PARKING SPACE AND AISLE
45 DIMENSIONS. SUCH SPACES SHALL BE SIGNED FOR EMPLOYEE OR RESIDENT PARKING
46 ONLY.]

ANNOTATION FOR PAGE 50

21.07.090F.22., Bicycle Parking (*relocated/revised*)

21.07.090F.23., Other Eligible Reductions or Alternatives (*relocated/revised*)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-12	Delete and relocate the Bicycle Parking Reduction to Table 21.07-9. See page 33 (Section B in table).
13-35	Delete and replace subsection 21.07.090F.23, Other Eligible Reductions, with new subsection 21.07.090F.8., Discretionary Parking Reductions, on page 48. The content is revised in F.8. to clarify and consolidate the regulations for discretionary approvals and parking demand studies.

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **F. Parking Reductions and Alternatives**

4 *** **

5 [22. BICYCLE PARKING]

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

13 [23. OTHER ELIGIBLE REDUCTIONS OR ALTERNATIVES]

14 [THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE ANY PARKING REDUCTION
15 OR OTHER ALTERNATIVE IN ADDITION TO THE CHOICES ABOVE, OR THAT INCREASES
16 THE PERCENTAGE REDUCTION IN ANY OF THE CHOICES ABOVE, IF THE APPLICANT
17 DEMONSTRATES TO THE SATISFACTION OF THE TRAFFIC ENGINEER AND THE
18 DIRECTOR THAT THE PROPOSED PARKING MANAGEMENT STRATEGY WILL PROTECT
19 SURROUNDING NEIGHBORHOODS, AND MAINTAIN TRAFFIC CIRCULATION PATTERNS AT
20 LEAST THE SAME EXTENT AS WOULD STRICT COMPLIANCE WITH OTHERWISE
21 APPLICABLE OFF-STREET PARKING STANDARDS. ADDITIONAL PARKING MANAGEMENT
22 STRATEGIES MAY INCLUDE, FOR EXAMPLE, TRANSPORTATION DEMAND PROGRAMS,
23 CAR SHARING, UNBUNDLED PARKING, OR A COMBINATION OF STRATEGIES. THE
24 APPLICANT SHALL PROVIDE A PARKING DEMAND STUDY PREPARED IN A FORM AND
25 MANNER PRESCRIBED BY THE TRAFFIC ENGINEER THAT DEMONSTRATES A REDUCTION
26 IS APPROPRIATE BASED ON THE EXPECTED PARKING NEEDS OF THE DEVELOPMENT,
27 AVAILABILITY OF TRANSIT, AND SIMILAR FACTORS. IT SHALL BE DETERMINED THAT:]

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

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

36 *** **

ANNOTATION FOR PAGE 51

Section 21.07.090H.8., Vehicular Access and Circulation

This section of the Title 21 Off-street Parking and Loading requirements establishes the generally applicable vehicle access driveway and on-site circulation layout and design standards for development. This section interacts with the Municipal Driveway Standards, a separate set of regulations from Title 21 that primarily applies to the portion of the access driveway within the public right-of-way. In current Title 21, some driveway and circulation requirements are left unstated, or arranged out of logical order within the subsections of 21.07.090H.8. Others are located in different parts of Title 21, such as the residential driveway and alley access requirements.

The revisions on pages 51-57 subdivide subsection H.8 into four, more topic-specific subsections H.8. through H.11. These changes organize and clarify the vehicle access and circulation standards, clarify references to the Municipal Driveway Standards companion document, consolidate driveway and alley access standards from Section 21.07.110., *Residential Design Standards*, and propose amendments and clarifications as discussed in the annotation for each subsection on the following pages. They reduce minimum width requirements for residential access driveways and make other regulations more flexible.

Subsection H.8. is focused on establishing a general framework. Subsections H.9. through H.11. follow in a logical sequence of site planning steps, from the general location of site access in H.9. to the details of on-site circulation aisle curbs and sight triangles in H.11.:

- H.8. Vehicle Access and Circulation – General
- H.9. Vehicular Access and Parking Location
- H.10. Access to Parking Spaces
- H.11. Driveway Design and Dimensions

The changes on the next page simplify and add flexibility to the general standards for vehicle access and circulation:

<i>Line (s) #</i>	<i>Comment on Change</i>
8-13; 25-29	Remove all plan submittal requirements from this section. Consolidate submittal requirements into section 21.07.090D., <i>Parking Lot Layout and Design Plan</i> , which provides the generally applicable submittal requirements for parking facility layout plans (see page 26).
24-26	Move the requirement to provide curbed end islands to the appropriate subsection on page 56, lines 27-31.
31-41	Allow for administrative relief and flexibility from the driveway and site access standards. This change moves an administrative flexibility provision from the residential driveway standards in 21.07.110F.3.d. (deleted on page 77) to become more broadly applicable to parking lot access and circulation requirements in general.
41-46	Delete an unused requirement.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **8. Vehicular Access and Circulation – General**

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

8 **a. [KEY ELEMENTS]**

9 [THE PARKING FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN SHALL
10 ADDRESS THE FOLLOWING ELEMENTS AS THEY RELATE TO PARKING LOTS,
11 INCLUDING BUT NOT LIMITED TO: FIRE LANES, EMERGENCY ACCESS, DRIVE-
12 THROUGH, QUEUING SPACES, PASSENGER LOADING ZONES, PEDESTRIAN
13 CIRCULATION, AND LOADING BERTHS.]

14 **[B.]Circulation Patterns**

15 Internal circulation patterns and the location and traffic direction of all circulation aisles,
16 driveways, and queuing lanes shall be designed and maintained in accordance with the
17 municipal driveway standards currently established by the traffic engineer, and with
18 accepted principles of traffic engineering and safety, per the traffic engineer's review based
19 on the current manuals of the Institute of Transportation Engineers and the Urban Land
20 Institute, and the *Manual of Uniform Traffic Control Devices* or the successor documents.
21 Circulation patterns within parking facilities shall be well defined with pavement marking
22 and signage, curbs, landscaping, landscaped islands, and/or other similar features. [IN
23 ORDER TO DEFINE CIRCULATION AND PROVIDE BETTER SIGHT DISTANCE,
24 CURBED END ISLANDS SHALL BE REQUIRED AT THE END OF EACH ROW OF
25 PARKING SPACES. WHERE LOADING FACILITIES OR ON-SITE REFUSE
26 COLLECTION ARE PROVIDED, COMMERCIAL TRUCK CIRCULATION SHALL BE
27 CONSIDERED, AND TRUCK TURNING RADII SHALL BE SHOWN ON THE PARKING
28 FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN WHEN REQUIRED BY THE
29 TRAFFIC ENGINEER.]

30 **b. Administrative Adjustments and Exceptions**

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

41 **[C. PARKING SPACES ALONG MAJOR SITE ENTRANCE DRIVES]**

42 [THE PROVISION, LOCATION, DESIGN, AND DIMENSIONS OF PARKING SPACES ON
43 A MAJOR ACCESS DRIVEWAY THAT SERVES AS AN ENTRY OR EXIT FOR A LARGE
44 ESTABLISHMENT WITH MULTIPLE LOTS, TRACTS, OR BUSINESSES, SHALL
45 CONFORM TO MUNICIPAL STANDARDS FOR ON-STREET PARKING AND BE
46 SUBJECT TO REVIEW AND APPROVAL BY THE TRAFFIC ENGINEER.]

ANNOTATION FOR PAGE 52

Section 21.07.090H.9., Vehicular Access Location (New)

This page provides a new subsection H.9. that follows on H.8., *Vehicular Access and Circulation – General*. This section consolidates and clarifies existing municipal regulations governing the location of vehicle accessways from public streets onto development sites.

<i>Line (s) #</i>	<i>Comment on Change</i>
6-10	<p>Provide a Reference to the Municipal and State Regulations that Govern the Location of Access Driveways. Clarify the intent to minimize the number of driveway curb cuts along roadways to the minimum necessary for safe and convenient site access. Clarify the primary access location requirements in the Municipal Driveway Standards.</p>
11-26	<p>Incorporate the existing alley access requirement from the Title 21 Residential Design Standards into section H.9., with revisions. The current Title 21 requirement in section 21.07.110F.4.that all residences get driveway access from alleys where alley access is available, is proposed to be deleted on page 78.</p> <p>The replacement standard in H.9.b. on the next page simplifies and revises the alley access requirement by making the following changes:</p> <ul style="list-style-type: none"> • Apply the alley access requirement only to the Urban Neighborhood Context Areas mapped in 21.07.015 (see pages 5-10). Alley access would no longer be required in outlying, suburban parts of town. <i>Discussion:</i> Alleys have been platted here and there in many parts of the Bowl, but outside of the proposed Urban Neighborhood Contexts such layouts are often inconsistent with the surrounding street network. • Allow secondary front yard driveway access to the side street (i.e., secondary street frontage) on corner lots. • Allow townhouse and multi-unit developments to have a 12-foot wide driveway to the primary street frontage for every 50 feet of street frontage width, just as individual residences on 50-foot wide lots are currently allowed up to one driveway under the existing Title 21 alley access provisions. <p>The current front driveway width limitation (12-feet) and exceptions for inadequate or poorly maintained alleys are carried forward.</p>
27-34	<p>Relocate Existing Provisions for Cross-Access and Shared Access. Currently, shared access and across lot lines is allowed thru a shared access agreement, as provided in 21.07.090H.8.h., at the end of the driveways section (page 57 lines 27-39). It is proposed to be deleted from that location and moved to page 52 to be with other locational regulations for site access.</p>
35-39	<p>Clarify Entitlements for Paired Driveways. Add a provision that clarifies driveways attached side by side across lot line are allowed by right. A 24-foot maximum combined width (no more than 12 feet on each lot) is proposed for urban neighborhood contexts and 32-foot maximum in other areas to avoid combined driveway widths that exceed the holding capacity of snow clearing plows.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **9. Vehicular Access and Parking Location**

6 **a. Street Access Location**

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

11 **b. Alley Access Requirement (in Urban Neighborhood Context Areas)**

12 Where a residential use is served by an alley in a Traditional Urban or Edge Urban
13 Neighborhood Context (21.07.015), direct vehicle access to the street shall be limited to
14 the following:

15 i. Driveway access to the secondary street frontage on corner lots, provided the
16 driveway is not located within the primary front setback;

17 ii. Residential driveway access to the primary street frontage not exceeding one
18 driveway no wider at any point that 12 feet, except that lot frontages 100 feet or
19 wider may have one driveway per 50 feet of lot frontage.

20 iii. Additional driveway access to the primary street frontage for multifamily or
21 townhouse developments may be allowed if the alley is unimproved, unmaintained,
22 or physically inaccessible, and the traffic engineer determines that improvement
23 and vehicle access is not feasible, or that use of the alley for access would create
24 a substantial traffic impact or safety hazard. The additional driveway access shall
25 be the minimum the traffic engineer determines is necessary to provide access for
26 the development.

27 **c. Cross-Access and Shared Access with Adjacent Sites**

28 Parking facilities serving a site, whether located on that same lot or on an adjacent lot, may
29 be connected by means of a common access driveway within or between the interior of
30 such lots. Where a property receives its access to the street through a shared driveway
31 with another lot, a shared access easement shall be provided on the plat, or a shared
32 access agreement running with the land shall be recorded by the municipality, as approved
33 and executed by the director, guaranteeing the continued availability of the shared access
34 between the properties.

35 **d. Paired Residential Driveways Allowed**

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

Section 21.07.090H.9., Vehicular Access and Parking Location (*Continued*)

Section 21.07.090H.10., Access to Parking Spaces (*New*)

Line (s) #	Comment on Change
5-13	<p>H.9.e., Access and Parking Location in Neighborhood Contexts</p> <p>Consolidate provisions in Title 21 for a maximum percentage of the front yard setback area in front of the building that is allowed to be driveways and parking, and focus this requirement on the Urban Neighborhood Contexts established on pages 5-10. This requirement does not apply to the rest of the Municipality.</p> <p>Subsection e. consolidates several existing standards. It merges an existing standard from 21.07.060F. (being deleted on page 38 lines 7-13) which has limited the front parking area for uses that receive area-specific parking reductions to 50% of the front lot area. It also relates to a deleted alley access requirement (page 78, lines 22-26) that limited the width of driveways in front of residences on any lots in the Bowl with alley access. It also brings forward elements of the multifamily building and site orientation menu, which included similar standards in menu choices 21.07.110C.6.e, f., and g.</p> <p><i>Discussion:</i> In the Traditional Urban Neighborhood and Edge Urban Neighborhoods/Transit Supportive Development Contexts, parking facilities are encouraged to be located beside, behind, or underneath principal buildings, rather than in between the building and the primary street frontage. This reduces conflicts with pedestrian access, and tends to reduce the walking distance from public sidewalks to building entrances.</p> <p>The strongest proposed standard, 50%, is focused on properties in the Traditional Urban Neighborhood Contexts, and on parts of the Edge Urban Neighborhood Contexts that are serviced by usable alleys. In all other properties in the Urban Contexts, the front setback area between the building and the street is proposed to be no more than 75% paved, so that some area is provided for landscaping, front yards, and snow storage, while still allowing for duplexes with two-car garages on standard 50 foot wide lots.</p> <p>No standard is proposed for outside the Urban Neighborhood Contexts.</p>
14-28	<p>H.10., Access to Parking Spaces:</p> <p>Consolidate existing parking space access standards from H.8. into a unified subsection H.10. and provide more flexibility and non-discretionary approvals.</p> <p>Subsections a. and b. bring forward and clarify existing parking space access standards deleted on page 56 lines 32-43.</p> <p>Subsection c. modifies the existing provisions regarding dead-end parking aisles by allowing non-discretionary (“by-right”) approval of dead-end parking aisles that are no more than 100 feet long. The provision being replaced is on page 57 lines 20-22.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **e. Access and Parking Location in Urban Neighborhood Context Areas**

6 In the Traditional and Edge Urban Neighborhood Contexts established in 21.07.015, the
7 maximum percentage of the front setback area on a property that may be paved for vehicle
8 access and parking shall be as shown in Table 21.07-12, provided that:

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

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

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

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

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

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

13
14 **10. Access to Parking Spaces**

15 **a. Access to Parking Spaces**

16 Each parking space shall open to a parking aisle or driveway of such width and design as
17 provided in section 21.07.090H.12. to provide safe and efficient means of vehicular access
18 with no more than a standard two-movement entrance or exit from the parking space and
19 without having to move another vehicle. Stacked and tandem parking spaces are allowed
20 exceptions as provided in 21.07.090H.12.

21 **b. Backing Distances**

22 Adequate ingress and egress to each parking space shall be provided without backing
23 more than 25 feet.

24 **c. Dead-End Parking Aisles**

25 Any parking bay that does not provide two means of vehicle egress shall provide, at the
26 closed end, an extension of the parking aisle at least nine feet in depth, designated and
27 signed as a “No Parking” turn-around area. Dead-end parking bays longer than 100 feet
28 shall be subject to discretionary review and approval by the traffic engineer.

Section 21.07.090H.10., Access to Parking Spaces (Continued)

Section 21.07.090H.11., Driveway Design and Dimensions (New)

Line (s) #	Comment on Change
7-20	<p>H.10.d., Vehicle Maneuvering</p> <p>Replace existing requirements for all vehicle turnarounds and back-out maneuvering to take place on site. This basic requirement is carried forward so that vehicles do not back out of parking spaces into the public street. The existing provision (shown as deleted on page 57, lines 5-19) currently exempt single-family and two-family dwellings, and states that three- and four-unit multifamily structures may be exempted, subject to discretionary approval.</p> <p>Exempt (by-right) parking areas with only a few parking spaces serving multifamily, townhouse, and non-residential developments from the on-site maneuvering requirement, if the parking area accesses only a local street. In the case of residential infill developments, this change effectively gives 3- and 4-plex uses similar entitlements as single-family and duplex dwellings have, for more consistent treatment of similar development types.</p> <p><i>Discussion:</i> This change responds to developer concerns about the practicality of redevelopment of urban lots into 3- and 4-unit structures because of on-site driveway and maneuvering requirements. These requirements leading some lots that have zoning entitlement for multifamily use to be under-developed as duplexes. A review of other cities’ zoning codes indicates that some waive or except 3- to 4-unit developments from the on-site maneuvering requirements.</p> <p>Clarify regulations that allow using alleys for vehicle maneuvering aisles. The current regulations are shown as deleted on page 57, lines 24-26. The proposed regulations would allow up to 4 parking spaces to back out into an alley “by-right” (i.e., without discretionary approval). 5 or more spaces would also be allowed, but subject to Traffic Engineer review.</p>
21-32	<p>H.11.a., Parking Lot Entries/Driveway Approaches</p> <p>Carry forward existing regulations for driveway width within the public right-of-way, with clarifications. Provides more specific terminology and an illustration to clarify that the existing regulations for driveway width apply only to the portion of the driveway that is in the street right-of-way. Removes redundant references to State of Alaska regulations that are provided elsewhere, in subsection H.8.</p> <p>The suggested term, “Driveway Approach,” is also defined on page 82, lines 20-23.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **10. Access to Parking Spaces**

6 *** **

7 **d. Vehicle Maneuvering**

8 Off-street parking facilities shall be designed so that all vehicle maneuvers occur on the
9 development site and not in the public right-of-way, and vehicles enter and exit the right-
10 of-way in a forward motion, except the following are exempt:

11 i. Parking for single-family, two-family, and mobile home dwellings on individual lots,
12 accessing a local street.

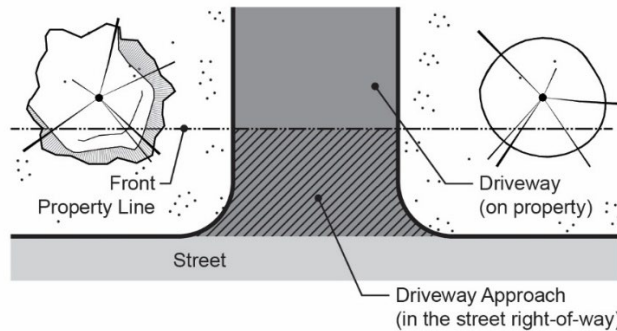
13 ii. For other developments, parking areas comprising only one or two parking spaces
14 whose only access is to a local street, provided that the paved vehicle area(s)
15 occupy no more than 20 feet of the width of the lot frontage in the front setback.

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

21 **11. Driveway Design and Dimensions**

22 **a[D]. Parking Lot Entries/Driveway Approaches**

23 Entries and driveway approaches providing access from the street edge to the front
24 property line[TO PARKING LOTS] shall conform to the municipal driveway standards
25 [CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER] and this section
26 21.07.090H.12. Access to streets owned by the state of Alaska requires compliance with
27 state driveway standards as provided in 21.07.090H.8 DEPARTMENT OF
28 TRANSPORTATION AND PUBLIC FACILITIES APPROVAL, AND A CURRENT VALID
29 STATE OF ALASKA DRIVEWAY PERMIT. INGRESS AND EGRESS TO PARKING
30 FACILITIES SHALL BE DESIGNED TO MAINTAIN ADEQUATE SIGHT DISTANCE AND
31 SAFETY AND AS PRESCRIBED IN THE MUNICIPAL DRIVEWAY STANDARDS.]



32

Section 21.07.090H.11., Driveway Design and Dimensions (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-13	<p>H.11.b., Curb Openings and Public Walkway Crossings.</p> <p>Address grading of driveways as they cross sidewalks. This amendment is in response to public feedback from Traditional Urban Neighborhood residents about the unsafe/unpleasant experience of crossing driveways on foot at different grades from the sidewalk as a pedestrian, and the importance of replacing sidewalks to as near as level running slope as possible when infill development occurs.</p>
15-32	<p>H.11.c., Driveway Approach (in ROW) as a Percentage of Lot Frontage Width</p> <p>Bring forward the current maximum allowed driveway width as a percentage of the lot frontage, and incorporate (merge) identical residential driveway width requirements from 21.07.110F.3. (page 76 lines 6-30).</p> <p>The merged sections simplify the text and clarify its applicability to only the “driveway approach,” meaning the portion of the driveway that is within the right-of-way (ROW). No substantive changes are proposed to the standard as merged.</p> <p>Merge, simplify and correct the residential driveway width exceptions i. and ii. from page 76 (lines 31-38) that allow for driveways to be a minimum allowed width.</p> <p>Move the flag lot exception from page 76 lines 39-41 to page 55, lines 30-32. No changes proposed.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **11. Driveway Design and Dimensions**

6 *** **

7 **b. Curb Openings and Public Walkway Crossings**

8 **i. Curb cut and curb returns at driveway openings to the street shall be provided as**
9 **prescribed in the municipal driveway standards.**

10 **ii. Public walkways shall be maintained or restored to the maximum running slope**
11 **and cross-slope prescribed by M.A.S.S. and A.D.A., except that in the traditional**
12 **urban neighborhood contexts (21.07.015), public walkways on local streets shall**
13 **be restored to as close to a level running grade as practical.**

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

15 **[I. RESIDENTIAL USES]**
16 **[RESIDENTIAL DRIVEWAY ENTRANCES SHALL COMPLY WITH**
17 **SUBSECTION 21.07.110F.3., DRIVEWAY WIDTH.]**

18 **[II. NONRESIDENTIAL USES]**
19 **The total width of the driveway approach [ENTRANCES TO A NONRESIDENTIAL LOT]**
20 **from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the**
21 **frontage if the platting authority or traffic engineer finds that conditions warrant it, provided**
22 **the following:[, UNLESS THE APPLICANT PROVIDES FOR SNOW STORAGE IN A**
23 **MANNER APPROVED BY THE DECISION-MAKING BODY.]**

24 **i. The driveway approach is always allowed to have the minimum driveway width**
25 **provided by subsection d. The traffic engineer may approve more than the**
26 **minimum driveway width, provided the Traffic Engineer determines that snow**
27 **storage, traffic flow and safety, and the neighborhood context are addressed.**

28 **ii. The driveway approach shall not exceed the maximum driveway width established**
29 **in the municipal driveway standards.**

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

33

Section 21.07.090H.11., Driveway Design and Dimensions (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-19	<p>11.d., Minimum Driveway Width:</p> <p>Clarify that the minimum required width of driveways is provided in the Municipal Driveway Standards, on lines 8-10.</p> <p>Provide specific, by-right exceptions from the minimum width of driveways set forth in the Municipal Driveway Standards, on lines 11-19, and establish minimum widths within Title 21 that can be referenced by the other Title 21 driveway standards in subsections H.8. thorough H.11.</p> <p>Subsection i. on lines 12-13 allow 12-foot driveways for two-family units, which currently have a minimum width of 18 feet in the Municipal Driveway Standards. Additionally, subsection i. Provides an allowed 12-foot width for front driveways serving single-family dwellings that are also served by alleys, as provided in H.9.b.ii (page 52).</p> <p>Subsection ii. on lines 14-16 allows multifamily developments to have one-lane (12-foot wide) two-way driveway access for smaller parking facilities that receive access from local streets. This reduces the minimum driveway width for small multifamily developments of 3 to approximately 6 units, because such developments do not produce enough traffic to warrant requiring 24-foot wide driveways.</p> <p>Subsection iii. on lines 17-19 provide for greater flexibility and clarity, by allowing one-way driveways serving multifamily uses to be 12-feet wide.</p>
20-31	<p>Clarify existing regulations for driveway design and dimensions for driveway throat length, sight distance triangles, and parking bay end islands.</p> <p>For reference, the Title 21 driveway throat length definition is provided on page 82.</p>
32-43	<p>Delete existing driveway circulation regulations that are being relocated or replaced.</p> <p>Subsection [E] on lines 32-36 is replaced by subsection 10.d. on page 54 lines 7-10.</p> <p>Subsection [I.] on lines 37-43 is replaced by subsections 10.a. and 10.b. on page 53 lines 15-23.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **11. Driveway Design and Dimensions**

6 *** **

7 **d. Minimum Driveway Width**

8 The minimum required width of driveways, including both the driveway approach within the
9 street ROW and the portion of the driveway on the development property, shall be the
10 minimum widths established in the Municipal Driveway Standards, as modified and clarified
11 by the following:

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

14 ii. The minimum width of a driveway providing access for up to 10 parking spaces
15 servicing a townhouse or multifamily residential use from a local street or alley is 12
16 feet (e.g., one lane for two-way traffic).

17 iii. The minimum width of a driveway providing access for more than 10 parking
18 spaces servicing a townhouse or multifamily use from a local street or alley is 12
19 feet for one-way traffic and 20 feet for two-way traffic.

20 **e. Driveway Throat Length**

21 The driveway throat shall be of sufficient length to enable the street and walkways in the
22 ROW and the circulation, parking, and walkways in the development site to function without
23 interfering with each other, as provided in the *Municipal Driveway Standards*.

24 **f. Sight Distance**

25 Ingress and egress to parking facilities shall be designed as prescribed in the municipal
26 driveway standards to maintain adequate sight distance and safety.

27 **g. Circulation Definition**

28 Curbed end islands shall be provided at the end of each row of parking spaces to define
29 circulation and provide sight distance at internal intersections of parking aisles, driveways,
30 and/or on-site roadways. Shared parking courtyards meeting 21.07.060G.20. may depart
31 from this requirement.

32 **[E. PARKING AND MANEUVERING]**

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

37 **[I. ACCESS TO PARKING SPACES]**

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

ANNOTATION FOR PAGE 57

Section 21.07.090H.11., Driveway Design and Dimensions (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-40	<p data-bbox="321 365 1416 401">Delete existing driveway and circulation regulations being relocated or replaced.</p> <ul data-bbox="370 436 1416 785" style="list-style-type: none"><li data-bbox="370 436 1416 472">• Subsection [II.] on lines 5-10 is replaced by 10.d. on page 54 lines 7-10.<li data-bbox="370 508 1416 575">• Subsection [III.] on lines 11-19 is replaced by 10.d.i. and ii. on page 54 lines 11-15.<li data-bbox="370 611 1416 646">• Subsection [F.] on lines 20-22 is replaced by 10.c. on page 53 lines 24-28.<li data-bbox="370 682 1416 718">• Subsection [G.] on lines 23-26 is replaced by 10.d.iii. on page 54 lines 16-20.<li data-bbox="370 753 1416 789">• Subsection [H.] on lines 27-39 is replaced by 9.c. on page 52 lines 33-41.

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 [II. MANEUVERING AREA]
6 [OFF-STREET PARKING FACILITIES SHALL BE DESIGNED WITH
7 SUFFICIENT MANEUVERING ROOM SO THAT ALL MANEUVERS
8 ASSOCIATED WITH THE PARKING SHALL OCCUR IN THE OFF-STREET
9 PARKING FACILITY, AND THAT ALL VEHICLES ENTER THE ABUTTING
10 STREET IN A FORWARD MOTION.]

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

20 [F. DEAD-END PARKING AISLES]
21 [DEAD-END PARKING AISLES MAY BE ALLOWED ONLY WITH THE APPROVAL OF
22 THE TRAFFIC ENGINEER.]

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

27 [H. CROSS ACCESS AND JOINT ACCESS WITH ADJACENT SITES]
28 [THE PLAN SHALL SHOW EXISTING PARKING AND CIRCULATION PATTERNS ON
29 ADJACENT PROPERTIES AND POTENTIAL CONNECTIONS. REQUIRED PARKING
30 LOTS SERVING A SITE, WHETHER LOCATED ON THAT SAME LOT OR ON AN
31 ADJACENT LOT, MAY BE CONNECTED BY MEANS OF A COMMON ACCESS
32 DRIVEWAY WITHIN OR BETWEEN THE INTERIOR OF SUCH LOTS. APPLICANTS
33 ARE ENCOURAGED TO PROVIDE SHARED VEHICLE AND PEDESTRIAN ACCESS TO
34 ADJACENT PROPERTIES FOR CONVENIENCE, SAFETY, AND EFFICIENT
35 CIRCULATION. AN ACCESS EASEMENT SHALL BE PROVIDED ON THE PLAT, OR A
36 SHARED ACCESS AGREEMENT RUNNING WITH THE LAND SHALL BE RECORDED
37 BY THE MUNICIPALITY, AS APPROVED AND EXECUTED BY THE DIRECTOR,
38 GUARANTEEING THE CONTINUED AVAILABILITY OF THE SHARED ACCESS
39 BETWEEN THE PROPERTIES.]
40

Section 21.07.090H.9., Dimensions of Parking Spaces and Aisles (Re-numbered to H.12.)

Current Section 21.07.090H.9. is intended to provide the Title 21 dimensional standards for parking space sizes and circulation aisle widths. However, the code provisions for minimum parking space width are distributed among several sections of Title 21. Applicants find it is confusing to determine which parking space dimensions apply, and when parking space widths smaller than the standard 9’0” are allowed. The changes on the following pages make the dimensional standards simpler, clearer, and more flexible.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-16	<p>Section 21.07.090H.12., Dimensions of Parking Spaces and Aisles Reorganize first paragraph to begin with general applicability of section H.12. (in first sentence), then describe how the subsections within H.12. fit together.</p>
17-32	<p>Subsection 21.07.090H.12.a., Minimum Dimensions for Required Parking</p> <p>Create a new subsection a. that sets the basic dimensional standards and includes the dimensions table. Bring forward and consolidate all existing exceptions for smaller parking spaces from different parts of Title 21. Clarify which parking space size is the minimum size required in each area of town. Streamline approvals of parking space size exceptions.</p> <p>These changes replace section 21.07.90F.21., Smaller Parking Spaces for Parking Structures and Low-Turnover Uses, which is proposed to be deleted as shown on page 49 lines 40-46. The changes also consolidate the compact and alternative parking space dimensions in Chapter 21.11, Downtown. Alternative and compact parking dimensions allowed in the Downtown (DT) zoning districts are currently in a separate set of dimensional tables in chapter 21.11. The dimensions in chapter 21.11 date from the 1970s and need adjustment for compatibility with current code and modern vehicle dimensions. These changes would simplify and consolidate the code and streamline approvals of alternative (i.e., small) and compact space sizes.</p> <p>The content is brought forward here to 21.07.090H.12., reformatted, and amended in context of other dimensional standards and exceptions of H.12.</p> <p>Line 17: The first sentence of subsection a. clearly establishes that the most common parking dimension is the STANDARD space dimension. Line 20: Proposes to allow SMALL (8.5’) parking spaces by-right in the traditional urban neighborhoods near Downtown. Line 25: Proposes to allow half of parking spaces for uses with low parking turnover to be SMALL parking spaces, by-right.</p> <p>Table 21.07-7 is re-numbered to 21.07-10. The “Large” parking space dimensions rows are removed in order to focus the table on just the required dimensions: Standard, Small, and Compact. The changes also reverse the order that the parking space sizes are presented, so “STANDARD” comes first (on top), “SMALL” comes second, and “COMPACT” comes third (on bottom). This puts the most common stall size first. No changes to the STANDARD (9’0”) or SMALL (8’6”) parking dimensions are proposed in this ordinance.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **12[9]. Dimensions of Parking Spaces and Aisles**

6 The parking space and aisle dimensional standards of this section 21.07.090H.12. shall apply to
 7 all parking except as stated otherwise in sections 21.07.090I., passenger loading zones, and
 8 21.07.090J., accessible parking spaces. Parking dimensions and layout shall be as provided in
 9 subsection a., including Table 21.07-13 and the figures that follow the table, with the additions and
 10 exceptions provided in subsections b. through m.[THE MINIMUM DIMENSIONS FOR PARKING
 11 SPACES AND PARKING AISLES SHALL BE AS PROVIDED IN TABLE 21.07-7, AND
 12 CALCULATED AS DEPICTED IN THE FIGURES THAT FOLLOW THE TABLE. THE MINIMUM
 13 PARKING SPACE WIDTH SHALL BE 9'0 EXCEPT AS PROVIDED ELSEWHERE IN THIS
 14 SECTION. THE PARKING CONFIGURATION STATED IN THE FOLLOWING TABLE AND
 15 FIGURES SHALL APPLY TO ALL OFF-STREET PARKING, EXCEPT AS STATED ELSEWHERE
 16 IN THIS SECTION.]

17 **a. Minimum Dimensions for Required Parking**

18 Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth
 19 in table 21.07-13, except as follows:

20 **i.** Parking facilities in the Downtown (DT) zoning districts, and in the Traditional
 21 Urban Neighborhood Contexts delineated in 21.07.015, may meet the SMALL
 22 parking space and aisle dimensions in table 21.07-13. Up to 30 percent of parking
 23 in the Downtown (DT) zoning districts may meet the COMPACT parking
 24 dimensions, if signed for compact vehicles only.

25 **ii.** In all other areas of the municipality, up to 50 percent of employee-only parking,
 26 structured parking facilities, or parking for uses with a low parking turnover rate
 27 may meet the SMALL parking space and aisle dimensions in table 21.07-13. Uses
 28 with a low parking turnover rate comprise multifamily and mixed-use household
 29 living uses, office uses, and educational facility uses other than instructional
 30 services. Required parking shared between low-turnover and non-low-turnover
 31 uses shall meet STANDARD dimensions.

TABLE 21.07-13[7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS

Parking Angle (Degrees)	Parking Space Size	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
90	STANDARD	9' 0"	9' 0"	20' 0"	23' 0"	24'	64' 0"	0' 0"	2' 0"
	SMALL	8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	
	COMPACT	8' 0"	8' 0"	16' 0"	23' 6"	24'	56' 0"	0' 0"	
75	STANDARD	9' 0"	9' 4"	21' 8"	19' 0"	24'	67' 4"	1' 2"	1' 11"
	SMALL	8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 11"	
	COMPACT	8' 0"	8' 3"	19' 5"	19' 6"	24'	62' 11"	0' 6"	
60	STANDARD	9' 0"	10' 5"	21' 10"	18' 0"	24'	67' 8"	2' 3"	1' 8"
	SMALL	8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	
	COMPACT	8' 0"	9' 3"	17' 10"	18' 6"	24'	59' 9"	1' 0"	

*** ** (table continued...)

32

ANNOTATION FOR PAGE 59

Section 21.07.090H.12., Dimensions of Parking Spaces and Aisles (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
Table	<p>(Continuation of revised parking dimensions table from previous page).</p> <p>The deleted content is replaced on the previous page, where the content has been reorganized to place the 90-degree angle space dimensions at the top. No changes are proposed to existing dimensions in the table, except that the large-sized, 9'6" and 10'0" wide space dimensions are being deleted.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**
 2 *** **
 3 **H. Parking and Loading Facility Design Standards**
 4 *** **
 5 **12[9]. Dimensions of Parking Spaces and Aisles**
 6 *** **

TABLE 21.07-13[7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS									
Parking Angle (Degrees)	Parking Space Type	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
*** ** (table continued from previous page)									
45	STANDARD	9' 0"	12' 9"	20' 6"	12' 0"	24'	65' 0"	3' 2"	1' 5"
	SMALL	8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	
	COMPACT	8' 0"	11' 4"	16' 12"	12' 6"	24'	57' 11"	1' 5"	
0 (parallel)	STANDARD	9' 0"	23' 0"	9' 0"	12' 0"	24'	42' 0"	0' 0"	0' 0"
	SMALL	8' 6"	23' 0"	8' 6"	12' 6"	24'	41' 0"	0' 0"	
	COMPACT	8' 0"	23' 0"	8' 0"	12' 6"	24'	40' 0"	0' 0"	
		9' 0"	23' 0"	9' 0"	12' 0"	24'	42' 0"	0' 0"	
		9' 6"	23' 0"	9' 6"	12' 0"	24'	43' 0"	0' 0"	
		10' 0"	23' 0"	10' 0"	12' 0"	24'	44' 0"	0' 0"	
[45]		8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	[1' 5"]
		9' 0"	12' 9"	20' 6"	12' 0"	24'	65' 0"	3' 2"	
		9' 6"	13' 5"	20' 10"	12' 0"	24'	65' 9"	3' 4"	
		10' 0"	14' 2"	21' 3"	12' 0"	24'	66' 5"	3' 6"	
[60]		8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	[1' 8"]
		9' 0"	10' 5"	21' 10"	18' 0"	24'	67' 8"	2' 3"	
		9' 6"	10' 12"	22' 1"	18' 0"	24'	68' 2"	2' 5"	
		10' 0"	11' 7"	22' 4"	18' 0"	24'	68' 8"	2' 6"	
[75]		8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 1"	[1' 11"]
		9' 0"	9' 4"	21' 8"	19' 0"	24'	67' 4"	1' 2"	
		9' 6"	9' 10"	21' 9"	18' 6"	24'	67' 7"	1' 3"	
		10' 0"	10' 4"	21' 11"	18' 0"	24'	67' 10"	1' 5"	
[90]		8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	[2' 0"]
		9' 0"	9' 0"	20' 0"	23' 0"	24'	64' 0"	0' 0"	
		9' 6"	9' 6"	20' 0"	22' 0"	24'	64' 0"	0' 0"	
		10' 0"	10' 0"	20' 0"	22' 0"	24'	64' 0"	0' 0"	

7 *** **
 8
 9 Note: No changes proposed to the existing Title 21 figures (illustrations) that follow this table. Existing subsections
 10 21.07.090H.12.a., b., c., d., and e. are renumbered to become subsections b., c., d., e., and f. No other changes
 11 are proposed to those subsections.
 12

Section 21.07.090H.12., Dimensions of Parking Spaces and Aisles (Continued)

The changes on the next page bring forward, consolidate, and expand Title 21 allowances for tandem parking, stacked parking, attendant (valet) parking, and automated parking from the parking reductions section 21.07.090F.20., Stacked and Tandem Parking, which is proposed to be deleted as shown on page 48 above.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-11	<p>Structural Columns: Title 21 amend this existing Title 21 subsection to ensure that columns do not reduce SMALL (8’6”-wide) and COMPACT (8’0”-wide) parking spaces’ width to less than 8 feet. The existing provision was written with only STANDARD (9’0”-wide) spaces in mind.</p>
15-17	<p>Smaller Parking Spaces: Delete the smaller parking space provision being replaced by subsection a. on page 58, and an administrative adjustment provision in subsection m. on lines 40-44.</p>
21-27	<p>Stacked and Tandem Parking with Valet Services: Title 21 allowances for stacked parking and tandem attendant parking for non-residential uses are moved from parking reductions section 21.07.090F.20.a. to section 21.07.090H.12.j., as part of consolidating the standards and exceptions to parking space dimensions into the parking dimensions section. Their content is brought forward here and amended in context of other dimensional standards and exceptions of H.12. The primary change is that stacked and tandem parking are allowed by non-discretionary approval, without review and approval of the municipal Traffic Engineer and Planning Director, if the code standards are met.</p>
28-34	<p>Stacked and Tandem Parking for Individual Residential Dwellings: Title 21 allowances for stacked and tandem parking for residential dwellings are moved from parking reductions section 21.07.090F.20.b. to section 21.07.090H.12.k., as part of consolidating the standards and exceptions to parking space dimensions into the parking dimensions section. Their content is brought forward here and amended in context of other dimensional standards and exceptions of H.12. The primary change is that stacked and tandem parking are allowed, without the approval of the municipal Traffic Engineer and Planning Director, if the code standards are met. Another change is to allow 38 feet total length for two spaces in tandem. This is a 2-foot reduction to the standard combined required two-space depth of 40 feet.</p>
35-38	<p>Automated Parking Structures: This subsection is proposed as a reference to existing section 21.07.090M.10., Automated Parking Structures. This cross-reference provides a clarification. No changes to existing standards are proposed.</p>
40-44	<p>Administrative Adjustments: Proposes to move a draft provision (which appeared in Table 21.07-13 on page 57 of the October 29 <i>Community Discussion Draft</i> of these amendments) to become a new, final subsection of H.12., so that its applicability broadens to cover the rest of H.12.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

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

4 *** **

5 **12[9]. Dimensions of Parking Spaces and Aisles**

6 *** **

7 **g.[F.] Structural Columns**

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

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

13 (Note: No other amendments are proposed to this existing subsection g.)

14 *** **

15 **[H. SMALLER PARKING SPACES FOR LOW TURNOVER USES]**

16 **[REDUCED PARKING SPACE DIMENSIONS MAY BE APPROVED BY THE TRAFFIC**
17 **ENGINEER PURSUANT TO SUBSECTION F.21. ABOVE.]**

18 **i. Recreational Vehicle Spaces**

19 Parking spaces for recreational vehicles, if provided and delineated, shall be a minimum of
20 10 feet wide by 40 feet long.

21 **j. Stacked[, AUTOMATED,] or Tandem Spaces with Attendant Parking**

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

28 **k. Stacked or Tandem Spaces for a Residential Dwelling**

29 Two required parking spaces for any residential dwelling may be arranged in tandem with
30 a combined space depth (vehicle projection length) of 38 feet, or stacked one above the
31 other using a car stacker, subject to the following:

32 i. The parking required for the dwelling unit is arranged independently from parking
33 servicing any other dwelling unit; and

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

35 **l. Automated Parking Structures**

36 Automated parking structures are exempt from the parking space and aisle dimensions
37 and vertical clearance requirements of this section 21.07.090H.12. They are instead
38 subject to section 21.07.090M.10.

39 **m. Administrative Adjustments**

40 The traffic engineer may approve a lesser parking dimension than set forth in this section
41 21.07.090H.12., due to site topography, existing structures, lot configuration, or
42 preservation of trees and vegetation, subject to a recorded parking agreement complying
43 with 21.07.090F.2.

44 *** **

ANNOTATION FOR PAGE 61

Section 21.07.090I., Passenger Loading Zones

Section 21.07.090I. establishes the requirements for passenger loading zones in Title 21.

The administration of the passenger loading zone regulations in subsections I.1. and I.2. is that a passenger loading zone is required to be shown on the parking site plan that gets approved and documented by the Traffic and Planning Departments as required for the permit approval.

<i>Line (s) #</i>	<i>Comment on Change</i>
10-13	<p>Recognize ride-hailing services along with taxi cab services, high-occupancy vehicles, and etc. as vehicles that may use dedicated passenger loading zones/spaces.</p> <p>Ride hailing spaces are also proposed to be recognized in proposed minimum parking requirement calculations, on page 25 (line 13). A definition for ride hailing spaces is added to page 84 (line 20).</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **I. Passenger Loading Zones**

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

7 **1. Passenger Loading Zone**

8 In addition to the required minimum number of parking spaces established in subsection
9 21.07.090E., the traffic engineer may require one or more passenger loading zone spaces,
10 depending on the type, intensity, and traffic patterns of the proposed use. The passenger loading
11 zone for large commercial establishments or other intensive uses may be required by the traffic
12 engineer to include one or more spaces dedicated to taxi cabs, ride hailing services, and/or other
13 specialized high occupancy vehicles.

14 **2. Passenger Loading Zone Dimensions**

15 Any passenger loading zone that is provided for a development shall consist of one or more
16 passenger drop-off/pick-up spaces parallel to the driveway or circulation aisle adjacent to the
17 building. Each space shall be a minimum of 20 feet in length and eight or more feet in width, with
18 an access aisle at least five feet wide abutting the full length of the space. As an alternative, subject
19 to approval of the traffic engineer, a passenger loading zone may consist of one or more parking
20 spaces that meets the accessible parking space dimensional standards of subsection
21 21.07.090J.7. However, designated passenger loading zone spaces shall not count towards the
22 accessible parking space requirement.

23 **3. Plan**

24 The parking facility layout, circulation, and design plan shall show the location and design of
25 proposed passenger loading zones. For certain intensive uses, the traffic engineer may require
26 the plan to include a traffic control plan addressing projected usage, hours of operation, peak
27 loading/unloading time, plans for directing traffic, safety measures, and other information deemed
28 necessary by the traffic engineer to designing a safe and well-functioning drop-off area.

29 **4. Accessible Route**

30 An accessible pedestrian route to the building or facility entrance shall be provided pursuant to
31 subsection 21.07.090J.9., *Accessible Routes*.

32 **5. Schools**

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

35 *** **

Section 21.07.090K., Bicycle Parking

This current section of Title 21 establishes minimum bicycle parking requirements. The revisions increase the bicycle parking requirement primarily in the Urban Neighborhood Context Areas where automobile parking requirements will be reduced. This is intended to provide enough secure, usable bike parking for forecast bicycle use as a share of trips and will facilitate alternative travel mode choices in the urban neighborhood contexts, as called for in the Municipality’s Comprehensive Plan elements and transportation planning documents.

The revisions also differentiate between short term bike spaces, used by customers or visitors generally for two hours or less, and long-term spaces, used by employees, commuters, students, or residents for up to eight hours or overnight. Requiring some bike spaces to be in enclosed, sheltered, and secure locations for longer-term parking carries out the recommendations of the Anchorage Bicycle Plan, Anchorage Non-Motorized Transportation Plan, research of recommended practices, and public comments.

<i>Line (s) #</i>	<i>Comment on Change</i>
4-12	<p>Replace the existing bike parking requirement with more clearer standards.</p> <p>Reformat the bicycle parking requirements into a table and restructure the requirements to be independent of the motor vehicle parking requirement, based upon forecast bike utilization per use category.</p> <p><i>Discussion:</i> The existing Title 21 bike parking requirement is based on a percentage of the number of automobile parking spaces required. This basis is no longer tenable because Urban Neighborhood Context Area are proposed to have area-specific lower automobile parking requirements because these areas experience more pedestrian, bicycle, and transit usage.</p>
13-18	<p>Require a minimum of two bicycle parking spaces (e.g., a single U-rack) per use to accommodate a bare minimum of non-motorized users.</p> <p>Require no more than 40 bicycle parking spaces per use (i.e., never more than 40 spaces regardless of size of the establishment).</p>
Table 21.07-14	<p>Base the minimum bike parking requirements on land use category, building size, and expected number of users. Tailor the amount of bicycle parking to groups of similar land use types/categories and the forecast trips for such use and building size.</p> <p>Require a percentage of bike spaces to be “long-term spaces”. The percentage is tailored by land use type. Residential and employment-only uses tend to have longer-term bike parking (e.g., for an entire work shift or overnight). The development standards for long-term bike spaces are differentiated on pages 63-65 below. The standard for these uses is based on assumption that most bike space users will be there for a long time (i.e., employees), rather than a short-term visitor/client of the facility, as well as consideration for Anchorage’s inclement weather conditions.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **K. Bicycle Parking [SPACES]**

4 **1. Bicycle Parking Required**

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

10 Table 21.07-14 establishes the minimum number of bicycle parking spaces required per principal
11 use, and the percentage of these spaces required to be developed as long-term bicycle parking,
12 versus short-term spaces. The required minimum number of spaces is calculated as follows:

- 13 **a.** A minimum of two bicycle parking spaces shall be provided for each use in Table 21.07-
14 14.
- 15 **b.** After the first 40 bicycle parking spaces, no additional bicycle parking is required for any
16 individual non-residential use.
- 17 **c.** Section 21.07.090C., Computation of Parking and Loading Requirements, applies with
18 respect to fractions, multiple uses, and building floor area measurements.

TABLE 21.07-14: Bicycle Parking Spaces Required

<u>Use Category/Type</u>	<u>Minimum Number of Bicycle Spaces</u>		<u>Minimum Percentage for Long-Term Spaces (for required bicycle parking in excess of 2 spaces)</u>
	<u>Areas with Area-specific Parking Requirements in Table 21.07-7</u>	<u>All Other Areas</u>	
<u>Multifamily and mixed-use dwellings</u>	<u>1 space per two dwellings</u>	<u>1 space per 10 dwellings</u>	<u>90 percent</u>
<u>Group living uses, Roominghouses, Homeless and transient shelters,</u>	<u>1 space per 5 beds</u>	<u>1 space per 5 beds</u>	<u>90 percent</u>
<u>Government administration & civic facility, Offices, Hospitals/Healthcare facilities,</u>	<u>1 space per 5,000 sf gfa</u>	<u>1 space per 10,000 sf gfa</u>	<u>75 percent</u>
<u>Cultural Facilities, Entertainment & Recreation Facilities</u>	<u>1 space per 10,000 sf gfa</u>	<u>1 space per 20,000 sf gfa</u>	<u>10 percent</u>
<u>Schools, Colleges,</u>	<u>4 spaces per classroom</u>	<u>2 spaces per classroom</u>	<u>25 percent</u>
<u>Restaurants, Bars</u>	<u>1 space per 3,000 sf gfa</u>	<u>1 space per 10,000 sf gfa</u>	<u>10 percent</u>
<u>Retail Sales, Personal Service, Repair & Rental,</u>	<u>1 space per 12,000 sf gfa</u>	<u>1 space per 24,000 gfa</u>	<u>10 percent</u>
<u>Industrial uses</u>	<u>1 space per 25,000 sf. gfa</u>	<u>1 space per 50,000</u>	<u>75 percent</u>
<u>Visitor Accommodations</u>	<u>1 space per 23,000 sf gfa</u>	<u>1 space per 23,000 sf gfa</u>	<u>75 percent</u>
<u>Uses not included above, except as provided in subsection K.2. below</u>	<u>Minimum of 2 spaces</u>	<u>Minimum of 2 spaces</u>	<u>Not required</u>

19

ANNOTATION FOR PAGE 63

Section 21.07.090K., Bicycle Parking (Continued)

Line (s) #	Comment on Change
5-9	<p>Revise the existing exemption for certain housing types to base it more directly on the availability of individual garage space rather than on type of housing structure.</p> <p><i>Discussion:</i> This accommodates more than one mode of travel (i.e., in addition to car parking) in all developments/housing.</p>
10-14	<p>Add exemptions for uses that are unlikely to have regular visitors or on-site employees.</p>
15-18	<p>Allow for administrative flexibility or relief in cases where the bike parking requirement is excessive, impractical, or too rigid.</p>
19-37	<p>Bicycle Parking Facility Development Standards:</p> <p>Delete the current reference to the bicycle space development standards in 21.07.060F.15. and relocate those standards from 21.07.060F.15. to 21.07.090K.4. This change places all Title 21 requirements for bicycle parking in one subsection for easier reference.</p> <p><i>Note:</i> Because the text in 21.07.090K.4. is relocated, all of it is marked as new text even though some of the text is current Title 21 under 21.07.060F.15. The current regulations are shown as deleted on Page 18.</p> <p><i>Discussion:</i> The relocated regulations are amended to clarify standards, allow more flexibility to address shortcomings with existing bicycle parking facilities that deter bicycle use, and provide additional standards specific to required long-term bicycle parking spaces for commuters and residents. Revised development standards were identified in the <i>Anchorage Bicycle Plan (2010)</i>, the <i>AMATS Non-Motorized Plan (2022)</i>, design guidance publications, other jurisdictions, and consultations with Anchorage bicyclists.</p>
24-27	<p>Subsection a.: Similar language for bicycle parking location or a sign exists in Title 21 text currently (page 18, lines 8-13). Amended language provides a clearer, more consistent standard.</p>
28-33	<p>Subsection b.: Revises current code language (from page 18, lines 14-18) that is lengthy and unclear. The changes clarify that bicycle parking spaces must either be racks or lockers. Clarifies basic standards for supporting/locking bicycles recommended by national guidelines and public comments from bicyclists. Vague language in current text on weather-resistant materials is deleted.</p>
34-37	<p>Subsections b.i. and b.ii.: These standards are provided to ensure stability and secure locking.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **K. Bicycle Parking [SPACES]**

4 *** **

5 **2. Exemptions**

6 The bicycle parking [THIS] requirements in subsection 1. shall not apply to:

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

10 b. Airstrips.

11 c. Utility Substations, Telecommunication facilities, and WECS.

12 e. Natural resource extraction.

13 f. Impound yards and storage yards.

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

15 **3. Administrative Adjustments**

16 The director may approve administrative relief or adjustments to the bicycle parking requirement
17 for changes of use or modifications to existing developments, provided the applicant demonstrates
18 the adjustment is necessary to compensate for a practical difficulty of the site.

19 **4. Bicycle Parking Facility Development Standards**

20 These requirements shall apply to all required bicycle parking spaces, except as specifically
21 provided otherwise. Only long-term parking spaces required by table 21.07-14 (in right-hand
22 column) shall follow the requirements of subsection g. [BICYCLE PARKING SPACES SHALL
23 MEET THE STANDARDS OF SUBSECTION 21.07.060F.15.]

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

28 b. A required bicycle parking space shall be either a bike rack or bike locker. Each shall be
29 a securely anchored, tamper-resistant structure. Bike racks shall allow the bike frame and
30 one wheel to be locked to the rack with a standard U-type lock when both wheels are left
31 on the bicycle. Bike racks shall support the bicycle frame in a stable position without
32 damage to the bicycle. Horizontal bike racks (i.e., racks not mounted to walls) shall support
33 the bicycle at two or more points.

34 i. Bicycle rack tubing shall be a minimum of ¼ inch diameter and maximum of 3-inch
35 diameter.

36 ii. The topmost attachable portion of bicycle racks shall be 25 inches to 40 inches in
37 height.

38

ANNOTATION FOR PAGE 64

Section 21.07.090K., Bicycle Parking (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
9-21, 26-27	<p>21.07.090K.4.c. (Minimum bike space dimensions):</p> <p>Carry forward the current minimum bike space size of 6' x 2' from section 21.07.060F.15., which is being deleted on page 19, lines 19-20.</p> <p>Create new exceptions from the 6' x 2' space dimensions for wall-mounted racks, stacked racks, and other configurations that do not need as much space.</p> <p>These standards are intended to balance flexibility with the provision of secure bicycle storage that allows users to access their bikes without interfering with other bicycle or property. The primary intent is for usable infrastructure.</p>
Figures	<p>Illustrate the minimum dimensions, exceptions, and alternative dimensions established in subsection K.4.c. The figures are provided to clarify and ease use of the exceptions.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

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

2 *** **

3 **21.07.090 Off-Street Parking and Loading**

4 *** **

5 **K. Bicycle Parking [SPACES]**

6 *** **

7 **4. Bicycle Parking Facility Development Standards**

8 *** **

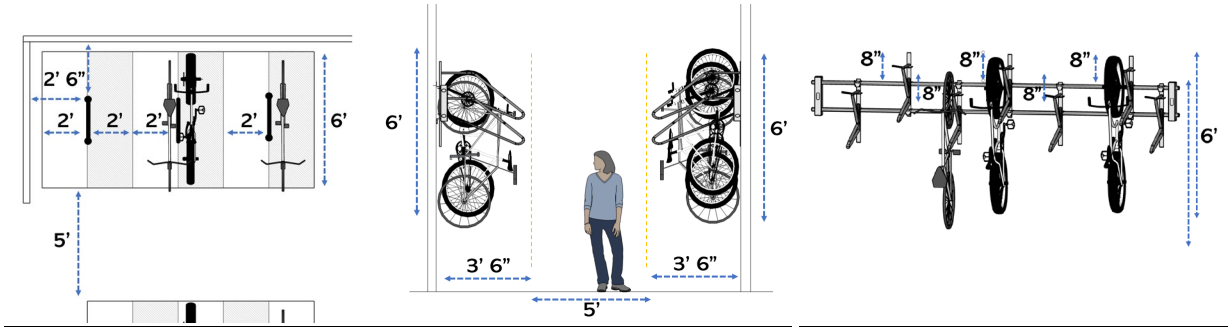
9 **c. A required bicycle parking space shall be a minimum of six feet long and two feet wide,**
10 **with the following exceptions:**

11 **i. Vertical bicycle parking spaces (securing the bicycle perpendicular to the ground)**
12 **shall be a minimum of three feet six inches deep measured from the wall and six**
13 **feet tall with a vertical stagger of eight inches between side-by-side spaces, as**
14 **shown in the first set of figures below.**

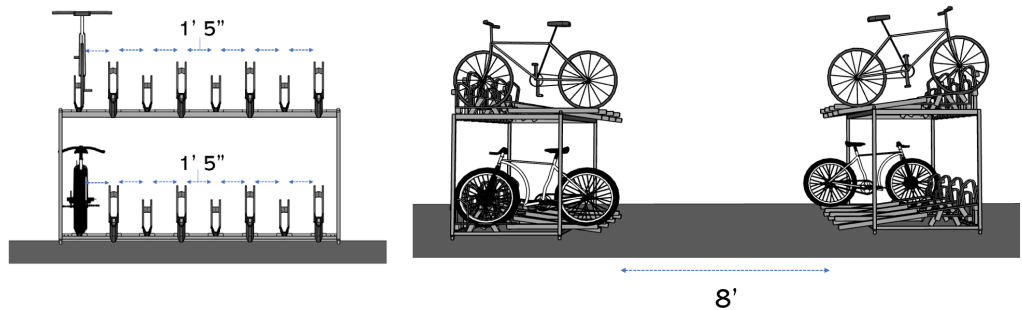
15 **ii. Triangle bike locker layouts are exempt from the two-foot minimum width however**
16 **shall have a minimum length of six feet six inches and access doors at least two**
17 **feet six inches wide.**

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

21 **Dimensions for Horizontal/Side-by-Side and Vertical/Wall-Mounted Bicycle Spaces:**



22 **Dimensions for Stacked Bicycle Spaces:**



23
24
25
26 **iv. Other deviations are permitted, per director approval, provided the applicant**
27 **demonstrates the spaces meet the intent of the standard.**

ANNOTATION FOR PAGE 65

Section 21.07.090K.: Bicycle Parking (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
9-15	<p>Subsection d.:</p> <p>Set minimum standards for bicycle space accessibility and clearances from surrounding obstructions, based on the <i>AMATS Non-Motorized Plan</i>, public comments, and research of national guidelines. These sources emphasized the importance of providing clear standards for separation distances to ensure usability.</p> <p>Add a new illustration of the dimensional standards expressed in subsection d.</p>
16-17	<p>Subsection e.:</p> <p>Bring forward the existing standard from section 21.07.060F.15., (page 18 lines 21-22). Minor technical edits to clarify that bicycle parking areas shall be hard surfaced. No change to existing code requirements for winter snow clearing.</p>
19-34	<p>Subsection g. (Standards for long-term bicycle parking):</p> <p>Set additional standards for long-term bicycle parking spaces, which are required by Table 21.07-15 (page 62). These address the need for a dedicated, secure, and covered enclosure protected from the weather and secure from the general public.</p> <p>Standards are incorporated from pages 188-189 of the <i>AMATS Non-Motorized Plan</i> along with best practices used by other communities. These standards were also developed with consideration of public feedback describing the importance of secure, convenient long-term bicycle parking during the pre-consultation phase of this project.</p>

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

2 *** **

3 **21.07.090 Off-Street Parking and Loading**

4 *** **

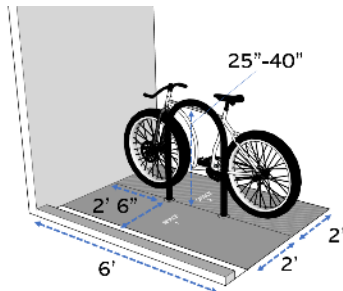
5 **K. Bicycle Parking [SPACES]**

6 *** **

7 **4. Bicycle Parking Facility Development Standards**

8 *** **

9 **d.** Bicycle parking spaces shall be designed so that the bicycle may be added or removed
10 without having to move another bicycle. There shall be a minimum of five feet of clear
11 space inclusive of a walkway, behind the two-by-six-foot (or alternative dimensioned)
12 parking space to allow room for bicycle maneuvering. There shall be a minimum of two-
13 foot six-inch clearance from all sides of the bicycle rack to walls, fences, curbs, and vehicle
14 parking and circulation areas, or other obstructions, except that racks attached to walls
15 have no required wall clearance.



16 **e.** Areas devoted to bicycle parking facilities shall be hard-surfaced and designed and
17 maintained to be clear of mud and snow.

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

19 **g.** Long-term bicycle parking spaces are intended to accommodate residents, students,
20 employees, and commuters who typically need to store a bicycle overnight or for an entire
21 work shift or school day. Required long-term spaces shall comply with the following
22 additional standards:

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

27 **ii.** Long-term bicycle parking spaces for residential uses may be located within
28 dwelling units for first-floor dwelling units only, unless the unit is on a floor with an
29 accessible elevator. Bicycle parking shall be located within 15 feet of the primary
30 entrance and in a closet or three-sided alcove which allows a space 2 feet wide
31 and 6 feet long. Long-term spaces shall not be located on a balcony, deck, or
32 patio area accessory to a dwelling unit.

33 **iii.** A minimum of 30 percent of long-term spaces shall be ground-level, horizontal
34 spaces.

35 *** **

ANNOTATION FOR PAGE 66

Section 21.07.110, Residential Design Standards

The Residential Design Standards establish a variety of development standards specific to household residential developments and building types, including single-family, two-family, townhouse, multifamily, and mixed-use dwellings.

The amendments on pages 66 through 75 delete and merge residential design standards for pedestrian access and pedestrian-oriented/street-facing building frontages into a more streamlined set of Pedestrian Frontage Standards in proposed new section 21.07.060F. on pages 13-15. Pedestrian-oriented frontage and walkway requirements from other parts of Title 21 are also consolidated into 21.07.060F.

The deletions on the next page are to purpose statements related to pedestrian accessibility. They are proposed to be replaced by the objectives on page 13, lines 11-20.

<i>Line (s) #</i>	<i>Comment on Change</i>
4-10	Delete and merge these general objectives from the residential design standards into the into section 21.07.060F. on page 13 lines 11-20.
14-21	Delete and merge these objectives from the multifamily/townhouse design standards into the into section 21.07.060F. on page 13 lines 11-20.

1 **21.07.110 Residential Design Standards**

2 **A. Purpose**

3 *** **

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

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

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

12 **1. Purpose**

13 *** **

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

18 *** **

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

22 *** **

23

24

Section 21.07.110, Residential Design Standards (Continued)

Subsection 21.07.110C.3.: Standards for Multifamily and Townhouse Residential, Windows Facing the Street

<i>Line (s) #</i>	<i>Comment on Change</i>
6-14	Consolidate multifamily and townhouse street-facing window requirements into Section 21.07.060F., Pedestrian Frontage Standards (Tables 21.07-2 and 21.07-3 on pages 14-15).
15-25	Move the rules of measurement for window and wall area to Section 21.15.020, Rules of Interpretation. See page 81.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.110 Residential Design Standards**

2 *** **

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

4 *** **

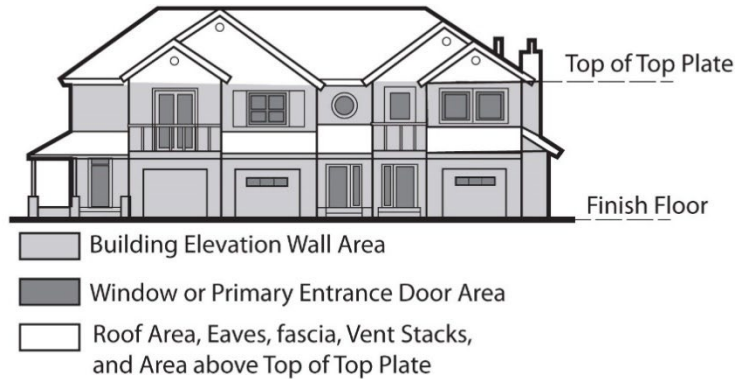
5 [3. **WINDOWS FACING THE STREET**]

6 [A. **WINDOWS**]

7 [WINDOWS OR PRIMARY ENTRANCE DOORS SHALL BE PROVIDED ON EACH
8 BUILDING ELEVATION FACING A STREET OR THAT HAS PRIMARY ENTRANCES TO
9 DWELLINGS (UP TO A MAXIMUM OF TWO ELEVATIONS). AT LEAST 10 PERCENT
10 OF THE WALL AREA OF THE BUILDING ELEVATION SHALL BE WINDOWS OR
11 PRIMARY ENTRANCE DOORS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE
12 REQUIREMENT ON ONE ELEVATION (IN INSTANCE WHERE UP TO TWO APPLY)
13 BASED ON SITE SPECIFIC CIRCUMSTANCES (SUCH AS INFILL PROJECTS WHERE
14 AN ENTRY FACES AN ADJACENT PROPERTY RATHER THAN THE STREET).]

15 [B. **WALL AREA CALCULATION**]

16 [THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED FLOOR OF
17 EACH LEVEL, INCLUDING GARAGES TO TOP OF TOP PLATE. IN THE CASE OF A
18 BASEMENT WALL, CALCULATE THE AREA OF VERTICAL WALL SURFACE
19 MEASURED FROM FINISHED GRADE TO THE TOP OF THE FINISHED FLOOR ABOVE
20 OR TOP OF TOP PLATE, WHICHEVER IS APPLICABLE. ANY WALL AREA ABOVE THE
21 TOP PLATE SHALL NOT APPLY, INCLUDING ANY GABLE ENDS. THE FAÇADE WALL
22 AREA OF STORIES BELOW GRADE PLANE, SUCH AS BELOW GRADE PARKING,
23 ARE EXEMPT FROM THE MEASUREMENT OF WALL AREA. THE ROOF, INCLUDING
24 EAVES, FASCIA, AND VENT STACKS, IS ALSO EXEMPT, AS ILLUSTRATED BELOW.]



25

26 *** **

27

ANNOTATION FOR PAGE 68

Section 21.07.110, Residential Design Standards (Continued)

Section 21.07.110C., Residential Design Standards, Standards for Multifamily and Townhouse Residential (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-20	<p>21.07.110C.3., Windows Facing the Street</p> <p>Delete and consolidate multifamily and townhouse street-facing window requirements into Section 21.07.060F., Pedestrian Frontage Standards.</p> <p>The energy efficiency exception is provided and revised on page 13, lines 32-34.</p>
22-32	<p>21.07.110C.5., Pedestrian Access</p> <p>Consolidate the multifamily and townhouse pedestrian access requirement into Section 21.07.060E.4.b., On-Site Pedestrian Walkways. See page 12, lines 18-20.</p> <p>This is a part of consolidating redundant residential walkway requirements into one place the generally applicable on-site pedestrian walkway requirements in Title 21. Helps eliminate redundancies and inconsistencies in language.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.110 Residential Design Standards**

2 *** **

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

4 *** **

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

6 *** **

7 [C. **ENERGY EFFICIENCY EXCEPTION**]

8 [A REDUCTION IN REQUIRED WINDOW AREA IS PERMITTED IF DEMONSTRATED
9 BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA
10 THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY
11 RATING BELOW A 5-STAR ENERGY RATING.]

12 [D. **ADDITIONS AND RENOVATIONS**]

13 [ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION
14 SHALL BE REQUIRED TO COMPLY WITH THE OPENING REQUIREMENTS.
15 UNAFFECTED WALL AREAS NEED NOT COMPLY. GARAGE ADDITIONS ARE
16 EXEMPT FROM OPENING REQUIREMENTS. THE DIRECTOR MAY ELIMINATE OR
17 REDUCE THE REQUIREMENT FOR WINDOW OPENINGS ON
18 ADDITIONS/RENOVATIONS BASED ON PROJECT SPECIFIC CIRCUMSTANCES
19 (SUCH AS THE NATURE OF THE SPACES BEING ADDED, BUILDING ORIENTATION,
20 OR STRUCTURAL REQUIREMENTS).]

21 *** **

22 [5. **PEDESTRIAN ACCESS**]

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

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

29 [B. A PARKING COURTYARD MAY BE PROVIDED IN CONFORMANCE WITH
30 SUBSECTION 21.07.060F.18., OR]

31 [C. OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE SAFE,
32 CONVENIENT, AND ADEQUATE PEDESTRIAN ACCESS.]

33
34

Section 21.07.110, Residential Design Standards (Continued)

Section 21.07.110C.6., Residential Design Standards, Standards for Multifamily and Townhouse Residential – Building and Site Orientation Menu

<i>Line (s) #</i>	<i>Comment on Change</i>
5-39	<p>Section 21.07.110C.6., Building and Site Orientation Menu</p> <p>Delete the building and site orientation menu requirements from the multifamily residential design standards and consolidate elements of these requirements in a streamlined form into the proposed Pedestrian Frontage Standards in 21.07.060F. Tables 21.07-2 and 21.07-3 (pages 14 and 15). The tables refer to the Pedestrian Amenities menu options in 21.07.060G. (starting on page 16).</p> <p>Move menu choices b, c., and d. from the deleted building orientation menu to the Pedestrian Amenities section 21.07.060G. of Title 21 so that they may remain available to earn credit toward Title 21 requirements and bonuses.</p>

1 **21.07.110 Residential Design Standards**

2 *** **

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

4 *** **

5 [6. BUILDING AND SITE ORIENTATION MENU]

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

12 [A. COURTYARD HOUSING]

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

15 [B. ORIENTATION OF LIVING SPACES AND WINDOWS—GROUND FLOOR]

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

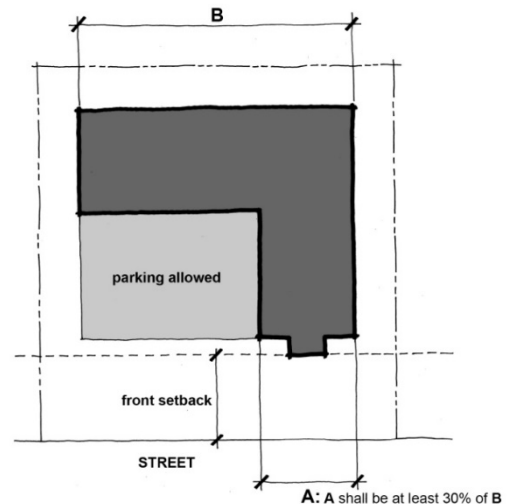
21 [C. ORIENTATION OF LIVING SPACES AND WINDOWS—OVERALL DEVELOPMENT]

22 [PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES,
23 COMPRISING AT LEAST 10 PERCENT OF THE TOTAL WALL AREA OF UP TO TWO
24 BUILDING ELEVATIONS FACING A STREET OR HAVING A PRIMARY FRONT
25 ENTRANCE. WINDOWS IN A GARAGE DOOR DO NOT COUNT TOWARDS THE
26 MINIMUM AREA OF THIS SECTION.]

27 [D. ORIENTATION OF LIVING SPACES AND WINDOWS—ADDITIONAL
28 TRANSPARENCY]

29 [INCREASE THE PERCENTAGE OF THE WALL AREA COMPRISED OF WINDOWS
30 AND/OR PEDESTRIAN ENTRANCES TO 20 PERCENT IN SUBSECTIONS 6.B. AND/OR
31 6.C. ABOVE.]

32 [E. STREET FRONTAGE – PARKING
33 BESIDE OR BEHIND THE BUILDING]
34 [NO MORE THAN 70 PERCENT OF A
35 STREET-FACING BUILDING
36 ELEVATION SHALL HAVE PARKING
37 FACILITIES (INCLUDING GARAGES)
38 BETWEEN IT AND THE STREET.]



Section 21.07.110, Residential Design Standards (Continued)

Section 21.07.110C.6., Residential Design Standards, Standards for Multifamily and Townhouse Residential – Building and Site Orientation Menu (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-34	<p>Section 21.07.110C.6. Building and Site Orientation Menu</p> <p>Delete the building and site orientation menu requirements from the multifamily residential design standards and consolidate elements of these requirements in a streamlined form into the proposed Pedestrian Frontage Standards in 21.07.060F. Tables 21.07-2 and 21.07-3 (pages 14 and 15).</p> <p>Move menu choice j., <i>Separated Walkway from the Street</i> (lines 31-34) from the deleted building orientation menu to the Pedestrian Amenities section of Title 21 (see page 18, lines 26-30) so that it may continue to be available as an option applicants may choose to earn credit toward Title 21 requirements and bonuses.</p>

CODE LANGUAGE to be added is underlined>. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.110 Residential Design Standards**

2 *** **

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

4 *** **

5 [6. BUILDING AND SITE ORIENTATION MENU]

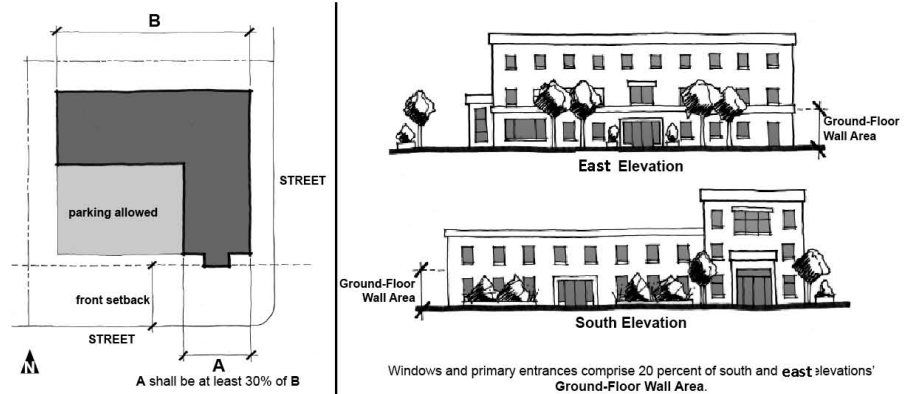
6 *** **

7 [F. STREET FRONTAGE – LIMITED PARKING WIDTH]

8 AS AN ALTERNATIVE TO 6.E. ABOVE, LIMIT DRIVEWAYS AND PARKING FACILITIES
9 TO NO MORE THAN 50 PERCENT OF THE TOTAL SITE AREA BETWEEN THE
10 BUILDING AND A STREET, AND GARAGES TO NO MORE THAN 50 PERCENT OF THE
11 STREET FACING BUILDING ELEVATION.

12 [G. STREET CORNER BUILDING]

13 [ON A CORNER LOT, PROVIDE CHOICES 6.E. AND 6.F. ON BOTH STREET
14 FRONTAGES, SUCH THAT THE BUILDING (INCLUDING ITS HABITABLE FLOOR
15 AREA WITH WINDOWS) IS PLACED NEAREST THE CORNER, AND ANY PARKING
16 FACILITIES ARE LOCATED BESIDE OR BEHIND THE BUILDING AWAY FROM THE
17 STREET CORNER. COMPLIANCE WITH THIS FEATURE COUNTS FOR MEETING
18 TWO.]



19 [H. LIMITED FRONT-FACING GARAGE WIDTH FOR TOWNHOUSES]

20 [WHERE GARAGES FOR INDIVIDUAL TOWNHOUSE-STYLE DWELLING UNITS FACE
21 THE STREET OR ARE ON THE SAME BUILDING ELEVATION AS THE PRIMARY
22 FRONT ENTRY TO THE DWELLINGS, LIMIT THE GARAGE DOOR WIDTH TO NO
23 MORE THAN 50 PERCENT OF THE WIDTH OF EACH DWELLING, OR UP TO 67
24 PERCENT PROVIDED THE BUILDING FAÇADE ACHIEVES ONE MORE FEATURE
25 THAN REQUIRED IN SUBSECTION C.7., BUILDING ARTICULATION MENU.]

26 [I. ENHANCED SIDEWALK]

27 PROVIDE AN ENHANCED SIDEWALK CONFORMING TO SUBSECTION
28 21.07.060F.17. ON AT LEAST ONE STREET FRONTAGE THAT IS NOT LESS THAN
29 100 LINEAR FEET.
30

31 [J. SEPARATED WALKWAY TO THE STREET]

32 [CONNECT ALL PRIMARY ENTRANCES TO THE STREET BY A CLEAR AND DIRECT
33 WALKWAY SEPARATED FROM AND NOT ROUTED THROUGH A PARKING
34 FACILITY.]

Section 21.07.110, Residential Design Standards (Continued)

Section 21.07.110C.6., Standards for Multifamily and Townhouse Residential – Building and Site Orientation Menu (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-41	<p>Section 21.07.110C.6., Building and Site Orientation Menu</p> <p>Delete the building and site orientation menu requirements from the multifamily residential design standards and consolidate elements of these requirements in a streamlined form into the proposed Pedestrian Frontage Standards in 21.07.060F. Tables 21.07-2 and 21.07-3 (pages 14 and 15).</p> <p>Move menu choice m., <i>Site Entry Feature</i> (lines 25-37) from the deleted building orientation menu to the Pedestrian Amenities section of Title 21 (see page 19, lines 23-32) so that it may continue to be available as an option applicants may choose to earn credit toward Title 21 requirements and bonuses.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.110 Residential Design Standards**

2 *** **

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

4 *** **

5 [6. BUILDING AND SITE ORIENTATION MENU]

6 *** **

7 [K. VISIBLE FRONT ENTRIES]

8 [I. PLACE THE PRIMARY FRONT ENTRANCE(S) (AT LEAST ONE SHARED
9 PRIMARY FRONT ENTRANCE FOR A MULTIFAMILY STRUCTURE OR AT
10 LEAST 50 PERCENT OF INDIVIDUAL UNIT ENTRANCES) ON A STREET-
11 FACING BUILDING ELEVATION, OR FACING A COMMON PRIVATE OPEN
12 SPACE THAT IS VISIBLE FROM AND HAS DIRECT ACCESS TO THE STREET.]

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

20 [L. ENHANCED FRONT YARD LANDSCAPING]

21 [PROVIDE ONE LEVEL HIGHER OF SITE OR PARKING LOT PERIMETER
22 LANDSCAPING ALONG THE STREET FRONTAGES (UP TO A MAXIMUM OF TWO
23 FRONTAGES) THAN OTHERWISE REQUIRED BY THIS TITLE. FOR EXAMPLE, IF L1
24 LANDSCAPING IS REQUIRED, PROVIDE L2 LANDSCAPING.]

25 [M. SITE ENTRY FEATURE]

26 [I. HIGHLIGHT AND DEFINE A PEDESTRIAN AND/OR VEHICLE ENTRANCE TO
27 A DEVELOPMENT SITE USING THREE OR MORE OF THE FOLLOWING
28 ELEMENTS:]

29 [II. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND TREES, WHICH
30 CLEARLY DISTINGUISHES AND HIGHLIGHTS THE SITE ENTRY.]

31 [III. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F6. OR
32 7.]

33 [IV. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM INCLUDING A
34 COVERED ENTRY, WHEN THE PRIMARY ENTRANCE IS WITHIN 40 FEET OF
35 THE SITE ENTRANCE.]

36 [V. SPECIAL PAVING, PEDESTRIAN SCALE LIGHTING, AND/OR BOLLARDS.]

37 [VI. ORNAMENTAL GATE AND/OR FENCE.]

38 [N. DIRECTOR APPROVAL]

39 [OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE
40 APPROPRIATE BUILDING AND SITE LAYOUTS RELATIVE TO THE SURROUNDING
41 NEIGHBORHOOD AND STREETS.]

42 *** **

Section 21.07.110C.9., Standards for Multifamily and Townhouse Residential – Entryway Treatment

Section 21.07.110D.3., Standards for Some Single-Family and Two-Family Residential Structures – Primary Entrance

Line (s) #	Comment on Change
5-27	<p>21.07.110C.9., Entryway Treatment: Delete and consolidate the multifamily and townhouse entryway standards into Section 21.07.060.</p> <p>The basic multifamily residential entry standard on lines 6-11 is consolidated into 21.07.060G.15. (page 18, lines 31-40). The standard was very similar to the single-family/two-family primary entrance standard (lines 31-40 on page 72). No substantive changes are proposed to the multifamily entryway design, which still includes a sheltered landing or stoop at least four feet square in size, except a visibility requirement has been incorporated from the multifamily building orientation menu choice 6.k. (deleted on page 71) and from the single-family entrance visibility requirement. The relocated residential entry standard is referenced from the Pedestrian Frontage Standards in Tables 21.07-2 (item H.) and 21.07-3 (item D.) on pages 14-15.</p> <p>The examples of features listed on lines 12-27 on page 72 are merged with extra entry features from other parts of Title 21 into a new Pedestrian Amenity menu choice in 21.07.060G.16., <i>Enhanced Primary Entrance</i> (page 19 lines 7-22).</p>
31-40	<p>21.07.110D.3., Primary Entrance: Delete and consolidate the single-family and two-family entrance standards into Section 21.07.060.</p> <p>The single-family/two-family primary standard on lines 32-37 is consolidated into 21.07.060G.15. (page 18, lines 31-40). The standard was nearly identical to the multifamily/townhouse entrance standard on lines 6-11 above, and they are proposed to be merged. The wording of the standard has been restated as part of the merger, from requiring at least 16 square feet to requiring minimum inside dimension of four feet square, which is the current multifamily wording. The entry visibility requirement has been clarified using wording from the multifamily design standards.</p> <p>The relocated residential entry standard is referenced from the Pedestrian Frontage Standards in Tables 21.07-2 (item H.) and 21.07-3 (item D.) on pages 14-15.</p> <p>Deletion of subsection c. on lines 38-40 is a part of consolidating redundant residential walkway requirements into one place the generally applicable on-site pedestrian walkway requirements in Title 21. See page 11, lines 18-20. No substantive changes are proposed to the merged single-family/two-family walkway standard.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.110 Residential Design Standards**

2 *** **

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

4 *** **

5 [9. ENTRYWAY TREATMENT]

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

12 [A. OUTDOOR SHELTERING ROOF STRUCTURE SUCH AS AN OVERHANG, RECESS,
13 PORTICO, OR OTHER PERMANENT ARCHITECTURAL FEATURE COVERING AT
14 LEAST 12 SQUARE FEET.]

15 [B. FAÇADE VARIATION THROUGH WALL MODULATION (CHANGES IN WALL PLANE)
16 OR CHANGES IN EXTERIOR FINISHES (COLOR OR MATERIALS) THAT RELATE TO
17 AND EMPHASIZE THE ENTRY.]

18 [C. ENTRY DETAIL ELEMENTS SUCH AS DOUBLE DOORS, ENTRY SIDE LIGHT OR
19 TRANSOM WINDOWS, OR PLANTER BOXES.]

20 [D. FRONT STEPS CREATING A VERTICAL SEPARATION, AND/OR VERTICAL
21 VEGETATION OR LOW FRONT FENCING, TO DEFINE THE TRANSITION FROM
22 PUBLIC TO MORE PRIVATE OUTDOOR ENTRYWAY SPACE.]

23 [E. LANDSCAPING AND PEDESTRIAN FEATURES, NOT OTHERWISE REQUIRED BY
24 THIS TITLE, SUCH AS INTEGRATED PLANTERS, PEDESTRIAN-SCALE LIGHTING OR
25 ACCENT LIGHTING, OR SPECIAL PAVING TREATMENTS.]

26 [F. OTHER METHODS AS APPROVED BY THE DIRECTOR THAT EMPHASIZE PRIMARY
27 FRONT ENTRANCES.]

28 *** **

29 **D. Standards for Some Single-Family and Two-Family Residential Structures**

30 *** **

31 [3. PRIMARY ENTRANCE]

32 [A. A PORCH OR LANDING WITH AT LEAST 16 SQUARE FEET SHALL BE PROVIDED AT
33 THE PRIMARY ENTRANCE. THE PORCH OR LANDING SHALL BE COVERED BY A
34 ROOF OF AT LEAST 16 SQUARE FEET.]

35 [B. THE PRIMARY ENTRANCE OF EACH RESIDENCE AND THE WALKWAY TO THAT
36 ENTRANCE SHALL BE CLEARLY VISIBLE FROM THE STREET. PRIMARY
37 ENTRANCES SHALL NOT BE LOCATED ON THE REAR OF THE STRUCTURE.]

38 [C. A HARD-SURFACED PEDESTRIAN WALKWAY SHALL BE PROVIDED FROM THE
39 STREET, SIDEWALK, OR DRIVEWAY TO THE PRIMARY ENTRANCE. ROOF
40 DRAINAGE SHALL NOT FALL UPON THE WALKWAY.]

41 *** **

ANNOTATION FOR PAGE 73

Section 21.07.110, Residential Design Standards *(Continued)*

Section 21.07.110D.4., Standards for Some Single-Family and Two-Family Residential Structures – Garages

<i>Line (s) #</i>	<i>Comment on Change</i>
7-37	Delete and consolidate this section of the residential design standards into the standards in section 21.07.060F., <i>Pedestrian Frontage Standards</i>, on pages 14-16.
7-11	Relocate Subsection [A]. Move the limitation on how far a garage may project in front of the rest of the house to Table 21.07-2 item D (page 14) and Table 21.07-3 item B (page 15). The wording has been revised on pages 15 and 16 for the table format, and an illustration provided on page 16. No substantive change to the standard is proposed.
12-13	Relocate/Revise Subsection [B]. Move the street-facing garage door width limitation to Table 21.07-2 item C (page 14) and Table 21.07-3 item A (page 15). The garage door width standard is proposed to be tailored by neighborhood development context. In Table 21.07-3 item C, it is merged with existing garage door width limitations from 21.07.110F.4. for properties with alley access to apply a stronger limitation in Traditional Urban Neighborhood Contexts. In Table 21.07-3 item C., it is made more relaxed (allowing up to 75% of the building width to be garage) on secondary frontages in suburban neighborhoods.
18-37	Delete Subsection [C]. Delete this menu requirement to select three additional façade design elements for narrow house facades with street-facing garages.

1 **21.07.110 Residential Design Standards**

2 *** **

3 **D. Standards for Some Single-Family and Two-Family Residential Structures**

4 *** **

5 *** **

6 **[4. GARAGES]**

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

12 **[B. GARAGE DOORS FACING THE STREET SHALL COMPRISE NO MORE THAN 67**
13 **PERCENT OF THE TOTAL WIDTH OF A DWELLING'S BUILDING ELEVATION.]**

14 **[C. DWELLING UNITS WITH A STREET-FACING BUILDING ELEVATION THAT IS 40 FEET**
15 **WIDE OR NARROWER AND WITH GARAGE DOORS THAT FACE THE STREET SHALL**
16 **FEATURE AT LEAST ONE DESIGN ELEMENT FROM EACH OF THE THREE LISTS**
17 **BELOW.]**

18 **[I. LIST A:]**

19 **[(A) AT LEAST ONE DORMER THAT IS ORIENTED TOWARD THE**
20 **STREET.]**

21 **[(B) THE FRONT BUILDING ELEVATION HAS TWO OR MORE FACADES**
22 **THAT ARE OFFSET BY AT LEAST 16 INCHES. EACH FAÇADE OR A**
23 **COMBINATION OF OFFSET FACADES SHALL BE AT LEAST ONE**
24 **THIRD OF THE AREA OF THE BUILDING ELEVATION.]**

25 **[(C) FRONT-FACING BALCONY, ACCESSIBLE FROM A HABITABLE**
26 **ROOM, AT LEAST SIX FEET WIDE, THAT PROJECTS FROM A**
27 **FAÇADE AT LEAST TWO FEET AND IS ENCLOSED BY AN OPEN**
28 **RAILING.]**

29 **[II. LIST B:]**

30 **[(A) A PRIMARY ENTRANCE AREA WITH A COVERED PORCH OR**
31 **LANDING AT LEAST EIGHT FEET WIDE, INCORPORATING VISUAL**
32 **ENHANCEMENTS SUCH AS GABLED ROOF FORMS, ROOF**
33 **BRACKETS, FASCIA BOARDS, SIDE LIGHTS, AND/OR ORNAMENTAL**
34 **COLUMNS DIVIDED VISUALLY INTO TOP, MIDDLE, AND BOTTOM.]**

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

38 *** **

ANNOTATION FOR PAGE 74

Section 21.07.110, Residential Design Standards *(Continued)*

Section 21.07.110D.4., Standards for Some Single-Family and Two-Family Residential Structures – Garages *(Continued)*

<i>Line (s) #</i>	<i>Comment on Change</i>
6-27	Continuation of the deletion of the garage standards from page 73.

1 **21.07.110 Residential Design Standards**

2 *** **

3 **D. Standards for Some Single-Family and Two-Family Residential Structures**

4 *** **

5 *** **

6 [4. GARAGES]

7 *** **

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

10 [III. LIST C:]

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

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

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

24 [D. THE HOUSE MAY ENCROACH INTO THE PRIMARY FRONT SETBACK BY UP TO FIVE
25 FEET WHEN THERE IS NO GARAGE, OR WHERE THERE IS A GARAGE (ATTACHED
26 OR DETACHED) WHERE THE FRONT WALL OF THE GARAGE IS LOCATED AT LEAST
27 8 FEET BEHIND THE FRONT FAÇADE OF THE HOUSE.]

28 *** **

29

ANNOTATION FOR PAGE 75

Section 21.07.110, Residential Design Standards (Continued)

Section 21.07.110D.5., Standards for Some Single-Family and Two-Family Residential Structures – Windows

<i>Line (s) #</i>	<i>Comment on Change</i>
6-35	Delete and merge the single-family/two-family minimum window area requirement into the Pedestrian Frontage Standard window requirements in section 21.07.060F. on pages 13-15.
6-14	<p>Delete the window area requirement and consolidate into the Pedestrian Frontage Standard in Table 21.07-2 item F (page 14) for Urban Neighborhood Contexts and developments receiving parking reductions and Table 21.07-3 item C (page 15) for other areas of the Municipality.</p> <p>The street-facing window requirements in the Urban Neighborhood Contexts (Table 21.07-2 on page 14) incorporate more stringent pedestrian-oriented façade and window requirements for mixed-use, and reduced parking area in current Title 21 (see page 14 annotation for more details).</p> <p>The street-facing window requirements in the rest of the city (page 15) are proposed to become more lenient, by requiring window area without prescribing how much. Under this change, the amount of window area will be determined by the applicant and will no longer need to be measured by municipal plan reviewers.</p>
15-17	Consolidate rules for wall and window area calculation into the Title 21 rules of interpretation, in a new subsection 21.15.020P. See page 81.
18-21	The energy efficiency exception is provided in revised wording on page 13, lines 32-34.
22-26	Delete the Narrow Lot/Small Home Reduction, as the window area requirement is becoming more lenient than this reduction for most of the city. Additionally, it refers to a standard in 21.07.110D.4.c. that is being deleted.
27-35	Delete the exception for additions and renovations, as the replacement requirements in 21.07.060F. only apply to buildings constructed after 2016 and only when the building renovation/addition project is more than 50% of the value of the existing building. See the exemptions in 21.07.060F.2. on page 13.
36-37	Delete an empty placeholder section about prohibited structures that does not contain any regulations.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.110 Residential Design Standards**

2 *** **

3 **D. Standards for Some Single-Family and Two-Family Residential Structures**

4 *** **

5 [5. WINDOWS]

6 [A. MINIMUM WINDOW AREA REQUIREMENT]
7 WINDOWS AND PRIMARY ENTRANCE DOOR(S) SHALL OCCUPY A MINIMUM OF 10
8 PERCENT OF THE WALL AREA OF A BUILDING ELEVATION FACING A STREET OR
9 REQUIRED PRIVATE COMMON OPEN SPACE (UP TO A MAXIMUM OF TWO
10 ELEVATIONS). THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT
11 ON ONE ELEVATION (IN INSTANCES WHERE UP TO TWO APPLY) BASED ON SITE
12 SPECIFIC CIRCUMSTANCES, STRUCTURAL REQUIREMENTS FOR SHEAR, AND
13 ORGANIZATION OF SPACES IN THE HOME (WINDOWS ARE NOT REQUIRED IN
14 ROOMS NOT NORMALLY INHABITED OR IN GARAGES).

15 [B. WALL AREA CALCULATION]
16 [WALL AREA CALCULATION SHALL BE IN ACCORDANCE WITH SUBSECTION
17 21.07.110C.3.B.]

18 [C. AN OVERALL REDUCTION IN REQUIRED WINDOW AREA MAY BE APPROVED IF
19 DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE
20 STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL
21 REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.]

22 [D. NARROW LOT/SMALL HOME REDUCTION
23 [AN OVERALL REDUCTION IN REQUIRED WINDOW AND PRIMARY ENTRANCE
24 DOOR AREA TO 7% MAY BE APPROVED WHEN THE CALCULATED WALL AREA IS
25 UNDER 500 SQUARE FEET. UNITS USING THIS REDUCTION SHALL COMPLY WITH
26 SUBSECTION 21.07.110D.4.C.]

27 [E. ADDITIONS AND RENOVATIONS]
28 [ON EXISTING STRUCTURES, ONLY THE WALL AREA AFFECTED BY EITHER AN
29 ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY WITH THE
30 OPENING REQUIREMENTS. UNAFFECTED WALL AREAS NEED NOT COMPLY.
31 GARAGE ADDITIONS ARE EXEMPT FROM OPENING REQUIREMENTS. THE
32 DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT FOR WINDOW
33 OPENINGS ON ADDITIONS/RENOVATIONS BASED ON PROJECT-SPECIFIC
34 CIRCUMSTANCES (SUCH AS THE NATURE OF THE SPACES BEING ADDED,
35 BUILDING ORIENTATION, OR STRUCTURAL REQUIREMENTS).]

36 [E. PROHIBITED STRUCTURES]

37 [[RESERVED]]

38 *** **

39

Section 21.07.110F.3., Residential Design Standards – Site Design – Driveway Width

The Title21 residential driveway width regulations are separate from, yet largely redundant to, the more comprehensive driveways regulations for uses in general, in 21.07.090H.8. through 11. They are proposed to be deleted from the Residential Design Standards and merged into the Title 21 vehicle access driveway and on-site circulation standards, in 21.07.090H.8. through 11.

<i>Line (s) #</i>	<i>Comment on Change</i>
6-30	<p>Delete and merge the residential driveway width standards into the driveway standards in section 21.07.090H.11. on page 55, lines 14-32.</p> <p>The purpose statement is relocated to be added to the list of objectives under the purpose statement for 21.07.090, Off-Street Parking and Loading, on page 23 (lines 26-28).</p> <p>The applicability to only the driveway approach within the ROW is carried forward as stated on page 55 line 19. No substantive changes are proposed to the standard as merged.</p>
31-38	<p>Move, simplify and correct the driveway width exceptions i. and ii. that allow for driveways to be a minimum allowed width. These two exceptions are replaced by the provision 21.07.090H.11.c.i. on page 55 lines 24-27. The current multifamily driveway width allowance of 14 feet is too wide (12 is adequate) and the single-family driveway width of 10 feet is too narrow (12 feet is needed).</p>
39-41	<p>Move the flag lot exception to page 55, lines 30-32. No changes proposed.</p>

1 **21.07.110 Residential Design Standards**

2 *** **

3 **[F]. Site Design**

4 *** **

5 **[3. DRIVEWAY WIDTH]**

6 **[A. PURPOSE]**

7 [THIS SECTION LIMITS THE WIDTH OF A DRIVEWAY AT THE PROPERTY LINE AND
8 AT THE STREET CURB. THE INTENT OF THESE LIMITATIONS IS TO PROVIDE
9 ADEQUATE SPACE FOR SNOW STORAGE WITHIN THE RIGHT-OF-WAY, TO HAVE
10 SPACE FOR ON-STREET PARKING WHERE APPROPRIATE, AND TO DISCOURAGE
11 THE MAJORITY OF THE FRONT AREA OF A LOT FROM BEING PAVED AND/OR USED
12 FOR VEHICLE PARKING.]

13 **[B. APPLICABILITY]**

14 **[I. THIS SECTION APPLIES TO DRIVEWAY THROAT WIDTH AT THE PROPERTY**
15 **LINE AND STREET CURB.]**

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

22 **[III. WHEN A DRIVEWAY SERVES BOTH RESIDENTIAL AND NONRESIDENTIAL**
23 **PRINCIPAL USES, THE DRIVEWAY DIMENSIONS SHALL BE AS REQUIRED**
24 **FOR THE NONRESIDENTIAL USE, UNLESS APPROVED OTHERWISE BY THE**
25 **TRAFFIC ENGINEER.]**

26 **[C. PERCENT OF LOT FRONTAGE]**

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

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

33 **[II. A DRIVEWAY FOR A SINGLE-FAMILY, TWO-FAMILY, OR TOWNHOUSE**
34 **DWELLING MAY ALWAYS BE AT LEAST TEN FEET WIDE, PROVIDED THE**
35 **TRAFFIC ENGINEER DETERMINES SNOW STORAGE, TRAFFIC FLOW AND**
36 **SAFETY, AND THE URBAN CONTEXT ARE ADDRESSED, AND PROVIDED**
37 **TOWNHOUSE DRIVEWAYS ARE ATTACHED IN PAIRS TO THE MAXIMUM**
38 **EXTENT FEASIBLE.]**

39 **[III. FLAG LOTS ARE EXEMPT FROM THE PERCENTAGE LIMITATIONS, BUT**
40 **SHALL HAVE A MAXIMUM DRIVEWAY WIDTH OF 20 FEET. ABUTTING FLAG**
41 **LOTS MAY SHARE A DRIVEWAY UP TO 24 FEET WIDE (12 FEET PER LOT).]**

ANNOTATION FOR PAGE 77

Section 21.07.110F.3., Residential Design Standards – Site Design – Driveway Width (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-24	<p>Section 21.07.110F. Residential Design Standards – Site Design: Driveway Width</p> <p>Delete and merge the residential driveway width exceptions clause into the driveway standards in section 21.07.090H.8.</p> <p>The deleted exemption on the next page is moved to become more generally applicable to parking lot circulation and access requirements in general. See page 51 lines 30-40.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.07.110 Residential Design Standards**

2 *** **

3 **E[F]. Site Design**

4 *** **

5 **[3. DRIVEWAY WIDTH]**

6 *** **

7 **[D. EXCEPTIONS]**

8 [THE TRAFFIC ENGINEER AND THE PLANNING DIRECTOR MAY APPROVE A
9 DEPARTURE FROM THE STANDARDS OF THIS SECTION, SUCH AS A NARROWER
10 DRIVEWAY, IF DOCUMENTATION PREPARED BY A LICENSED PROFESSIONAL IN
11 THE STATE OF ALASKA REGISTERED WITH THE ALASKA STATE BOARD OF
12 REGISTRATION FOR ARCHITECTS, ENGINEERS AND LAND SURVEYORS
13 DEMONSTRATES THE DRIVEWAY STILL MEETS THIS CHAPTER'S STANDARDS
14 AND THE MUNICIPAL DRIVEWAY STANDARDS MEMO ISSUED BY THE MUNICIPAL
15 TRAFFIC ENGINEER, AND THAT CHANGE IS APPROPRIATE. APPROVAL SHALL BE
16 CONTINGENT ON FACTORS SUCH AS STREET CLASSIFICATION, STREET
17 TYPOLOGY, URBAN CONTEXT, TRAFFIC VOLUME AND SPEED, CURB RETURN
18 RADII, STREET TRAVEL LANE OFFSET FROM FACE OF CURB, PEDESTRIAN AND
19 BICYCLE FACILITIES, SNOW STORAGE, DRIVEWAY CONFIGURATION AND
20 LENGTH, SITE AND PROJECT CHARACTERISTICS, NUMBER OF VEHICLES
21 EXPECTED TO USE THE DRIVEWAY, AND COMPREHENSIVE PLAN POLICIES. THE
22 TRAFFIC ENGINEER AND PLANNING DIRECTOR MAY ALSO BE MORE RESTRICTIVE
23 THAN THE STANDARDS OF THIS SECTION, PROVIDED THEY DOCUMENT THE
24 RATIONALE.]

25 *** **

ANNOTATION FOR PAGE 78

21.07.110F.4., Residential Design Standards – Site Design – Alleys

This section is deleted and its standards merged and modified in the driveways standards of Title 21.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-37	<p>Section 21.07.110F.4., Alleys</p> <p>Consolidate the residential alley access requirement into the driveway standards in section 21.07.090H.9.b. on page 52. The alley access requirement is proposed to apply only in the Urban Neighborhood Contexts and provide more flexible allowances for front yard driveways. (See page 52, lines 11-26, and annotation.)</p> <p>The 10-foot garage door width limitation from lines 22-26 on the next page are merged into Table 21.07-2 on page 14, where they are replaced by a more lenient width limitation based on a percentage of the dwelling front façade width.</p> <p>Front yard driveway width limitations from lines 22-26 are merged into Table 21.07-12 on page 53.</p>

1 **21.07.110 Residential Design Standards**

2 *** **

3 **[F]. Site Design**

4 *** **

5 **[4. ALLEYS]**

6 **[A. ACCESS TO PARKING FOR RESIDENTIAL USES SHALL BE FROM THE ALLEY WHEN**
7 **THE SITE ABUTS AN ALLEY, EXCEPT THAT STREET ACCESS IS PERMITTED IN ANY**
8 **OF THE FOLLOWING SITUATIONS:]**

9 **[I. ACCESS TO A TOWNHOUSE DWELLING ON A CORNER LOT MAY BE FROM**
10 **THE STREET FRONTAGE HAVING THE SECONDARY FRONT SETBACK OR**
11 **THE ALLEY.]**

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

17 **[III. THE TRAFFIC ENGINEER DETERMINES THAT TOPOGRAPHY OR OTHER**
18 **NATURAL FEATURE OR PHYSICAL BARRIER MAKES ALLEY ACCESS**
19 **INFEASIBLE.]**

20 **[IV. THE ALLEY IS NOT IMPROVED AND TRAFFIC ENGINEER DETERMINES**
21 **THAT IMPROVEMENT IS NOT FEASIBLE.]**

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

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

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

38 *** **

ANNOTATION FOR PAGE 79

Section 21.11.070F.3., Downtown Development Standards –Off-street Parking and Loading

This section of Chapter 21.11, *Downtown* lays out alternative (i.e., small) and compact parking space and aisle dimensional standards in Downtown Anchorage. These alternative dimensional standards date from the 1970s and need to be updated for compatibility with current code and modern vehicle dimensions.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-8	<p>Consolidate/Incorporate the Downtown parking dimensional standards for alternative (i.e., small) parking spaces and compact parking spaces into the parking dimensions amendments in 21.07.090H.12., <i>Dimensions of Parking Spaces and Aisles</i>. See page 58.</p>
9-13; Table 21.11-9	<p>Subsection a.: Downtown alternative (small) parking dimensions provisions are deleted from Chapter 21.11, and consolidated into 21.07.090H.12. on page 58.</p> <p><i>Discussion:</i> The Downtown alternative parking space dimensions correspond to the existing “Small” parking space and aisle dimensions in 21.07.090H.12. This makes it redundant to maintain a separate table of very similar and outdated small parking dimensions. Consolidation will improve ease of use and consistency in code administration and reflect modern small car dimensions.</p> <p>The current language in lines 9-13 allows Downtown development projects to propose alternative/small parking dimensions where there are no projected setbacks from rights-of-way. Table 21.07-13 on page 57 proposes to allow all Downtown parking spaces to have small (8’6” wide) parking space sizes instead of standard (9’0” wide) parking space sizes. This change simplifies and streamlines the current entitlement in Downtown.</p>
14-21	<p>Subsection b.: Downtown entitlements allowing compact parking spaces for up to 30 percent of the total number of parking spaces is deleted from Chapter 21.11.</p> <p>Modernized compact parking space dimensions are incorporated into 21.07.090H.12., <i>Dimensions of Parking Spaces and Aisles</i>, as shown on page 58. Subsection a. on page 58 makes compact spaces applicable specifically to Downtown. Approval criteria for compact spaces in Downtown are simplified, expanding eligibility.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.11.070 Development and Design Standards**

2 *** **

3 **F. Off-Street Parking and Loading**

4 *** **

5 **3. Off-Street Parking and Loading Design Standards**

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

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

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

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

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

23 *** **

ANNOTATION FOR PAGE 80

**Section 21.11.070F.3., Downtown Development Standards –Off-street Parking and Loading
(Continued)**

<i>Line (s) #</i>	<i>Comment on Change</i>
Table 21.11-10	Delete the Downtown Table of Compact Parking Stall Dimensions. Downtown compact parking space dimensions provisions are consolidated into the parking dimensions amendments in 21.07.090H.12., <i>Dimensions of Parking Spaces and Aisles</i> . See page 58.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.11.070 Development and Design Standards**

2 *** **

3 **F. Off-Street Parking and Loading**

4 *** **

5 **3. Off-Street Parking and Loading Design Standards**

6 *** **

[TABLE 21.11-10: COMPACT PARKING ANGLE, STALL, AND AISLE DIMENSIONS]							
[PARKING ANGLE (DEGREES)]	[SPACE TYPE]	[SPACE WIDTH]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[45]	[CO]	[7' 7"]	[15' 2"]	[10' 9"]	[41' 1"]	[1' 6"]	[1' 6"]
	[STD]	[8' 4"]	[18' 4"]	[13' 0"]	[49' 8"]	[2' 0"]	[2' 3"]
[50]	[CO]	[7' 7"]	[15' 8"]	[11' 2"]	[42' 6"]	[1' 4"]	[1' 7"]
	[STD]	[8' 4"]	[19' 2"]	[13' 6"]	[51' 0"]	[2' 0"]	[2' 4"]
[60]	[CO]	[7' 7"]	[16' 4"]	[12' 6"]	[45' 2"]	[1' 0"]	[1' 8"]
	[STD]	[8' 4"]	[20' 0"]	[15' 0"]	[55' 0"]	[1' 6"]	[2' 6"]
[70]	[CO]	[7' 7"]	[16' 5"]	[14' 1"]	[46' 11"]	[0' 8"]	[1' 10"]
	[STD]	[8' 4"]	[20' 4"]	[17' 0"]	[57' 8"]	[1' 0"]	[2' 8"]
[75]	[CO]	[7' 7"]	[16' 6"]	[16' 4"]	[49' 11"]	[0' 6"]	[1' 10"]
	[STD]	[8' 4"]	[20' 2"]	[18' 0"]	[58' 4"]	[0' 9"]	[2' 9"]
[90*]	[CO]	[7' 7"]	[15' 6"]	[19' 0"]	[50' 0"]	[N/A]	[2' 0"]
	[STD]	[8' 4"]	[19' 0"]	[23' 0"]	[61' 0"]	[N/A]	[3' 0"]

[CO: COMPACT CAR.]

[STD: STANDARD CAR.]

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

7
8
9
10 *** **

ANNOTATION FOR PAGE 81

Section 21.15.020, Rules of Construction and Interpretation

Current section 21.15.020 of Title 21 establishes generally applicable rules of measurement and calculations in applying Title 21 regulations, including how to measure distances or round fractions of whole numbers.

Various sections and chapters of Title 21 establish window requirements. The rules of measurement for these are scattered and unclear. This proposed new subsection P. merges the rules for calculating window area requirements into one place in Title 21, for ease of reference and consistency of application.

<i>Line (s) #</i>	<i>Comment on Change</i>
3-7	Express the basic measurement rule and provide an illustrative example. This basic information about the existing regulation is intended to provide clarity and consistency. Parts of the building that are exempt from wall area measurement are provided below, in subsection P.3. starting on line 20.
16-19	Clarify existing Title 21 rules for what to include in window and entrance area that count toward the requirements. This provision includes providing references to applicable Title 21 definitions in 21.15.040.
20-32	Exempt parts of the building wall area. This consolidates all exemptions listed in district-specific standards and the residential design standards. This clarifies that exemptions previously only listed as part of a window requirement in one section of Title 21 are intended to apply to window requirements in other sections. It includes the windows illustration from the deleted Residential Design Standards windows subsection (page 67).

1 **21.15.020 Rules of Construction and Interpretation**

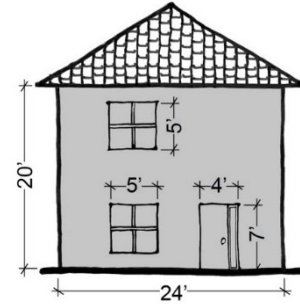
2 *** **

3 **P. Measurement of Windows and Entrances as a Percentage of Building Wall Area**

4 The percentage of building elevation wall area that is window and entrance openings is determined by
5 dividing the total square footage of the windows and primary entrances on the building elevation by the
6 gross square footage of the building elevation wall area (except for parts of the building exempted in 3.),
7 and then multiplying the resulting quotient by 100.

8 **1. Illustrated Example**

9 In the illustration, the building elevation wall area is 20 feet of
10 height x 24 feet of length = 480 square feet. The window and
11 primary entrance area is the area of the two windows (5 x 5
12 feet x 2) plus the area of the primary entrance and its sidelight
13 (4 x 7 feet) = 78 square feet. The percentage of the building
14 elevation wall area is found by dividing 78 by 480 then
15 multiplying by 100, to yield 16%.



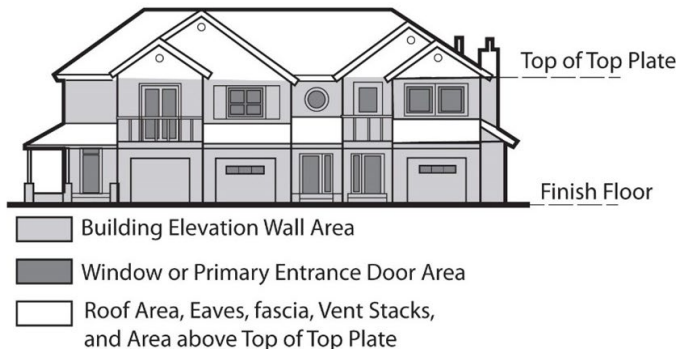
16 **2. Measuring Window and Primary Entrance Area**

17 “Window area” is defined in section 21.15.040, Definitions. Primary entrance area includes the
18 entrance opening and door frame but excludes trim, molding, and other features beyond the door
19 frame. “Primary entrance” is defined in 21.15.040, Definitions.

20 **3. Exempt Parts of the Building Elevation Wall Area**

21 The building elevation wall area is measured as the exterior wall plane surface area from finished
22 grade to the top of the wall on the building except that, for the purposes of measuring windows and
23 entrances as a percentage of building wall area, the following parts of the building are not included
24 in the wall area calculation:

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



33 *** **

ANNOTATION FOR PAGE 82

Section 21.15.040, Definitions

Section 21.15.040 sets forth the terms and definitions used throughout Title 21. The following pages amend some of the definitions and add new definitions to the closing chapter of Title 21. The amendments and additions to the definitions support the other proposed Title 21 changes in this ordinance and will make it easier to implement parking regulations.

The definitions for “Alley,” “Driveway,” and “Driveway Throat Width” on the facing page are current Title 21 definitions related to parking that are provided here for reference with no changes proposed.

<i>Line (s) #</i>	<i>Comment on Change</i>
6-10	<p>Car-Share Program:</p> <p>Add definition for car-sharing, to support a parking reduction proposed in this ordinance for developments that host car-share programs (Table 21.07-9 on page 32). This definition supports that new provision by providing clarity.</p>
20-22	<p>Driveway Approach:</p> <p>Add a term and definition describing the part of a driveway that is within the public street right-of-way (i.e., not on the private property) and connects the private property to the edge of the street. This term and its illustration clarify existing Title 21 and Municipal Driveway Standards regulations that apply only to the portion of the driveway that is in the right-of-way, not on private property.</p> <p>The term is used to help clarify existing regulations on page 54 lines 22-32 and page 55 lines 15-23.</p>

1 **21.15.040 Definitions**

2 *** **

3 **Alley**

4 A permanent service right-of-way providing a secondary means of access to abutting properties.

5 *** **

6 **Car Share Program**

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

11 *** **

12 **Complete Street.**

13 See Street, Complete.

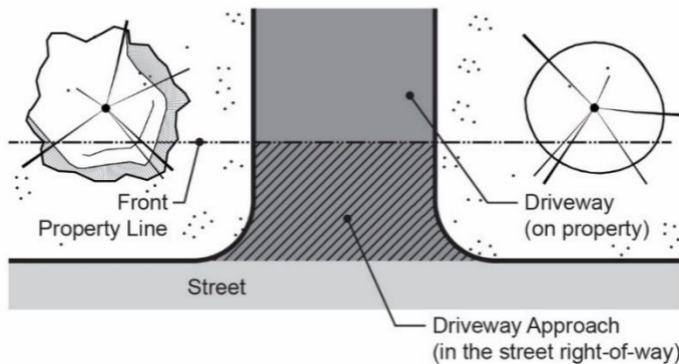
14 *** **

15 **Driveway**

16 The paved connection meeting municipal driveway standards located between the garage of a dwelling unit and
17 the adjacent street (public or private) or between a parking facility and the adjacent street (public or private). A
18 driveway is not a street. It does not provide primary frontage or address for buildings, nor is it primarily designed for
19 non-motorized pedestrian access.

20 **Driveway Approach**

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



23
24

25 **Driveway Throat Width**

26 The width of a driveway at the property line or street curb, measured from face of curb to face of curb (or, where
27 there are no curbs, between the edges of the driveway travel way surface), at the point of tangency. The
28 measurement does not include any medians contained in the driveway. For driveways with a curb return design at
29 the opening of the street curb, the measurement does not include additional width at the driveway opening created
30 by the curb return radii.

31 *** **

ANNOTATION FOR PAGE 83

Section 21.15.040, Definitions (Continued)

Most of the definitions shown on the next page are current Title 21 definitions related to parking that are provided here for reference with no changes proposed.

<i>Line (s) #</i>	<i>Comment on Change</i>
4-8	Parking Cash-Out: Revise this existing definition to improve clarity. This definition supports a parking reduction on page 33.
29-35	Parking, unbundled: Revise this existing definition with additional text to improve clarity. This definition supports a parking reduction proposed on page 33.

1 **21.15.040 Definitions**

2 *** **

3 **Parking Cash-Out**

4 A program offered by an employer that provides employees with a choice of foregoing any subsidized/free parking
5 for a cash payment equivalent to the cost of the parking space to the employer[ALLOWING COMMUTERS TO
6 CHOOSE CASH INSTEAD OF A FREE PARKING SPACE. FOR EXAMPLE, A COMMUTER WHO IS OFFERED
7 A PARKING CASH-OUT MIGHT BE ABLE TO CHOOSE TO RECEIVE \$50 PER MONTH IN CASH IF THEY USE
8 AN ALTERNATIVE MODE BESIDES A SINGLE-OCCUPANCY VEHICLE].

9 **Parking District, Municipally Recognized**

10 An area recognized or designated by the municipal Assembly in which a central authority such as an area
11 improvement district or a parking authority supplies one or more centralized parking facilities, manages the parking
12 supply and/or implements other parking management strategies to serve the area, rather than each individual
13 development site having to supply all of its own parking.

14 *** **

15 **Parking, Shared**

16 A parking facility that serves multiple uses or destinations.

17 **Parking Space**

18 A space for the parking of one vehicle.

19 **Parking Space, Bicycle**

20 An area and facility such as a rack or locker used for parking and securing one bicycle.

21 **Parking, Stacked**

22 Vehicles parked one above the other using a mechanical car stacker.

23 **Parking Structure, Automated**

24 A parking structure operated by automatic mechanical parking equipment such as automobile elevator or lift
25 systems.

26 *** **

27 **Parking, Tandem**

28 One vehicle parked behind another.

29 **Parking, Unbundled**

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

36 *** **

37 **Pedestrian Feature**

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

- 40 • Seating such as benches accommodating several people;
- 41 • Secondary/informal seating opportunities such as steps, pedestals, low walls, or edges of fountains,
42 accommodating several people;
- 43 • A space for standing with objects to lean against, such as bollards, short fences, or irregular building
44 facades, accommodating several people;

Section 21.15.040, Definitions (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
3-11	Pedestrian Feature (<i>continued</i>) Amend definition to include cross-country ski racks and pedestrian-scale lighting as pedestrian transportation amenities, response to public comments.
12-15	Pedestrian Movement Zone Update and clarify this existing definition. Cross-reference to “walkway clear width.”
20-23	Ride Hailing Services Add definition, as the proposed amendments in this ordinance include provisions that recognize this emergent category of for-hire vehicles with drivers to cover services that use software to schedule rides and are not hailed from the street. Example provider companies include Uber and Lyft.
17-18	Primary Pedestrian Walkway Delete definition. This definition described a pedestrian amenity in 21.07.060G.3. (page 17) which is being renamed to “Enhanced On-Site Walkway” for clarity.
25-30	Complete Street Add definition from the Anchorage transportation planning “Complete Streets Policy” which is proposed to be the namesake of the “Complete Street Sidewalk” pedestrian amenity on page 22.
31-33	Walkway Clear Width Clarify this existing definition.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **21.15.040 Definitions**

2 *** **

3 **Pedestrian Feature** *(continued)*

4 *** **

- 5 • A tree or raised planter;
- 6 • A work of art such as a water feature, sculpture, cultural exhibit, or clock feature;
- 7 • Pedestrian-scale lighting;
- 8 • A cross-country ski rack that can accommodate a ski lock and is located at building entrances within 500
- 9 feet of a ski trailhead;
- 10 • A winter city urban design feature such as a wind screen, or outdoor stove or space heater; or
- 11 • Other object supporting pedestrian utility, such as a gazebo or kiosk.

12 **Pedestrian Movement Zone**

13 The middle portion of an enhanced street sidewalk (21.07.060G.19.), comprising its walkway clear width located

14 between the sidewalk's street interface and building interface zones. The pedestrian movement zone provides for

15 the primary function of sidewalks[,] and is kept clear of any obstructions to pedestrian movement.

16 *** **

17 [PRIMARY PEDESTRIAN WALKWAY]

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

19 *** **

20 **Ride Hailing Services**

21 A business that matches passengers with for-hire personal vehicles with drivers using software applications. Ride

22 hailing services are different from other for-hire vehicles with drivers, such as taxicabs, in that they are not hailed

23 from the street.

24 *** **

25 **Street, Complete**

26 A street that is designed, used, and operated to enable safe access for all users, including pedestrians, bicyclists,

27 motorists, and public transportation users of all ages and abilities, and for all users to safely move through the

28 transportation network. For example, Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a

29 complete streets policy in 2018 for its urbanized planning area. The AMATS Complete Streets Policy is available

30 on the municipal website.

31 *** **

32 **Walkway Clear Width**

33 That portion of the total width of a walkway, trail, pathway, or sidewalk cross-section which is unobstructed,

34 continuous (without interruption or being split by obstructions), and kept clear for pedestrian movement.

35 [WALKWAY, PRIMARY PEDESTRIAN]

36 [SEE PRIMARY PEDESTRIAN WALKWAY.]

37 *** **

ANNOTATION FOR PAGE 85

AMCR Section 21.20.007, Schedule of Fees – Miscellaneous Fees

AMCR 21.20.007 establishes the applicant fees for review and approval of a variety of zoning entitlements, including those related to parking site plan approvals. The section already sets a fee for recording parking agreements and/or access agreements with the Municipality. This fee covers the cost of recording. It does not address the cost in Traffic Engineering staff time needed to review and approve proposed parking reductions.

<i>Line (s) #</i>	<i>Comment on Change</i>
Table Section I.	<p>Set a Fee for Discretionary Review of Parking Reductions by Traffic Engineerin</p> <p>The changes to AMCR 21.20.007 on the next page include adding a fee to cover at least a portion of the cost in staff time that it takes to review proposed parking reductions that are discretionary and therefore require review and approval by the Traffic Engineer and Director and their designated staff.</p> <p>The proposed amount of \$135 per hour with a base fee of 2 x \$135 = \$270. This fee does not apply to the non-discretionary parking reductions listed in 21.07.090F, or to area-specific lower minimum parking requirements in the proposed Table 21.07-7.</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

1 **ANCHORAGE MUNICIPAL CODE OF REGULATIONS (AMCR) Title 21**

2 *** **

3 **21.20 Regulations Governing Land Use Fees**

4 *** **

5 **21.20.007 Schedule of Fees – Miscellaneous Fees**

6 The following fees shall be paid for the services described:

*** **

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

H[I]. Sign permits:

*** **

7



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www.muni.org/Planning/2040Actions.aspx