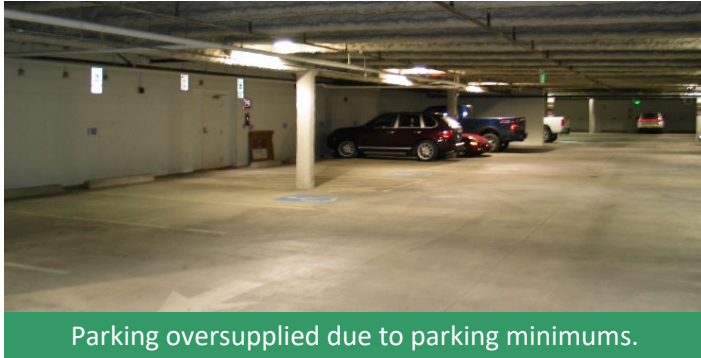




# Title 21 Parking and Site Access Amendments

*An Update to Anchorage's Planning and Zoning Rules for  
Minimum Parking and Site Access Requirements*



Parking oversupplied due to parking minimums.



One car space can fit ten bike spaces.

## Community Discussion Draft



**Attachment 3:  
Clean Version  
with Proposed  
Amendments  
(Non-annotated)**

October 29, 2021

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# Clean Version with Proposed Amendments

This version of the proposed amendments shows amended code sections as they would look in the published code book after final adoption. It includes indications of where sections of code are removed. For additional detail, please refer to the *Annotated Zoning Code Amendments* document (Attachment 2).

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:

Zoning Code Section Affected by Proposed Changes	Page
<b>21.04. Zoning Districts</b>	1
<b>21.05: Use regulations</b>	2
<b>21.07: Development and Design Standards</b>	3
<b>21.11: Development and Design Standards [Downtown]</b>	49
<b>21.15: Rules of Construction and Interpretation</b>	49

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 *21.04.020.H.2.E R-3A Reduced Parking Ratios-deleted*

10  
11 **e. Complete Street-Style Sidewalk Option**  
12 A complete street-style sidewalk may be provided in lieu of required sidewalks and  
13 site perimeter landscaping, as provided in 21.07.060G.19.

14 \*\*\* \*\*

15 **J. R-4A: Residential Mixed-Use District**  
16 \*\*\* \*\*

17 **2. District-Specific Standards**  
18 \*\*\* \*\*

19 *21.04.020.J.2.E R-4A-Reduced Parking Ratios deleted*

20  
21  
22 \*\*\* \*\*

23 **21.04.030 Commercial Districts**  
24 \*\*\* \*\*

25 **G. Standards for Mixed-Use Development in the B-1A and B-1B Districts**  
26 \*\*\* \*\*

27 *21.04.030.G.5 Reduced Parking Ratios in the B-1A and B-1B Districts deleted*

28  
29 **5. Complete Street-Style Sidewalk Option**  
30 A complete street-style sidewalk may be provided in lieu of required sidewalks and site  
31 perimeter landscaping, as provided in 21.07.060G.19

32  
33 \*\*\* \*\*

34 **21.04.030 Commercial Districts**  
35 \*\*\* \*\*

36 **G. Standards for Mixed-Use Development in the B-1A and B-1B Districts**  
37 \*\*\* \*\*

38 *21.04.030.G.7 Standards for Mixed-Use Development in the B-1A and B-1B Districts deleted*

39  
40 \*\*\* \*\*

41 **H. Standards for Mixed-Use Development in the B-3 District**  
42 \*\*\* \*\*

1 **21.04.030.H.3-5 Standards for Mixed-Use Development in the B3 District-Building Placement and**  
2 **Orientation deleted**

3  
4 **3. Complete Street-Style Sidewalk Option**

5 A complete street-style sidewalk may be provided in lieu of required sidewalks and site  
6 perimeter landscaping, as provided in 21.07.060G.19

7 \*\*\* \*\*

8 **21.04.070 Overlay Zoning Districts**

9 \*\*\* \*\*

10 **C. Commercial Center Overlay**

11 \*\*\* \*\*

12 **21.04.070.C.4, 6 Commercial Center Overlay-Reduced Parking Ratios deleted**

13  
14 **4. Uses Prohibited**

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

18 **Chapter 21.05: Use regulations**

19 \*\*\* \*\*

20 **21.05.070 Accessory Uses and Structures**

21 \*\*\* \*\*

22 **D. Definitions and Use-Specific Standards for Allowed Accessory Uses and Structures**

23 \*\*\* \*\*

24 **1. Accessory Dwelling Units**

25 \*\*\* \*\*

26 **b. Use-specific Standards**

27 \*\*\* \*\*

28 **iii. Requirements**

29 All ADUs shall meet the following requirements:

30 \*\*\* \*\*

31 **(C) Requirements for Developing an ADU**

32 \*\*\* \*\*

33 **(8) Parking**

34 One parking space in addition to the parking spaces required for the  
35 principal dwelling unit is required for the accessory dwelling unit, except as  
36 provided in Table 21.07-7, Area-specific Parking Requirements. [; but in no  
37 event shall there be fewer than three parking spaces per lot. The additional  
38 parking space required for the ADU may be on the parent lot or on-street  
39 when approved by the municipal traffic engineer as provided in subsection  
40 21.07.090F.19.] An ADU may be eligible for a parking reduction as  
41 provided in section 21.07.090F., Parking Reductions and Alternatives.  
42 Notwithstanding the provisions of chapter 21.13, Nonconformities, all off-  
43 street parking deficiencies on the property shall be corrected.

44 \*\*\* \*\*

1 **Chapter 21.07: Development and Design Standards**

2 \*\*\* \*\*

3 **21.07.015 Neighborhood Development Contexts**

4 **A. Purpose**

5 This section sets forth Neighborhood Development Contexts derived from existing and desired  
6 characteristics of Anchorage’s older, urban neighborhoods as identified in the Comprehensive  
7 Plan. The Neighborhood Contexts 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  
9 patterns; building placement and how buildings and structures relate to their lots, surrounding  
10 buildings and structures, and street; the diversity, distribution, and intensity of land uses; and  
11 diversity of transportation access options such as pedestrian facilities and public transportation.  
12 The characteristics of these areas mapped in this section provide the basis for area-specific  
13 development regulations tailored to the unique characteristics and strengths of these areas and  
14 fulfills their role as recommended in the Comprehensive Plan.

15 **B. Applicability**

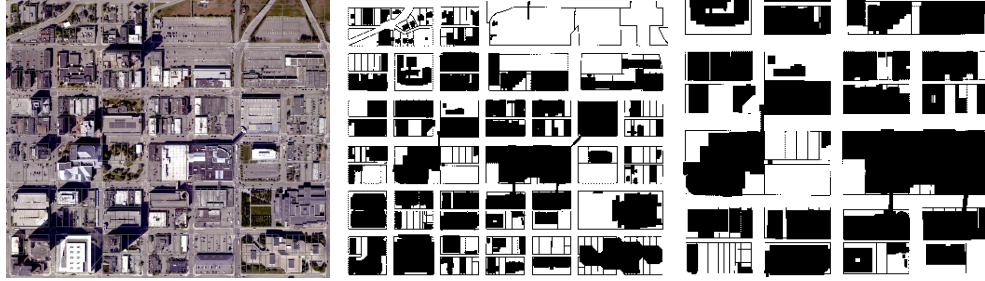
- 16 1. The neighborhood development contexts set forth in this section apply as a basis for area-  
17 specific development standards in this chapter 21.07 that are tailored to distinct  
18 characteristics of older, urban neighborhoods.  
19  
20 2. The neighborhood development contexts delineated in this section shall not be used as a  
21 basis to change the allowed uses or review and approval procedures of the underlying  
22 zoning district, district-specific dimensional standards, or any other standards of this title  
23 besides the development and design standards of chapter 21.07.  
24  
25 3. The department shall provide and maintain maps showing the boundaries of the  
26 neighborhood development contexts at the parcel scale, in this title and in a publicly  
accessible location.

27 **C. Neighborhood Development Contexts Established**

28 The following neighborhood development contexts are established as described below and  
29 delineated in maps 21.07-1 through 21.07-4. Each description is organized to describe general  
30 character: street, block, and access patterns; building placement and location; and mix of uses.  
31 Descriptions are intent statements providing a basis for area-specific development standards  
32 elsewhere in this chapter.

33 **1. Downtown Context**

34 The Downtown development context includes the Downtown (DT) zoning districts and  
35 other zoning districts within the city’s central business district. The Downtown context  
36 features a mix of multi-unit residential, commercial, office, civic, institutional, cultural, and  
37 entertainment uses in medium to large buildings. It features a regular street grid of city  
38 blocks of the same size. Sidewalks are provided on every street. Most blocks contain  
39 alleys. Buildings typically have shallow front setbacks, forming a building wall along the  
40 sidewalk. Entrances to buildings tend to be directly from the public sidewalk. The highest  
41 priority is given to the pedestrian, transit, and other alternative modes of transportation.  
42 This area features managed public parking facilities and on-street parking, as well as  
43 elevated levels of street and sidewalk maintenance.



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2. **Traditional Urban Neighborhood Context**

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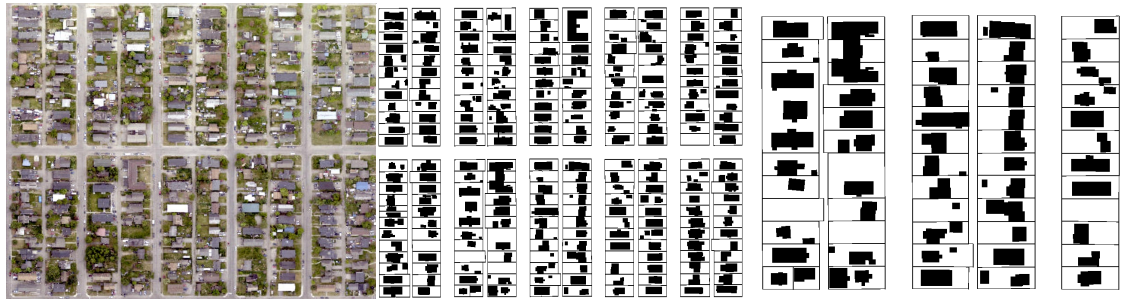
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The traditional urban neighborhood context includes Anchorage’s oldest urban neighborhoods: Government Hill, South Addition, Fairview, and Mountain View. These neighborhoods are identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas. Traditional urban neighborhoods feature a regular pattern of block shapes surrounded by a street grid, which provide regular, frequent pedestrian and vehicular connections. Block sizes are small and block shapes are consistent. Sidewalks are present on most local streets, except in limited parts of southern South Addition and in western Government Hill. There is a consistent presence of alleys. Residential buildings typically have moderate front setbacks and a consistent street orientation, with lawns comprising a majority of the frontage. Parking tends to be located to the side or rear of buildings. There is a balance of pedestrian, bicycle, and vehicle reliance.



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3. **Edge Urban Neighborhood Context**

The edge urban neighborhood context includes areas generally identified in the Comprehensive Plan, Land Use Plan Map, as traditional neighborhood design areas in Anchorage’s early post-war era (1950s-1960s) neighborhoods, such as Spenard, North Star, Midtown, Rogers Park, Airport Heights, Russian Jack Park, and University Area. These neighborhoods feature a variety of interconnected street systems with smaller lot and block sizes than the more suburban parts of the Anchorage Bowl. Some edge urban areas feature a regular, orthogonal grid of street blocks and others provide a more relaxed and irregular street grid. There is an inconsistent presence of alleys and local street sidewalks. Buildings typically have moderate to deep front setbacks. Building orientation along a block face may be inconsistent. Commercial buildings typically have consistent orientation and front setbacks deep enough to allow for a mix of landscaping and some parking. Some edge urban neighborhood context areas include transit-supportive development corridors in which the Municipality is investing in enhanced public transportation services and pedestrian facilities.



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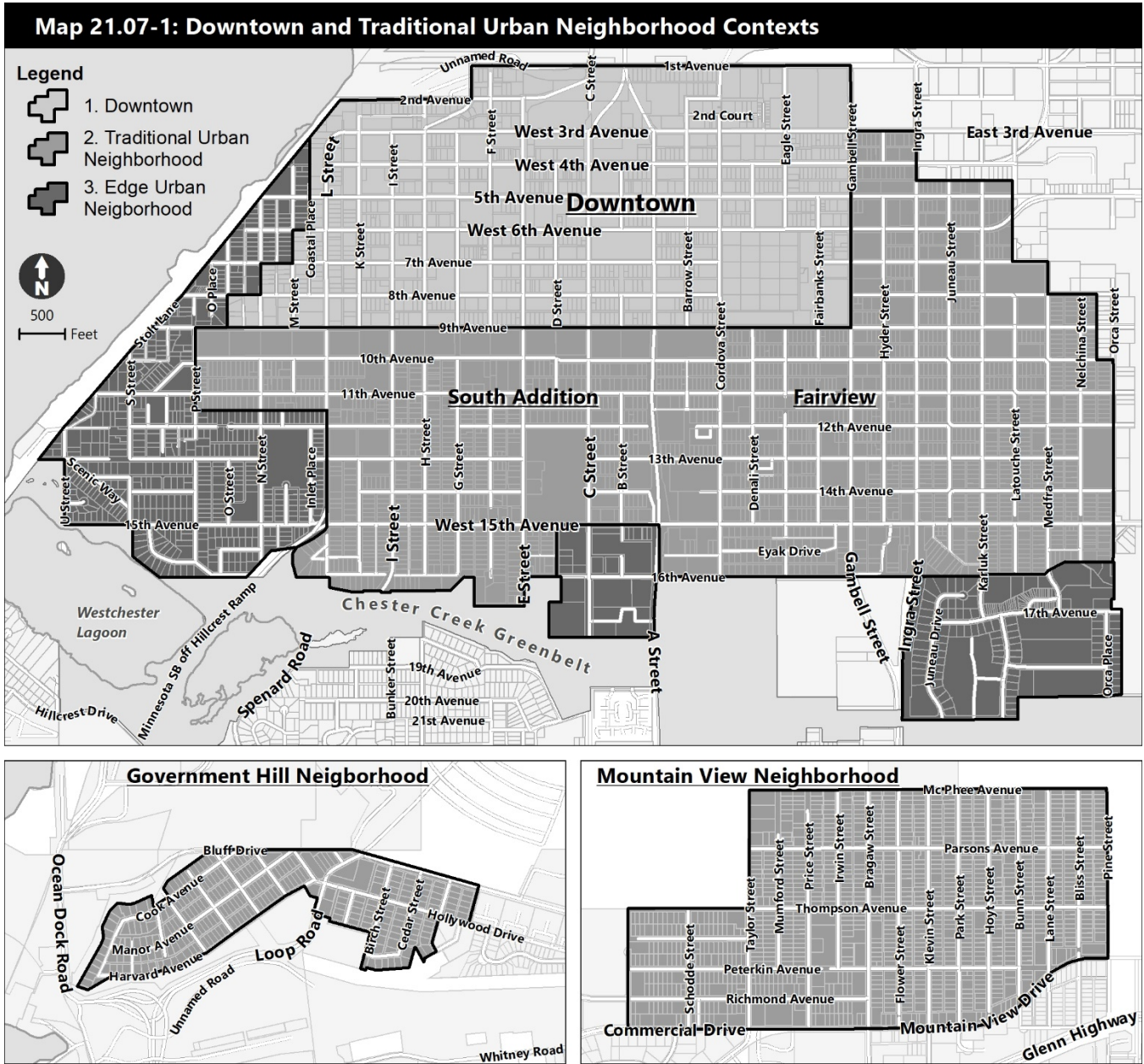
4. **Transit-Supportive Development Corridors**

Transit-supportive development corridors designated by the Comprehensive Plan extend through and outward from the edge urban neighborhood contexts. These corridors are where pedestrian facilities and frequent public transportation service interact with a compact, walkable pattern of commercial, residential, and mixed-use development within walking distance of the public transit route. These corridors have elevated levels of municipal public transportation service with frequent headways between buses and higher ridership demand. These transit routes connect local and regional town centers, city centers, and other service/employment centers, such as the UMED District. The locations of transit-supportive development corridors are depicted on Maps 21.07-2, 21.07-3, and 21.07-4. Transit-supportive development corridors 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 maps. Where a transit-supportive development corridor overlaps with an edge urban neighborhood context, only the edge urban neighborhood regulations of this title shall apply.



1 **21.07.015 Neighborhood Development Contexts**

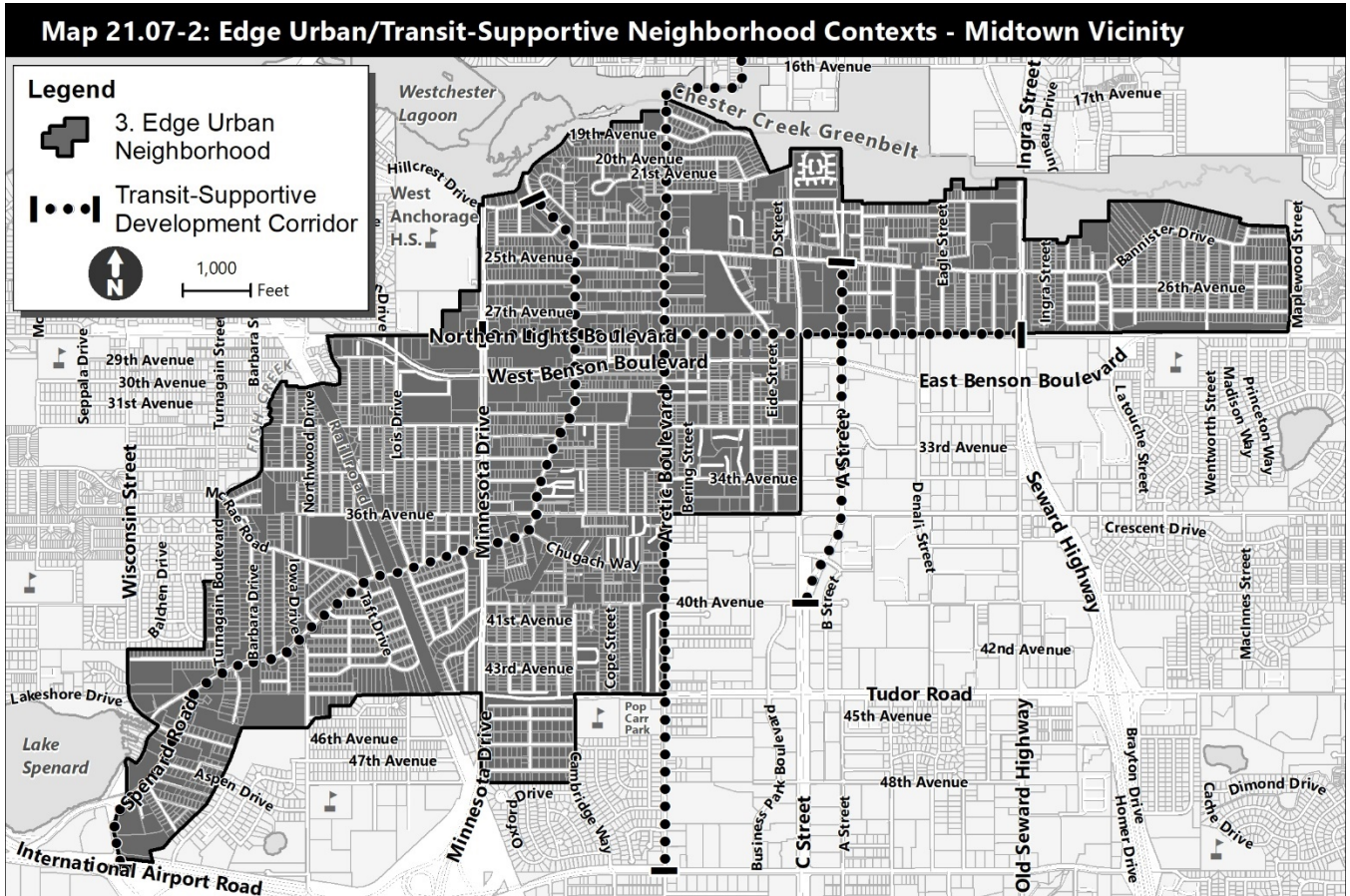
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1 21.07.015 Neighborhood Development Contexts

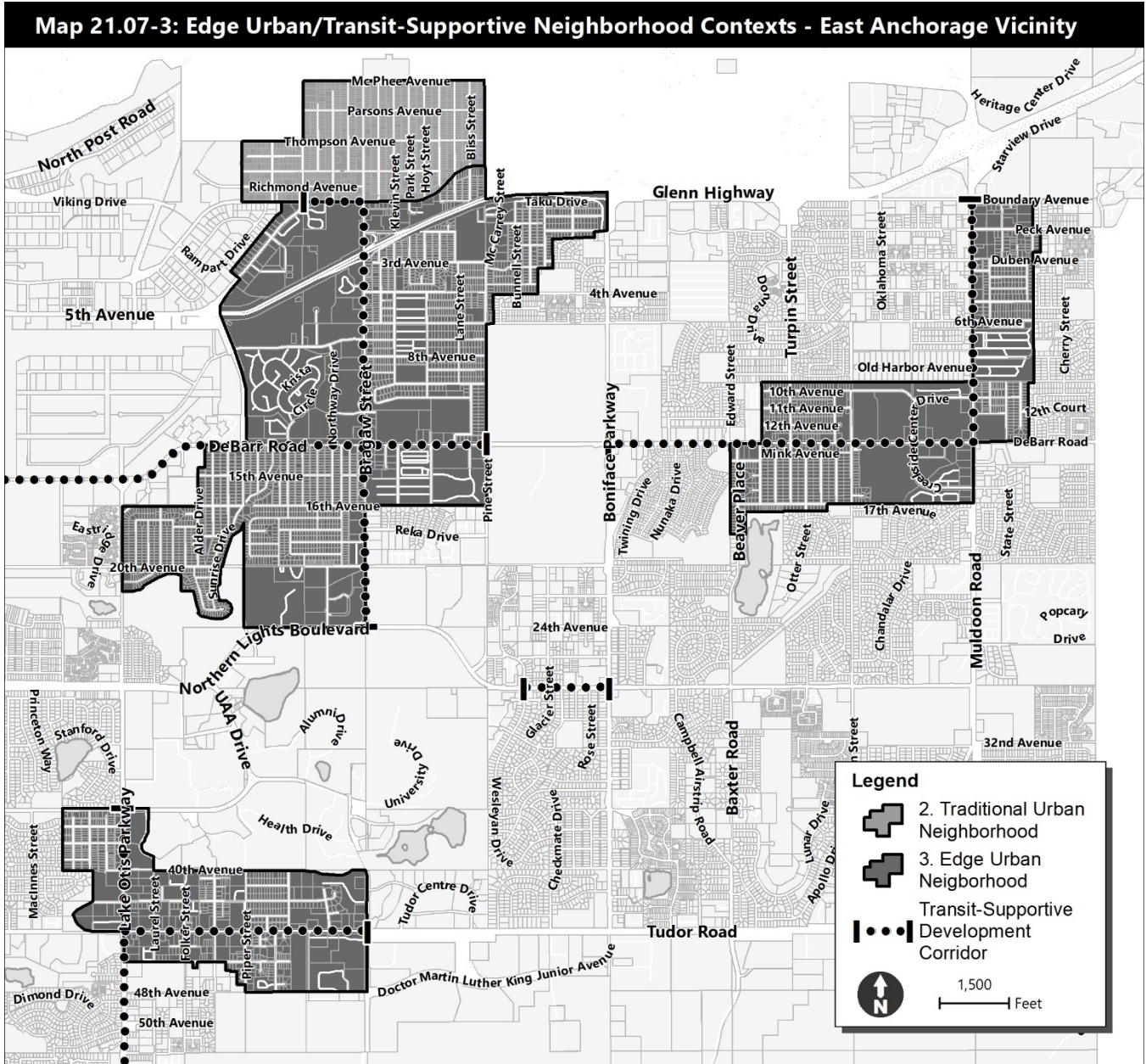
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1 **21.07.015 Neighborhood Development Contexts**

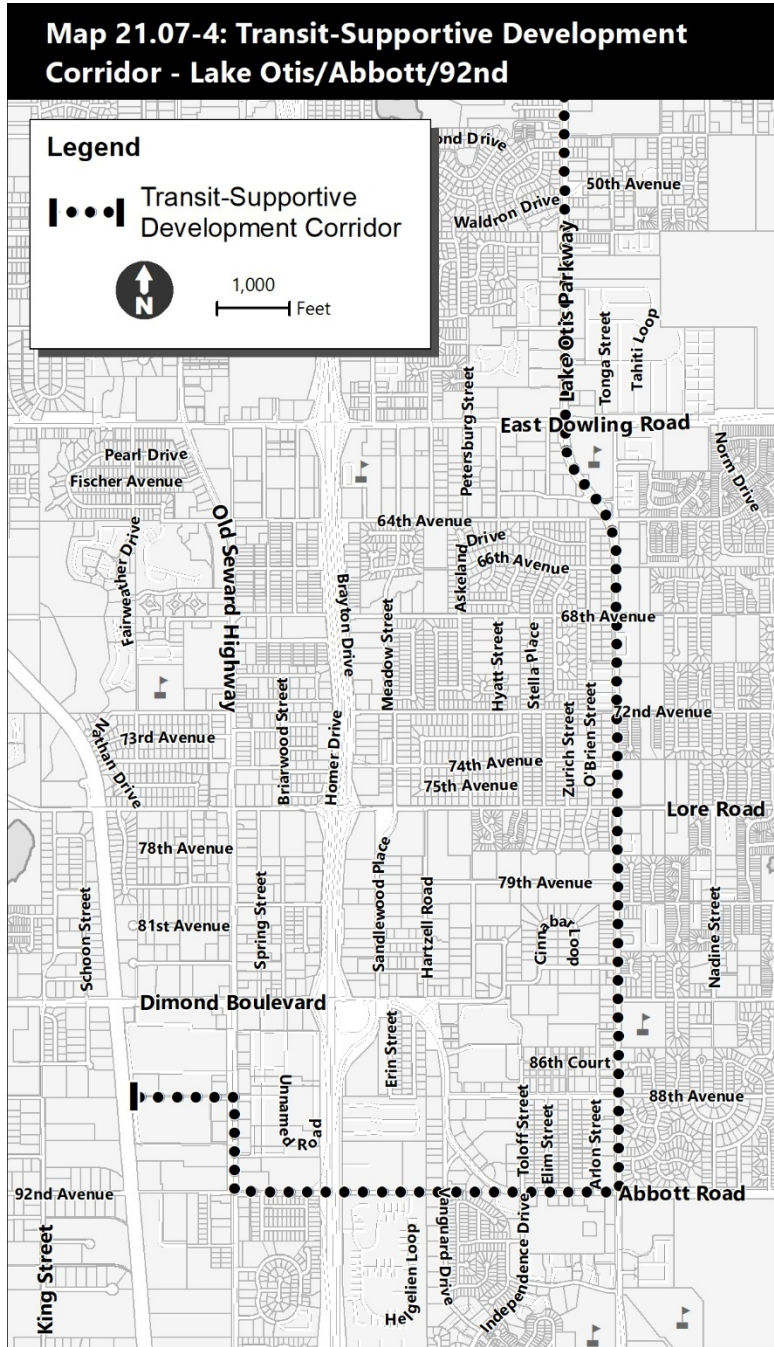
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1 21.07.015 Neighborhood Development Contexts  
 2 \*\*\* \*\*



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1 **21.07.060 Transportation and Connectivity**

2 \*\*\* \*\*

3 **E. Standards for Pedestrian Facilities**

4 \*\*\* \*\*

5 **2. Sidewalks**

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

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

17 \*\*\* \*\*

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

20 i. In R-4, R-4A, commercial , and DT zoning districts.

21 \*\*\* \*\*

22 **Chapter 21.07: Development and Design Standards**

23 \*\*\* \*\*

24 **21.07.060 Transportation and Connectivity**

25 \*\*\* \*\*

26 **E. Standards for Pedestrian Facilities**

27 \*\*\* \*\*

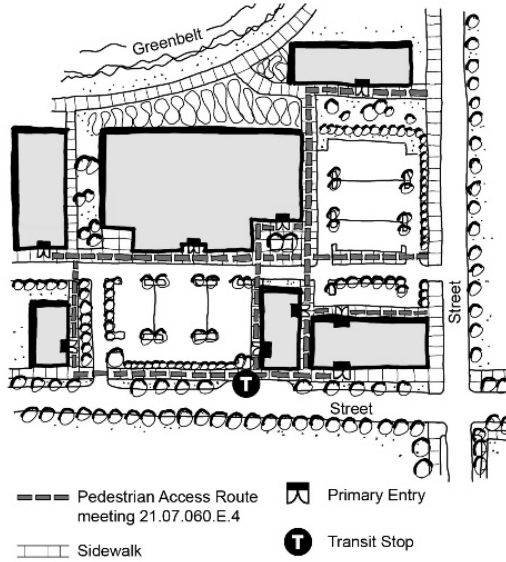
28 **4. On-Site Pedestrian Walkways**

29 \*\*\* \*\*

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

31 \*\*\* \*\*

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



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

\*\*\*      \*\*\*      \*\*\*

**c. Walkway Clear Width and Improvements**

\*\*\*      \*\*\*      \*\*\*

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

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

\*\*\*      \*\*\*      \*\*\*

**Chapter 21.07: Development and Design Standards**

\*\*\*      \*\*\*      \*\*\*

**21.07.060 Transportation and Connectivity**

\*\*\*      \*\*\*      \*\*\*

**F. Pedestrian Frontage Standard**

**1. Purpose**

The pedestrian frontage standard promotes building placement and orientation that interfaces with the neighborhood streets and sidewalks, facilitates pedestrian and bicycle access, supports automobile parking demand management, and encourages alternative modes of transportation. Objectives include:

a.      Provide pedestrian access to building entries that is clearly defined, safe, and inviting for people of all abilities, and minimizes conflicts with or interruptions by parking facilities.

- 1           b.     Place active living spaces, entrances, and windows on street-facing building
- 2           facades to improve the physical and visual connection from residences to the
- 3           street.
- 4           c.     Promote a safe pedestrian and neighborhood environment through “eyes on the street”
- 5           design elements, such as placement of windows, that foster opportunities for casual
- 6           surveillance of the street and outwardly expressed proprietorship of the neighborhood.2.
- 7

8           **2.     Applicability**

9           Subsection 3. applies to: development in the traditional urban neighborhood and edge

10          urban neighborhood contexts established in 21.07.015; and to developments that receive

11          reductions to required parking in 21.07.090.3. Subsection 4. applies to development in

12          other parts of the municipality, except as follows. Exceptions and exemptions from this

13          section 21.07.060F. include:

- 14          a.     Changes of use and other developments that comprise building modifications of less than
- 15          50 percent of the total improvements value of the building(s) on the site.
- 16          b.     Development in Girdwood, Downtown (DT), and Industrial zoning districts.
- 17          c.     Single-family and two-family dwellings constructed prior to January 1, 2016, or on lots of
- 18          20,000 square feet or larger, or in Class B zoning districts.
- 19          d.     Non-residential uses without habitable floor area, such as utility substations.
- 20          e.     The director shall reduce the window area requirement by the amount the applicant
- 21          demonstrates is needed to comply with a 5-star energy rating or a financing institution’s
- 22          energy rating requirements.
- 23          f.     The director shall approve administrative relief for other sites provided the applicant
- 24          demonstrates the adjustment is necessary to compensate for some practical difficulty of
- 25          the site.
- 26          g.     The Alternative Equivalent Compliance procedure set forth in subsection 21.07.010D. may
- 27          be used to propose alternative means of complying with the intent of this section.

28

29          **3.     Standard in Urban Neighborhood Contexts**

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

31          frontage.

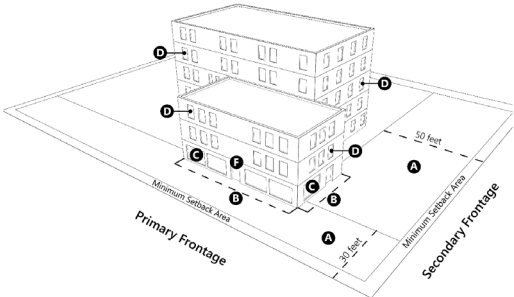


Table 21.07-2: Pedestrian Frontage Standard in Urban Neighborhood Contexts



Building and Parking Placement <sup>1</sup>	Primary Frontage	Secondary Frontage
A. Maximum front setback (ground-floor only) <sup>1</sup>	30 feet in Traditional Urban, and 60 feet in other areas	90 feet
B. Minimum percentage of the length of street-facing building elevation(s) required to comply with max. setback in A. <sup>1</sup>	50%	50%
C. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)	50% in Traditional Urban; 67% elsewhere	67%
D. Maximum distance a garage may project out in front of the rest of the street-facing residential building elevation.	A distance equal to no more than the width of the non-garage portion of the street-facing building elevation	
Building Orientation and Access	Primary Frontage	Secondary Frontage
E. Minimum percentage of a non-residential ground-floor, street-facing building elevation required to be windows or primary entrances <sup>2, 3</sup>	30% in Traditional Urban,	15%
F. Minimum percentage of residential and upper-floor street-facing elevation wall areas required to be windows or primary entrances <sup>3</sup>	and 20% elsewhere	10%
G. At least one primary entrance located within max. setback in A.	15% in Traditional Urban, and	Not Required.
H. Front primary entrances for residential dwellings meet 21.07.060G.15., Covered, Visible Residential Entrance.	Required	
I. Minimum number of pedestrian amenities from 21.07.060G. in addition to those required by this table 21.07-2.	2 pedestrian amenities required per multifamily, mixed-use, townhouse, or group housing development	
<sup>1</sup> Generally applicable standards and exceptions for maximum setbacks are provided in 21.06.030C.5. <sup>2</sup> 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. <sup>3</sup> Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020P.		

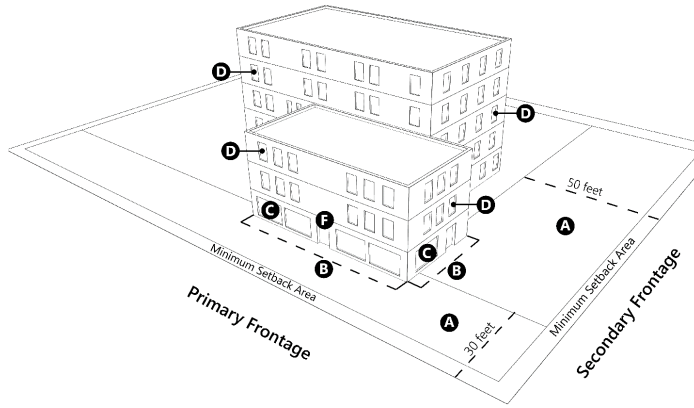
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2 F. Pedestrian Frontage Standards

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**3. Standard for Other Areas and Developments in the Municipality**

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



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**Table 21.07-3: Pedestrian Frontage Standard – Other Areas of the Municipality**

Building and Parking Placement	Primary Frontage	Secondary Frontage
A. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)	67%	75%
B. Maximum distance a garage may project out in front of the rest of a street-facing residential building elevation	A distance equal to no more than the width of the non-garage portion of the street-facing building elevation	
Building Orientation and Access	Primary Frontage	Secondary Frontage
C. Minimum percentage of residential street-facing building elevation wall areas required to be windows or primary entrances <sup>1</sup>	Window(s) required, with no minimum percentage	
D. Front primary entrances to residential dwellings meet 21.07.060G.15., Covered, Visible Residential Entrance.	Required	
E. Minimum number of pedestrian amenities from 21.07.060G. in addition to those required by this table 21.07-3.	1 pedestrian amenity required per multifamily, mixed-use, townhouse, or group housing development	
<sup>1</sup> Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020P.		

6

\*\*\*      \*\*\*      \*\*\*

1 **G Pedestrian Amenities**

2 \*\*\* \*\*

3 **1. Purpose**

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

15 **2. Applicability**

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

24  
25 **21.07.060F.3 Pedestrian Amenities- Walkway deleted**

26  
27 **3. Enhanced On-Site Walkway**

28 An enhanced on-site walkway is intended to provide an option for applicants to receive  
29 credit for exceeding the minimum development standards for walkways and improving  
30 pedestrian convenience, comfort, and safety on the site. Enhanced on-site[Primary  
31 Pedestrian] walkways provide additional width[an unobstructed clear width of at least eight  
32 feet] for pedestrian movement [with additional space incorporating features along the  
33 walkway such as storefront sidewalk space, room for residential stoops or building  
34 foundation plantings,] and peripheral space that accommodates landscaping, furniture,  
35 and utilities. [As established generally in subsection F.1 and F. 2 above, the standards of  
36 this subsection apply only where the specific term "primary pedestrian walkway" is listed  
37 as a requirement, menu choice, or special feature that counts toward a bonus. This  
38 subsection is not a generally applicable requirement for other large walkways.]

39 **a.**

40 An enhanced on-site walkway shall have an unobstructed walkway clear width of  
41 at least eight feet. Where adjacent to a ground-floor building elevation it shall also  
42 have a[ sidewalk storefront or] building interface zone a minimum of two feet in  
43 width for building foundation landscaping or extra walkway[three feet in width of  
44 sidewalk] space for opening doors or seating and transition pedestrian spaces. In  
45 addition, the enhanced on-site walkway shall have a buffer space of at least four

1 feet in width where abutting motor vehicle parking lots, circulation aisles, or  
2 driveways[shall be incorporated as part of the walkway when abutting any street  
3 or vehicle area], to accommodate landscaping beds, fencing or bollards, light  
4 poles, utilities, benches, and other furnishings.

5 **b.** A minimum of two pedestrian features as defined by this title (21.15.040) shall be  
6 provided along the enhanced walkway, with at least one for every 50 feet of the  
7 walkway length.

8 **c.** Enhanced on-site walkways shall provide continuous, direct connections from  
9 primary entrance(s) to surrounding public streets and sidewalks and be publicly  
10 accessible or available to all residents of the development.

11 \*\*\* \*\*

12 **Chapter 21.07: Development and Design Standards**

13 \*\*\* \*\*

14 **21.07.060 Transportation and Connectivity**

15 \*\*\* \*\*

16 **G. Pedestrian Amenities**

17 ***21.07.060.G.-Bicycle Parking Facilities deleted***

18 \*\*\* \*\*

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22  
23 **Chapter 21.07: Development and Design Standards**

24 \*\*\* \*\*

25 **21.07.060 Transportation and Connectivity**

26 \*\*\* \*\*

27 **G. Pedestrian Amenities**

28 \*\*\* \*\*

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

30 To receive credit for this pedestrian amenity, the development shall connect the primary  
31 entrances to the street with a clear and direct walkway that is not routed through a  
32 parking facility or across vehicle driveways or circulation aisles. The minimum clear  
33 width portion of the walkway shall be separated from the parking facility by at least five  
34 feet.

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

36 A covered, visible residential entrance is a porch, stoop, or landing sheltered by a roof.  
37 To receive credit, it shall have an internal dimension of at least 16 square feet. It shall  
38 also be visible (via an unobstructed line of sight) from a street or face a common private  
39 open space that is visible from a street. It shall also be distinguished from adjoining areas  
40 and vehicle parking by vertical separation or a change in surfacing material.

1           **16. Enhanced Primary Entrance**

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

- 5           a.       Outdoor sheltering roof feature projecting from the building façade such as an  
6           overhang, portico, canopy, marquee;
- 7           b.       Recessed and/or projected entrance or other building wall modulation with  
8           projections or recesses in the building wall plane;
- 9           c.       Changes in the building’s main roofline such as arches, peaked roof forms, or  
10          terracing parapets;
- 11          d.       Changes in siding material or exterior finishes, or façade detail features such as  
12          tilework that emphasize the entrance;
- 13          e.       Entrance plaza, patio, or similar common private open space;
- 14          f.       Landscaping not otherwise required by this title, such as integrated planters,  
15          landscape accent lighting, or special paving treatments; or
- 16          g.       One or more pedestrian features (21.15.040) such as pedestrian-scale lighting or  
17          seating.

18           **17. Site Entry Feature**

19           Highlight and define a pedestrian and/or vehicle entrance to a development site using  
20           three or more of the following elements:

- 21          a.       Landscape treatment with seasonal color and trees, which clearly distinguishes  
22          and highlights the site entry.
- 23          b.       Plaza or courtyard as described in subsection 21.07.060G.5.
- 24          c.       Identifying building primary entrance form including a covered entry, when the  
25          primary entrance is within 50 feet of the site entrance.
- 26          d.       Special paving, pedestrian scale lighting, and/or bollards.
- 27          e.       Ornamental gate and/or fence.

28           **18. Pedestrian-Interactive Building**

29           A pedestrian-interactive building is intended to provide interior spaces that engage the  
30           sidewalk with street-facing windows and entrances, and activities and services that  
31           support neighborhood residents, and generally contribute to the pedestrian-oriented  
32           environment of the neighborhood or district. The standards that follow apply where the  
33           term “pedestrian-interactive use” is listed in this title as a requirement, special feature for  
34           a bonus, or a menu choice.

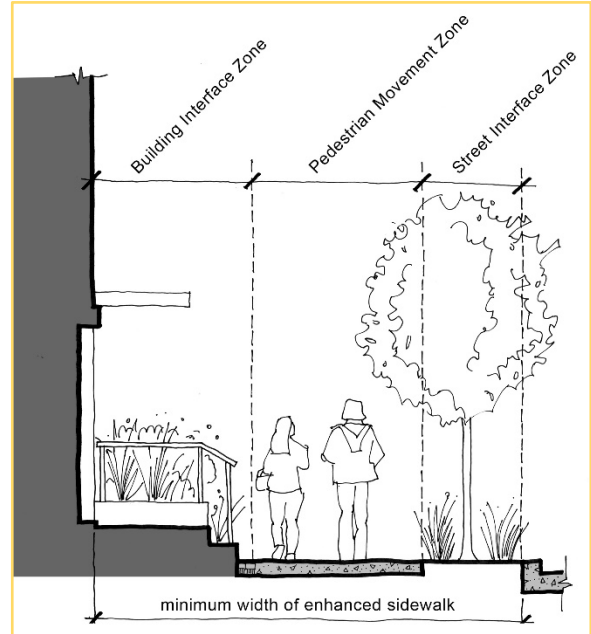
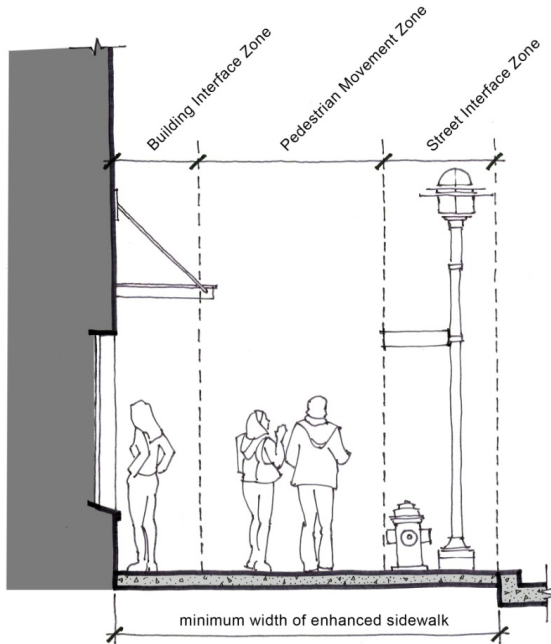
- 35          a.       A pedestrian-interactive building shall provide a primary entrance facing the street.  
36          Entrances at building corners facing a street may be used to satisfy this  
37          requirement.

- 1           **b.**     A pedestrian-interactive building shall contain habitable floor area at least 24 feet  
2           deep extending along a minimum of 50 percent of the length of the ground-floor,  
3           street-facing building elevation in Urban Neighborhood Contexts, and 30 percent  
4           elsewhere. The habitable floor area may include pedestrian entrances, entry  
5           lobbies or atriums, and stairwells.
- 6           **c.**     Street-facing wall areas of a non-residential[pedestrian-interactive] use shall be  
7           50 percent visual access windows or primary entrances on the ground floor, and  
8           20 percent windows above the ground floor;
- 9           **d.**     Street-facing wall areas for residential uses shall be at least 20 percent windows  
10          or primary entrances in Urban Neighborhood contexts and 10 percent elsewhere.
- 11          **e.**     Where a building has three or more street frontages, these criteria apply along  
12          only two of the frontages.

13           **18. Complete Street Sidewalk**

14           A complete street sidewalk is intended to provide an option for applicants to receive credit  
15           for exceeding the minimum development standards for sidewalks. A complete street  
16           sidewalk promotes sidewalk widening and streetscape enhancements to support higher  
17           levels of pedestrian activity, comfort, and safety in the district. A complete street sidewalk  
18           with “complete street” style amenities may be provided in lieu of required site perimeter  
19           landscaping as determined through an administrative site plan review, and subject to the  
20           following:

- 21          **a.**     The complete street sidewalk cross-section[width] shall be at least 12 feet wide,  
22          and include a pedestrian movement zone, building interface zone, and street  
23          interface zone. The pedestrian movement zone shall have a clear width of at least  
24          six feet for pedestrian movement. The street interface zone shall be at least two  
25          feet wide from back-of-curb, and four feet wide along major arterials. At least part  
26          of the [development’s frontage along the enhanced] sidewalk along the  
27          development’s frontage shall interface with an adjoining building. The building  
28          interface shall be at least two feet wide.



Complete Street Sidewalks in Commercial and Residential Settings

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**18. Complete Street Sidewalk**

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- b. The complete street sidewalk shall provide at least two-thirds the number of trees and shrubs required for site perimeter landscaping.
- c. The complete street sidewalk may be placed wholly or in part within a right-of-way, subject to approval of the traffic engineer and municipal engineer.
  - i. The complete street sidewalk shall be subject to the applicable requirements of title 24, including sections 24.30.020., Permit to use Public Places, and 24.90, Encroachment Permit.
  - ii. Existing improvements that meet the standards of the complete street sidewalk may be counted towards the requirements of this section, subject to approval by the director.
  - iii. The owner shall maintain landscaping and amenities for the complete street sidewalk within the right-of-way.
  - iv. Where the right-of-way is not adequate or cannot be configured to accommodate the complete street sidewalk, then the development shall be set back from the street frontage as necessary to accommodate part of the improvements within the property. A public use easement shall be recorded for any part of the designated sidewalk width to be located within the subject parcel.

**21.07.090 Off-Street Parking and Loading**

1 **A. Purpose**

2 This section establishes off-street parking and loading requirements as a necessary part of the  
3 development and use of land, to ensure the safe and adequate flow of traffic in the public street  
4 system, and to ensure that parking lots are designed to perform in a safe, efficient manner. It is  
5 also the intent of this section to attenuate the adverse visual, environmental, and economic  
6 impacts of parking lots, and to balance the provision of adequate off-street parking with area-wide  
7 objectives, including to achieve a compact and efficient land use pattern, affordable housing,  
8 pedestrian-friendly environments, and use of multiple modes of transportation. Specific purposes  
9 of this section include to:

- 10 1. Ensure that off-street parking, loading, and access demands will be met without  
11 adversely affecting other nearby land uses and neighborhoods;
- 12 2. Provide for safe and orderly circulation and parking in parking and loading facilities, and  
13 minimize conflicts between pedestrians and vehicles;
- 14 3. Encourage the efficient use of land and avoid the encumbrance of more space than is  
15 necessary for parking;
- 16 4. Recognize the parking efficiencies of mixed-use development, walkable development  
17 patterns, proximity to public transportation, and other area-specific neighborhood  
18 characteristics.
- 19 5. Improve the visual appearance of public street corridors by encouraging buildings and  
20 other attractive site features to become more prominent relative to parking lots;
- 21 6. Provide for better pedestrian movement and encourage alternative modes of  
22 transportation consistent with cleaner air and water, greater transportation choice, and  
23 efficient infill and redevelopment by reducing expanses of parking;
- 24 7. Allow flexibility in addressing vehicle parking, loading, and access, including [providing for]  
25 reductions [and alternatives] to [minimum] parking requirements and mechanisms to  
26 manage parking needs while promoting development, reinvestment, and other community  
27 goals.

28 **B. Applicability**

29 **1. Generally**

- 30 a. The off-street parking and loading standards of this section 21.07.090 shall apply  
31 to all development in the municipality, including changes of use.
- 32 b. Except for the off-street loading requirements of subsection 21.07.090G., all other  
33 requirements of this section shall apply to Girdwood, unless specifically preempted  
34 in chapter 21.09.
- 35 c. Except when specifically exempted, the requirements of this section shall apply to  
36 all temporary parking lots and parking facilities that are a principal use on a site.

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

38 A site to which a building is relocated shall provide required parking and loading spaces  
39 per tables 21.07-7, 21.07-8, and 21.07-11. An expansion or enlargement that is an  
40 increase in the floor area or other measure of off-street parking and loading requirements  
41 shall provide required parking and loading for the increase, except as provided otherwise  
42 in section 21.07.090F., Parking Reductions.



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

2           Required parking spaces shall be available for the parking of passenger automobiles by  
3           residents, occupants, customers, visitors, or employees of the use. Required parking  
4           spaces shall[may] not be assigned, leased, or rented in any way to a use on another site,  
5           or to anyone who is not a resident, occupant, customer, guest, or employee, except for  
6           shared parking situations as provided in subsection 21.07.090F.5. Required parking  
7           spaces shall not be used for the parking of equipment or for storage of goods or inoperable  
8           vehicles.

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

10          The providers of required off-street parking spaces may reasonably control the users  
11          thereof by means that may include, but are not limited to, restricting all parking to the users  
12          of the facility; parking lot attendants; control gates; tow-away areas; areas for exclusive  
13          use by employees, tenants or staff; areas restricted for use by customers or visitors; and  
14          imposing time limitations on users. Fees may be charged for the use of required parking,  
15          however required parking shall not in any way be made unavailable for the use served,  
16          except as provided otherwise in this title. Prior to approval of the permit the traffic engineer  
17          may review all methods of control and may disapprove of any restriction such as fees that  
18          adversely affects the purpose of this section. The municipality may enforce any approved  
19          parking plan or restrictions through any of the code enforcement provisions set forth in  
20          chapter 21.14, Enforcement.

21          **5. Parking Nonconformities**

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

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

25      \*\*\*       \*\*\*       \*\*\*

26          **5. Additional Computation Standards**

27          \*\*\*       \*\*\*       \*\*\*

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

30              For the purpose of calculating parking requirements, the following types of parking  
31              spaces shall not count against the maximum parking requirement, but shall count  
32              toward the minimum requirement:

- 33              *i.*       Accessible parking spaces;
- 34              *ii.*     Parking spaces set aside for passenger loading including taxicab stands  
35              and ride hailing service spaces, provided that such spaces are not required  
36              by the traffic engineer pursuant to subsection 21.07.090I.;
- 37              *iii.*    Vanpool and carpool parking spaces;
- 38              *iv.*     Stacked, tandem, and full-time attendant (valet) parking spaces in  
39              conformance with subsection 21.07.090H.12.;
- 40              *v.*      User-paid parking such as unbundled parking;
- 41              *vi.*     Parking spaces with electric vehicle supply equipment (EVSE) for EV  
42              charging;

- vii. Parking spaces provided as the required parking for a use on another parcel through a municipally approved shared parking or off-site parking agreement; and
- viii. Parking structures, underground parking, and parking within, above, or beneath the building(s) it serves.

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

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

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

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

**1. Applicability**

For all commercial, commercial marijuana, mixed-use, industrial, community, multifamily, and townhouse residential developments, the applicant shall submit a parking facility layout, circulation, and design plan for review and approval by the traffic engineer. The plan shall contain sufficient detail to enable the traffic engineer and the director to verify compliance with this section 21.07.090. Subject to approval of the traffic engineer, the parking layout and design plan may be combined with other plans required under this title, such as the landscaping plan required in 21.07.080, Landscaping, Screening, and Fences.

**2. Minimum Plan Requirements**

- a. The parking facility layout, circulation, and design plan shall be prepared by a design professional and stamped by a professional registered with the Alaska State Board of Registration for Architects, Engineers, and Land Surveyors, except that parking lots with fewer than 20 parking spaces shall be exempt.
- b. The director and traffic engineer shall establish the minimum submittal requirements for such plans that will enable staff to adequately review and ensure compliance with the standards and requirements of this section 21.07.090. Such submittal requirements, to be included in the user's guide, shall include but not be limited to elements such as placement and dimensions of motor vehicle and bicycle parking spaces, landscaping, pedestrian and vehicle circulation, snow storage, lighting, fire lanes, emergency access, loading berths and trash collection areas, drive-throughs, passenger loading zones, queuing spaces, bicycle parking access routes, and drainage. Where loading facilities or on-site refuse collection are provided, commercial truck circulation shall be considered, and truck turning radii shall be shown on the parking facility layout, circulation, and design plan when required by the traffic engineer. Surface parking facilities with fewer than 10 parking spaces serving three- and four-unit residential multifamily uses are exempted from providing a lighting engineering plan.

1 c. The traffic engineer shall ensure that provisions have been made for minimum  
 2 interference with street traffic flow and safe interior vehicular and pedestrian  
 3 circulation, transit, and parking.

4 \*\*\* \*\*

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

6 **1. Minimum Number of Spaces Required**  
 7 Off-street parking spaces shall be provided in accordance with this section 21.07.90E..  
 8 Reductions are provided in 21.07.090F., Parking Reductions and Alternatives.

9 **2. Area-specific Parking Requirements**  
 10 Lower parking requirements for specific areas that have less parking utilization and more  
 11 alternative transportation options are set forth in table 21.07-7. Development in the  
 12 Traditional Urban Neighborhood and Edge Urban Neighborhood Contexts listed in table  
 13 21.07-7 shall comply with the pedestrian-accessible development standards as provided  
 14 in section 21.07.060F., Pedestrian Frontage Standard.

TABLE 21.07-7: AREA-SPECIFIC PARKING REQUIREMENTS		
Areas	Applicable Uses	Minimum Spaces Required
Downtown Context (Section 21.07.015C.1., Map 21.07-1)	All Development	No off-street parking is required.
Traditional Urban Neighborhood Context (Section 21.07.015C.2., Map 21.07-1.)	Residential Uses east of C Street	70% of the minimum spaces required in table 21.07-8.
	All Other Developments	80% of the minimum spaces required in table 21.07-8.
Edge Urban Neighborhood Context (Section 21.07.015C.3., Maps 21.07-1, thru -3.)	Residential Uses	80% of the minimum spaces required in table 21.07-8.
	All Other Developments	90% of the minimum spaces required in table 21.07-8.
Transit-Supportive Development Corridors outside of Edge Urban Contexts (Section 21.07.015C.3., Maps 21.07-1, thru -4.)	All Developments	90% of the minimum spaces required in table 21.07-8.
Open Option Parking areas (21.07.090F.8)	The amount of off-street parking is determined by applicant, subject to the provisions of section 21.07.090F.8.	
Girdwood	See section 21.09.070L. for area-specific parking requirements in Girdwood.	

15 \*\*\* \*\*

**3. Use-Specific Parking Requirements**

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

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

**5. Parking Location**

Except as provided in subsection 21.07.090F., all required parking shall be on the same lot as the use served. [However, required parking may be on an abutting or adjacent lot provided the zoning district in which the lot is located allows for off-street parking as a permitted principal use, site plan review use, or conditional use; in which case there shall be a parking agreement which meets the requirements of subsection F.1. below.]

**F. Parking Reductions and Alternatives**

**1. Parking Reductions Allowed**

This section 21.07.090F. allows administrative reductions to [The traffic engineer and director may approve reductions and alternatives to providing] the number of off-street parking spaces required by section 21.07.090E. [table 21.07-4, and/or to the circulation and dimensional standards of subsections H.8. and H.9., in accordance with the following standards.] Developments are allowed to apply the reductions shown in Table 21.07.-9, provided the following:

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

Table 21.07-9: Parking Reductions Allowed			
Type of Reduction	Applicability	Additional Requirements	Reduction Amount
A. Shared Vehicle Programs: Participation in one or more of the shared vehicle programs below may substitute for required parking spaces. Information about the shared vehicle programs shall be made available in a location visible to all residents or employees.			

1. Carpool Program	Non-residential uses	The employer or property owner sponsors a carpool program that is available to all employees and provides designated carpool parking spaces.	Each carpool space counts as two spaces toward meeting the minimum number of required parking spaces, up to a 2% reduction in the number of required parking spaces.
2. Rideshare Program	Non-residential uses	The employer or property owner sponsors a rideshare program that is available to all employees and provides designated rideshare parking spaces that meet the accessible parking space dimensional standards of 21.07.090J.7.	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.
3. Car-Share Program	Residential uses located in the Neighborhood Development Contexts <sup>1</sup>	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.	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.
4. Transit Pass Benefits	Any use located in the Neighborhood Development Contexts <sup>1</sup>	The property owner sponsors public transit passes cost-free to all employees or residents.	10% reduction in the number of required parking spaces.
<b>B. Pedestrian Amenities:</b> Developments that provide improved conditions for walking and bicycling are eligible for reductions in the minimum number of required parking spaces, as provided below.			
5. Additional Bicycle Parking	Any use	The development provides more than the minimum number of required bicycle parking spaces. Each bicycle space meets the standards of 21.07.090K.4.	Each six bicycle parking spaces may count as one automobile parking space, up to a 10% reduction in the number of required automobile parking spaces.
6. Enhanced On-Site Walkway	Any use in the Neighborhood Development Contexts <sup>1</sup>	The development provides an enhanced on-site walkway per 21.07.060G.3.	2% reduction in the number of required parking spaces
7. Complete Street Sidewalk	Same as above	The development provides an enhanced complete street sidewalk per 21.07.060G.19.	2% reduction in the number of required parking spaces
8. Transit Stop or Shelter	Same as above	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.	2% reduction in the number of required parking spaces
9. Other Pedestrian Amenities	Same as above	The development provides one or more of the pedestrian amenities from section 21.07.060G. not shown above.	1% reduction in the number of required parking spaces for each pedestrian amenity.
<b>C. Parking Pricing:</b> Developments that offer the parking pricing strategies below are eligible for reductions in the minimum number of required parking spaces.			
10. Affordable Rental Housing	Household living uses	The use implements a parking cash-out program as defined in	10% reduction in the number of required parking spaces.

		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.	
11. Accessory Dwelling Units (ADUs)	Neighborhood Development Contexts <sup>1</sup>	All parking accessory to the residential 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 at market rate.	10% reduction in the number of required parking spaces.
<b>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.</b>			
12. Affordable Rental Housing	Household living uses	Rental housing units that meet the standards of 21.07.110G., Standards for Affordable Housing, are rented at rates affordable to lower income households.	Each affordable dwelling unit is eligible for a 25% reduction in the number of required parking spaces.
13. Accessory Dwelling Units (ADUs)	Neighborhood Development Contexts <sup>1</sup>	The ADU meets the use-specific standards of 21.05.070D.1.b., and the primary residence meets its minimum parking requirement.	The ADU is exempted from its parking requirement.
14. Senior Housing	Residential uses	Housing that meets the definition of senior housing (21.15.040) and is solely occupied by persons 62 years or older.	Each senior housing unit is eligible for a 25% reduction in the number of required parking spaces.
<b>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.</b>			
15. Shared Parking		See 21.07.090F.5.	
16. Off-site Parking		See 21.07.090F.6.	
17. District Parking		See 21.07.090F.7.	
18. Open Option Districts		See 21.07.090F.8.	
<b>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:</b>			
19. Land Banking	Any development that sets aside an area to provide for the future construction of deferred parking spaces.	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.	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.

20. Adaptive Reuse of Older Buildings	Any use located in the Neighborhood Development Contexts <sup>1</sup> , except not drive-through service or vehicle-related uses.	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.	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.
21. Historic and Cultural Landmark Preservation	Any use that involves preservation of a landmark listed in the Anchorage local landmarks register.	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.	25% reduction in the number of required parking spaces.
<p><sup>1</sup> Neighborhood Development Contexts include the Traditional Urban Neighborhood, Edge Urban Neighborhood, and Transit-Supportive Development Contexts delineated in section 21.15.015.</p>			

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**2. Parking Agreements**

All parking reductions require a written parking agreement between the property owner(s) and the municipality, subject to the following standards:

**a. Recordation**

The municipality shall record the parking agreement at the district recorder’s office as a covenant that runs with the land and is binding on the owner and all successors and assigns for as long as the required number of off-street parking spaces is not provided as a result of the parking reduction[ or alternative]. All parties involved in the parking reduction shall participate in the parking agreement. Recordation of the agreement shall take place before issuance of an entitlement that is contingent upon a parking reduction.

**b. Content**

The format (template) of the parking agreement shall be provided by the municipality, as approved by the traffic engineer and director. The parking agreement shall guarantee installation and maintenance of any required improvements by the property owner, and the owner’s continued participation in any parking management strategy required for a parking reduction. The parking agreement shall be accompanied by a site plan showing the proposed parking plan.

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

Discretionary parking reductions shall be preceded by a formal letter from the applicant requesting the reduction for concurrence by the traffic engineer and director. The letter shall include justification for the parking reduction, including any parking demand study if prescribed by the traffic engineer. The parking agreement shall include a contingency plan, and shall guarantee future implementation of the[a] contingency plan by the property owner if so ordered by the traffic engineer. The contingency plan may include strategies such as:

- i. A deferred parking site plan ;
- ii. Payment to the municipality for the full cost of providing the required parking;
- iii. Transportation demand management programs; or
- iv. Other parking management strategies identified in the parking reductions of this section.

**e. Termination**

The municipality may terminate the parking agreement if the traffic engineer or planning director determines the development is in violation of the parking agreement, subject to chapter 21.14, enforcement. If for any reason the parking agreement terminates, owners and all successors and assigns who are parties to the parking agreement shall comply with all provisions of this title governing the required number of off-street parking spaces.<sup>3</sup> Calculation of Parking Reductions

**3. Calculation of Parking Reductions**

**a. Calculation of Multiple Reductions**

A development may be eligible for more than one parking reduction listed in this section 21.07.090F. The total impact of multiple parking reductions on a development's parking requirement shall be calculated as being multiplicative (rather than additive) because each additional reduction applies to a smaller base.

- i. Calculation. Where parking requirement x is reduced by percentage reductions a and b, the reduced requirement =  $x * (100\% - a) * (100\% - b)$ .
- ii. Example. For example, if one reduction is 20 percent, and a second reduction is an additional 15 percent, their combined reduction shall be calculated as  $(100\% - 20\%) * (100\% - 15\%)$ , or 80 percent times 85 percent equals 68 percent, for a 32 percent total reduction, rather than adding 20 percent plus 15 percent equals 35 percent. This is because the 15 percent reduction applies to a base that is already reduced 20 percent.

**b. Maximum Cumulative Nondiscretionary Reduction**

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

- i. Housing (Table 21.07-9).
- ii. Land Banking (Table 21.07-9).
- iii. Shared parking (21.07.090F.5.).
- iv. Off-site parking (21.07.090F.6).
- v. Open Option (21.07.090F.8.).



1                    **c.      *Rounding of Fractional Reductions***

2                    Rounding of fractional numbers shall occur only after subtracting the parking  
3                    reduction(s) from the minimum number of required parking spaces, as provided in  
4                    21.07.090C.1.

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6                    **4.      *Pedestrian Access Improvements Required***

7                    Developments shall improve pedestrian access as provided below, in order to be eligible  
8                    for parking reductions. Industrial uses, public safety facilities, transportation facilities, and  
9                    utility facilities are exempt from this section 21.07.090F.5

10                   **a.      *Administrative Relief and Adjustment***

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

19                   **b.      *Pedestrian Frontage Standard***

20                   Developments shall meet the standards of section 21.07.060F., Pedestrian  
21                   Frontage Standard, except where not applicable pursuant to 21.07.060F.2. [For  
22                   buildings constructed after January 1, 2014, primary entrances and/or windows  
23                   providing visual access shall comprise at least 15 percent of the area of any street  
24                   facing building elevation. For nonresidential uses, windows providing visual  
25                   access and/or primary entrances shall comprise at least 50 percent of the length  
26                   and 25 percent of the ground-floor wall area of any street facing building elevation.]

27                   **c.      *Walkway and Sidewalk Access***

28                   Developments shall comply with subsections 21.07.060E.2., Sidewalks, and  
29                   21.07.060E.4., On-Site Pedestrian Walkways.

30                   **d.      *Bicycle Parking***

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

1           **5. Parking Reduction for Shared Parking**

2           Where two or more land uses that have different peak parking utilization time periods  
3           share the same parking facility, the total off-street parking required for those uses may be  
4           reduced, as provided below.

5           **a. Shared Parking Standard Calculation**

6           Where up to three separate land uses listed in Table 21.07-10, Shared Parking  
7           Credit, share a parking facility, the total off-street parking required for those uses  
8           is eligible to be reduced by the percentage factors shown in subsection b., Table  
9           21.07-10, subject to the standards in subsections d. through j. Where four or  
10          more land uses listed in Table 21.07-10 share a parking facility, the shared  
11          parking reduction is subject to discretionary review and approval by the Traffic  
12          Engineer and Director as provided in 21.07.090F.2.

13          **b. Computation of Shared Parking Standard Calculation Method**

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

- 17          i. Determine the minimum amount of parking required for each use, as set  
18          forth in Section 21.07.090E., Off-street Parking Requirements, using the  
19          calculation rules established in 21.07.090C., Computation of Parking and  
20          Loading Requirements.
- 21          ii. For each use select the appropriate matching land use category in table  
22          21.07-10, Shared Parking Credits.
- 23          iii. Multiply the minimum amount of required parking for each use, as set forth  
24          in Section 21.07.090E., by the appropriate percentage shown in table  
25          21.07-10, for each of the eight time periods in the table, to  
26          estimate[determine ]the typical parking demand generated by[required for]  
27          that use during each of the eight time periods.
- 28          iv. A[For each time period, a]dd the resulting products from[for each of] the  
29          uses for each of the eight columns (time periods)[sharing the parking].  
30          Include each time period shown in the table, including during hours when  
31          the proposed business will be closed.
- 32          v. The highest sum among the eight columns becomes the shared parking  
33          requirement. This represents the time period that is expected to  
34          generate[with] the highest total parking demand.

TABLE 21.07-10: SHARED PARKING CREDIT

Land Uses <sup>12</sup>	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%
Childcare; K-12 school.	100%	20%	0%	0%	20%	10%	0%	0%
Health services	100%	30%	5%	5%	100%	0%	0%	0%
Assembly	100%	50%	5%	5%	100%	50%	5%	5%
Fitness center	90%	100%	25%	60%	100%	100%	25%	60%
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%
Office or financial; or Government administr.	100%	10%	0%	5%	15%	0%	0%	0%
Retail sales ; Personal services	100%	80%	0%	0%	100%	60%	0%	0%
Visitor accommodations (guest rooms)	75%	100%	100%	100%	75%	100%	100%	100%
Industrial service, manufacturing, or warehouse/storage	100%	10%	0%	5%	15%	0%	0%	0%

NOTES: 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.

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**c. Alternative Shared Parking Calculation**

The applicant may request a greater reduction in the total number of spaces required for two or more land uses where Table 21.07-10 does not adequately account for circumstances or mix of use types specific to the development, subject to review and approval by the traffic engineer and director as provided in 21.07.090F.9. The applicant shall submit a shared parking study following 21.07.090F.9.c. and:

- i. *The most current published procedures of the Urban Land Institute or the Institute of Transportation Engineers; or*
- ii. *Other procedures based on industry data or other sufficient evidence and analysis of peak parking demand, as specifically approved by the traffic engineer.*

**d. Distance to Parking Spaces**

Shared parking spaces may be located off-site, subject to the standards in this subsection 21.07.090F.5. Shared parking spaces for residential units shall be located within 500 feet of the dwelling unit entrance they serve. Shared spaces for other uses shall be within 800 feet of a primary entrance of the uses served. Distance shall be measured along the pedestrian connection in e.

**e. Pedestrian Connection**

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

5 **f. Separation by Streets**

6 Separation of a use and its shared parking facility by a local street is allowed,  
7 subject to discretionary review and approval by the traffic engineer in  
8 21.07.090F.9. Shared parking spaces shall not be separated from the served use  
9 by a collector or greater classification street, unless approved by the traffic  
10 engineer with consideration of the ease and safety of pedestrian access, or as  
11 specifically allowed by a comprehensive plan element specific to an area or district.

12 **g. Residential Neighborhoods**

13 A nonresidential use shall not participate in a shared parking facility located in a  
14 residential district, if the use is not permitted in the residential district.

15 **h. Instructional Signs**

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

18 **i. Shared Parking Plan**

19 A shared parking plan shall be submitted for review and approval . The shared  
20 parking plan may be combined with other parking plans required by this title.

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

22 Any subsequent change to the shared parking facility or in use type shall require  
23 a review for compliance with this section, including proof that sufficient parking will  
24 be available. Any change shall be approved and if necessary a modification to the  
25 existing shared parking agreement shall be made.

26  
27 **6. Parking Reduction for Off-Site Parking.**

28 A use's required parking may be located on a lot different from the lot containing the use,  
29 as provided below.

30 **a. Off-site Parking – Nondiscretionary Approval**

31 A principal use is eligible for a non-discretionary parking reduction for off-site  
32 parking, provided the off-site required parking for the use is located on a lot not  
33 separated by a street from the principal use and complies with the standards  
34 below.

35 **b. Distance to Off-site Spaces**

36 Off-site parking spaces for residential units shall be located within 500 feet of the  
37 dwelling unit entrance they serve. Off-site spaces for other uses shall be within  
38 800 feet of a primary entrance of the uses served. Distance shall be measured  
39 along the pedestrian connection in c[The maximum distance between off-site  
40 parking spaces and the use(s) served shall be the same as provided in subsection  
41 21.07.090F.16.d. for sharing parking spaces (measured along the shortest legal

1 pedestrian route). Separation of a use and its off-site parking spaces by a street  
2 shall be subject to subsection 21.07.090F.16.f].

3 **c. Pedestrian Connection**

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

9 **d. Separation by Streets**

10 Separation of a use and its off-site parking spaces by a local street is allowed,  
11 subject to discretionary review and approval by the traffic engineer in  
12 21.07.090F.9. Off-site parking spaces shall not be separated from the served use  
13 by a collector or greater classification street, unless approved by the traffic  
14 engineer with consideration of the ease and safety of pedestrian access, or as  
15 specifically allowed by an area-specific element of the comprehensive plan.

16 **e. Instructional Signs**

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

21 **f. Residential Neighborhoods**

22 A nonresidential use shall not participate in an off-site parking facility located in a  
23 residential district, if the use is not permitted in the residential district.

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

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

28 **7. Parking Reduction for District Parking**

29 **8. Open Option Parking**

30 **a. Purpose**

31 The Open Option approach removes minimum parking requirements within  
32 specified boundaries and replaces them with a street management strategy  
33 proposed by the applicant. Under this option, developers, property owners, and  
34 businesses decide how much on-site parking to provide on their properties based  
35 on their particular operations, activities, and the public right-of-way gets managed  
36 separately if on-street parking becomes too congested.

37 **b. Applicability**

38 .

39 **c. Approval Procedure for Establishing Open Option Parking Areas**

40 i. Initiation by the Municipality, neighborhood council, or a petition of at least  
41 30% of property owners in the affected area.

42 ii. Required submittal information about the proposed area shall include:

- (A) Map showing the boundaries of the proposed area;
- (B) The threshold of “unacceptable street congestion” as a percentage of on-street spaces; and
- (C) A proposal for managing the street to address that level of congestion if it occurs. These may include but are not limited to metering, neighborhood permits, or other methods of managing public right-of-way.

- iii. The Planning department shall review the submitted information and make a recommendation to the Assembly for approval or denial.
- iv. Approved Open Option Parking areas shall be delineated on the maps in 21.07.015.

d. **Development Requirements: Parking Demand Management Strategies**  
Developments may also use parking demand management strategies to reduce or eliminate minimum parking requirements, except for required accessible (ADA) parking spaces and required passenger loading spaces per 21.07.090C.5.d.

- i. The applicant shall prepare a travel demand estimate of the number of trips to the development. This shall be used to establish an initial estimate of parking demand for the proposed project. The minimum parking requirements in Table 21.07-## may be used as a proxy for the estimate of travel and parking demand.
- ii. The applicant shall select parking demand reduction strategies from Table 21.07-9 to reduce or eliminate the estimated parking demand or minimum parking requirement for the development. For each parking reduction strategy selected, the percentage reduction in parking shown in table 21.07-9 shall be doubled. The total percentage reduction (doubled) from the selected parking demand reduction strategies shall determine whether or how much off-street parking shall be required for the development.
- iii. Strategies not included in Table 21.07-9 or increases in parking reductions per strategy may be approved by the traffic engineer and director as provided in 21.07.090F.9, Discretionary Parking Reductions.
- iii. Strategies not included in Table 21.07-9 or increases in parking reductions per strategy may be approved by the traffic engineer and director as provided in 21.07.090F.9, Discretionary Parking Reductions.

**9. Discretionary Parking Reductions**

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

**a. Examples of Discretionary Parking Reductions**

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

5 **b. Discretionary Approval Criteria**

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

- 8 i. The characteristics of the proposed use and its anticipated peak parking utilization,  
9 peak hours of use, and parking turnover rate;
- 10 ii. The ability of the use to meet the parking requirement through other means, such  
11 as existing or potential shared parking agreements or other parking strategies;
- 12 iii. Availability, proximity, and accessibility of alternative parking, such as any  
13 proposed shared, off-site, or district parking;
- 14 iv. Impacts on adjacent neighborhoods, properties, and streets;
- 15 v. Strategies provided by the applicant to ensure employee and patron use of any  
16 shared, off-site, or district parking or parking demand management program;
- 17 vi. The surrounding area's parking needs and parking availability; and
- 18 vii. The surrounding area's availability of pedestrian facilities and alternative modes of  
19 transportation.

20 **c. Parking Demand Study**

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

- 24 i. The parking study shall demonstrate that any parking reduction requested will not  
25 result in the spillover of parking onto surrounding properties or streets;
- 26 ii. The parking study shall demonstrate that the use will be adequately served by the  
27 proposed parking due to project location, transportation characteristics of the  
28 persons residing, working, or visiting the site; and
- 29 iii. The parking study shall consider the type, intensity, and characteristics of each  
30 use and projected peak parking and traffic demand, including hours of  
31 operation.21.07.090 Off-Street Parking and Loading

32 \*\*\* \*\*

33 **F. Parking Reductions and Alternatives**

34 \*\*\* \*\*

35 *21.07.090.F.19-23 Parking Reductions and Alternatives- deleted*

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

37 \*\*\* \*\*

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

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

5  
6           a) **Circulation Patterns.** Internal circulation patterns and the location and traffic  
7           direction of all circulation aisles, driveways, and queuing lanes shall be designed  
8           and maintained in accordance with the municipal driveway standards currently  
9           established by the traffic engineer, and with accepted principles of traffic  
10          engineering and safety, per the traffic engineer’s review based on the current  
11          manuals of the Institute of Transportation Engineers and the Urban Land Institute,  
12          and the Manual of Uniform Traffic Control Devices or the successor documents.  
13          Circulation patterns within parking facilities shall be well defined with pavement  
14          marking and signage, curbs, landscaping, landscaped islands, and/or other similar  
15          features.

16  
17          b) **Administrative Adjustments and Exceptions.** The traffic engineer and director  
18          may approve modifications from the standards of this section, provided  
19          documentation prepared by a licensed professional in the state of Alaska  
20          registered with the Alaska State Board of Registration for Architects, Engineers  
21          and Land Surveyors demonstrates the parking facility or driveway meets the intent  
22          of this section and the municipal driveway standards and that the change is  
23          appropriate. Approval shall be contingent on factors such as street classification,  
24          street typology, urban context, traffic volume and speed, curb return radii, street  
25          travel lane offset from face of curb, pedestrian and bicycle facilities, snow storage,  
26          driveway configuration and length, site and project characteristics, number of  
27          vehicles expected to use the driveway, and comprehensive plan policies.

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

29           a.       **Street Access Location**

30           The number and spacing of driveways, including minimum distance from street  
31           intersections, shall be as provided in the Municipal Driveways Standards and this  
32           section. The consolidation of driveways is encouraged whenever appropriate,  
33           considering safe traffic flow, pedestrian accessibility, and access points needed  
34           for proper functioning of the development. Access to streets owned by the state  
35           of Alaska requires compliance with state driveway standards, department of  
36           transportation and public facilities approval and driveway permit.

37           b.       **Alley Access Requirement (in Urban Neighborhood Contexts)**

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

- 41           i.        Driveway access to the secondary street frontage on corner lots;
- 42           ii.       One driveway serving an individual principal dwelling and no wider at any  
43           point in front of the residence than the minimum width allowed by section



21.07.090H.11.d., up to a maximum of two driveways per development site with more than one principal dwelling;

iii. One driveway serving a parking facility for multiple dwellings, and no wider at any point in front of the residences than the minimum width allowed by section 21.07.090H.11.d.; or

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

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

Parking facilities serving a site, whether located on that same lot or on an adjacent lot, may be connected by means of a common access driveway within or between the interior of such lots. Applicants are also encouraged to provide shared vehicle and pedestrian access to adjacent properties for convenience, safety, and efficient circulation. Where a property receives its access to the street through a shared driveway with another lot, a shared access easement shall be provided on the plat, or a shared access agreement running with the land shall be recorded by the municipality, as approved and executed by the director, guaranteeing the continued availability of the shared access between the properties.

**d. Paired Residential Driveways Allowed**

Driveways for two single-family, two-family, or townhouse units may be attached side-by-side across a property line, provided the maximum combined width of the paved area is 24 feet without a landscaped break.

**e. Access and Parking Location in Urban Neighborhood Contexts**

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

- a. Secondary frontages on lots with more than one street frontage are exempt;
- b. Shared parking courtyards meeting 21.07.060G.20 are exempt;
- c. Minimum driveway widths per subsection 21.07.090H.11.d. are allowed; and
- d. Administrative adjustments may be approved as provided in 21.07.090H.8.b.

Uses	Edge Urban Neighborhood Contexts	
	with Alley Access (per 21.07.090H.9.b)	without Alley Access
Traditional Urban Neighborhood		

Single-family, Two-family and Mobile-Home Uses	50% max.	50% max.	75% max.
Other Uses	50% max.	50% max.	65% max.

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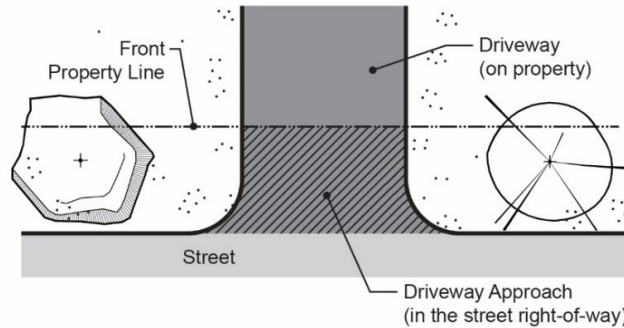
**10. Access to Parking Spaces**

- a. Access to Parking Spaces**  
Each parking space shall open to a parking aisle or driveway of such width and design as provided in section 21.07.090H.12. to provide safe and efficient means of vehicular access with no more than a standard two-movement entrance or exit from the parking space and without having to move another vehicle. Stacked and tandem parking spaces are allowed exceptions as provided in 21.07.090H.12.k.
- b. Backing Distances**  
*Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.*
- c. Circulation Aisle Width Between Facing Garage Doors**  
Where driveways or circulation aisles provide access to a row of garage doors facing another building or row of garage doors across the circulation aisle, and parking spaces are not provided in front of the garage doors, the minimum required total width of the paved vehicle maneuvering area (including the circulation aisle) shall be 40 feet.
- d. Dead-End Parking Aisles**  
Any parking bay that does not provide two means of vehicle egress shall provide, at the closed end, an extension of the parking aisle at least nine feet in depth, designated and signed as a “No Parking” turn-around area. Dead-end parking bays longer than 100 feet shall be subject to discretionary review and approval by the traffic engineer.
- e. Vehicle Maneuvering in ROW**  
Off-street parking facilities shall be designed so that all vehicle maneuvers occur on the development site and not in the public right-of-way, and vehicles enter and exit the right-of-way in a forward motion, except the following is exempt:
  - i. Parking for single-family, two-family, and mobile home dwellings on individual lots, accessing a local street.
  - ii. For other uses, parking areas with one or two parking spaces whose only access is a local street, provided that the paved vehicle area(s) occupy no more than 40 percent of the front setback area.
  - iii. The usable portion of an alley may be credited as circulation and/or parking aisle space for parking areas with up to 4 spaces, provided there is at least 24 feet of maneuvering area between the end of each parking space and the opposite side of the improved alley. Additional parking spaces may be designed so that vehicles back out into an alley, subject to safety approval by the traffic engineer,

**11. Driveway Design and Dimensions**

- a. Parking Lot Entries/Driveway Approaches**

1 Entries and driveway approaches providing access from the street edge to the front  
 2 property line shall conform to the municipal driveway standards and this section  
 3 21.07.090H.12. Access to streets owned by the state of Alaska requires  
 4 compliance with state driveway standards as provided in 21.07.090H.8



5  
 6 **b. Curb Openings and Public Walkway Crossings**

- 7 i. Curb cut and curb returns at driveway openings to the street shall be  
 8 provided as prescribed in the municipal driveway standards.
- 9 ii. Public walkways shall be maintained or restored to the maximum running  
 10 slope and cross-slope prescribed by M.A.S.S. and A.D.A., except that in  
 11 the traditional urban neighborhood contexts (21.07.015), public walkways  
 12 on local streets shall be restored to as close to a level running grade as  
 13 practical.

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

15 The total width of the driveway approach from a street shall not exceed 40 percent  
 16 of the frontage of the lot, or 33 percent of the frontage if the platting authority or  
 17 traffic engineer finds that conditions warrant it, provided the following:

- 18 i. The driveway approach is always allowed to have the minimum driveway  
 19 width provided by subsection d. The Traffic Engineer may approve more  
 20 than the minimum driveway width, provided the Traffic Engineer  
 21 determines that snow storage, traffic flow and safety, and the urban context  
 22 are addressed.
- 23 ii. The driveway approach shall not exceed the maximum driveway width  
 24 established in the Municipal Driveway Standards.
- 25 **iii. Flag lots are exempt from the percentage limitations but shall have a**  
 26 **maximum driveway approach width of 20 feet. Abutting flag lots may share a**  
 27 **driveway approach up to 24 feet wide (12 feet per lot).d. Minimum Driveway**  
 28 **Width**

29 The minimum required width of driveways, including both the driveway approach  
 30 within the street ROW and the portion of the driveway on the development  
 31 property, shall be the minimum widths established in the Municipal Driveway  
 32 Standards, as modified by the following:

- 33 i. The minimum width of a driveway providing access to a two-family dwelling  
 34 from a local street or alley is 12 feet.

- 1                   ii.       The minimum width of a driveway providing access for up to 10 parking
- 2                   spaces serving a townhouse or multifamily residential use from a local
- 3                   street or alley is 12 feet (e.g., one lane for two-way traffic).
  
- 4                   iii.       The minimum width of a driveway providing access for more than 10
- 5                   parking spaces serving a townhouse or multifamily use from a local street
- 6                   or alley is 12 feet for one-way traffic and 20 feet for two-way traffic.
  
- 7                   **e.       *Driveway Throat Length***
- 8                   The driveway throat shall be of sufficient length to enable the street and walkways
- 9                   in the ROW and the circulation, parking, and walkways in the development site to
- 10                  function without interfering with each other, as provided in the Municipal Driveway
- 11                  Standards.
  
- 12                  **f.       *Sight Distance***
- 13                  Ingress and egress to parking facilities shall be designed to maintain adequate
- 14                  sight distance and safety and as prescribed in the municipal driveway standards.
  
- 15                  **g.       *Circulation Definition***
- 16                  Curbed end islands shall be provided at the end of each row of parking spaces to
- 17                  define circulation and provide sight distance at internal intersections of parking
- 18                  aisles, driveways, and/or on-site roadways. Shared parking courtyards meeting
- 19                  21.07.060G.19 may depart from this requirement.

20

21       **12.    Dimensions of Parking Spaces and Aisles**

22       The minimum dimensions for parking spaces and parking aisles shall be as provided in

23       tables 21.07-13 and 21.07-14, and calculated as depicted in the figures that follow the

24       table. The minimum parking space size (STANDARD, SMALL, or COMPACT) is set forth

25       in table 21.07-13. The specific dimensions associated with each space size are set forth

26       in table 21.07-14. [width shall be 9'0 except as provided elsewhere in this section.] The

27       parking configuration stated in the following tables and figures shall apply to all off-street

28       parking, except as stated elsewhere in this section and in the passenger loading zone and

29       accessible parking space standards.

TABLE 21.07-13: Minimum Parking Space Size		
Area of the Municipality		Smallest Allowed Parking Space Size <sup>1</sup>
1	Downtown Development Context	SMALL parking space, except: Up to 30 percent of parking spaces may be COMPACT spaces, provided they are signed for compact vehicles only.
2	Traditional Urban and Edge Urban Neighborhood Contexts, as delineated in section 21.07.015:	STANDARD parking space, except: Up to 60 percent of parking spaces for low-turnover uses <sup>2</sup> , employee-only parking spaces or facilities, and structured parking facilities may be SMALL spaces.

TABLE 21.07-13: Minimum Parking Space Size		
Area of the Municipality		Smallest Allowed Parking Space Size <sup>1</sup>
3	All other areas of the Municipality:	STANDARD parking space, except: Up to 40 percent of parking spaces for low-turnover uses <sup>2</sup> , employee-only parking spaces or facilities, and structured parking facilities may be SMALL spaces.
<p>1 The traffic engineer has discretionary authority to approve a lesser parking space size due to site topography, existing structures, lot configuration, or preservation of existing trees and vegetation, subject to a recorded parking agreement complying with 21.07.090F.2.</p> <p>2 Low-turnover uses are multifamily and mixed-use household residential uses, office uses, and educational facility uses other than instructional services, which have lower parking turnover rate. Required parking spaces shared between low-turnover uses and non-low-turnover uses shall have STANDARD dimensions.</p>		

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

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

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5 **12. Dimensions of Parking Spaces and Aisles**

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TABLE 21.07-14 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)	Interlocking Reduction	Overhang Allowance
90	COMPACT	8' 0"	8' 0"	16' 0"	23' 6"	24'	56' 0"	0' 0"	2' 0"
	SMALL	8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	
	STANDARD	9' 0"	9' 0"	20' 0"	23' 0"	24'	64' 0"	0' 0"	
	LARGE	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"	
75	COMPACT	8' 0"	8' 3"	19' 5"	19' 6"	24'	62' 11"	0' 6"	1' 11"
	SMALL	8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 11"	
	STANDARD	9' 0"	9' 4"	21' 8"	19' 0"	24'	67' 4"	1' 2"	
	LARGE	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"	
60	COMPACT	8' 0"	9' 3"	17' 10"	18' 6"	24'	59' 9"	1' 0"	1' 8"
	SMALL	8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	
	STANDARD	9' 0"	10' 5"	21' 10"	18' 0"	24'	67' 8"	2' 3"	
	LARGE	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"	

TABLE 21.07-14 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)	Interlocking Reduction	Overhang Allowance
45	COMPACT	8' 0"	11' 4"	16' 12"	12' 6"	24'	57' 11"	1' 5"	1' 5"
	SMALL	8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	
	STANDARD	9' 0"	12' 9"	20' 6"	12' 0"	24'	65' 0"	3' 2"	
	LARGE	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"	
0 (parallel)	COMPACT	8' 0"	23' 0"	8' 0"	12' 6"	24'	40' 0"	0' 0"	0' 0"
	SMALL	8' 6"	23' 0"	8' 6"	12' 6"	24'	41' 0"	0' 0"	
	STANDARD	9' 0"	23' 0"	9' 0"	12' 0"	24'	42' 0"	0' 0"	
	LARGE	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"	
***	***	*** (table continued...)							

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**21.07.090 Off-Street Parking and Loading**

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

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**12. Dimensions of Parking Spaces and Aisles**

*Table 21.07-7 - deleted*

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**i. Recreational Vehicle Spaces**

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

**j. Stacked or Tandem Spaces with Attendant Parking**

The traffic engineer may approve reduced parking space dimensions for stacked parking spaces and/or tandem spaces in an attendant (valet) parking facility. An accessible passenger loading zone shall be provided with attendant parking services at or near a primary entrance. Notice of availability of valet service shall

1 be conspicuously posted inside and outside the primary entrance. The business  
2 owner shall enter into a parking agreement with the municipality guaranteeing  
3 continuation of the valet service.

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

5 Two required parking spaces for any residential dwelling may be arranged in  
6 tandem or stacked one above the other using a car stacker, subject to the  
7 following:

8 i. The parking required for the dwelling unit is arranged independently from  
9 parking serving any other dwelling unit;

10 ii. The owner assigns the two spaces to the same dwelling; and

11 iii. The two parking spaces in tandem have a combined minimum space depth  
12 (vehicle projection length) of 38 feet.

13 **l. Automated Parking Structures**

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

17 **I. Passenger Loading Zones**

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

21 **1. Passenger Loading Zone**

22 In addition to the required minimum number of parking spaces established in subsection  
23 21.07.090E., the traffic engineer may require one or more passenger loading zone spaces,  
24 depending on the type, intensity, and traffic patterns of the proposed use. The passenger  
25 loading zone for large commercial establishments or other intensive uses may be required  
26 by the traffic engineer to include one or more spaces dedicated to taxi cabs, ride hailing  
27 services, and/or other specialized high occupancy vehicles.

28 **2. Passenger Loading Zone Dimensions**

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

37 **3. Plan**

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

1 **4. Accessible Route**  
 2 An accessible pedestrian route to the building or facility entrance shall be provided  
 3 pursuant to subsection 21.07.090J.9., Accessible Routes.

4 **5. Schools**  
 5 Passenger loading zones shall be required for schools (public or private). Length,  
 6 location, and design of the passenger loading zones shall be approved by the traffic  
 7 engineer.

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10 **K. Bicycle Parking Spaces**

11 1. Bicycle Spaces Required  
 12 Table 21.07-15 establishes the minimum number of bicycle parking spaces required per  
 13 principal use, and the percentage of these spaces required to be developed as long-term  
 14 bicycle parking, versus short-term spaces. The required minimum number of spaces is  
 15 calculated as follows:

- 16 a. A minimum of two bicycle parking spaces shall be provided for each use.
- 17 b. After the first 20 bicycle parking spaces, no additional bicycle parking is required  
 18 for any individual non-residential use.
- 19 c. Section 21.07.090C., Computation of Parking and Loading Requirements,  
 20 applies with respect to fractions, multiple uses, and building floor area  
 21 measurements.

TABLE 21.07-15: Bicycle Parking Spaces Required			
Use Category/Type	Minimum Number of Bicycle Spaces		Minimum Percentage for Long-Term Spaces
	Area-specific Contexts Listed in Table 21.###	All Other Areas	
Multifamily and mixed-use dwellings	1 space per two dwellings	1 space per 10 dwellings	90 percent
Group living uses, Roominghouses, Homeless and transient shelters,	1 space per 5 beds	1 space per 5 beds	90 percent
Government administration & civic facility, Offices, Hospitals/Healthcare facilities,	1 space per 5,000 sf gfa	1 space per 10,000 sf gfa	75 percent
Cultural Facilities, Entertainment & Recreation Facilities	1 space per 10,000 sf gfa	1 space per 20,000 sf gfa	10 percent



**TABLE 21.07-15: Bicycle Parking Spaces Required**

Schools, Colleges,	4 spaces per classroom	2 space per classroom	25 percent
Restaurants, Bars	1 space per 3,000 sf gfa	1 space per 10,000 sf gfa	10 percent
Retail Sales, Personal Service, Repair & Rental,	1 space per 12,000 sf gfa	1 space per 24,000 gfa	10 percent
Industrial uses	1 space per 25,000 sf. gfa	1 space per 50,000	75 percent
Visitor Accommodations	1 per 23,000 sf gfa	1 per 23,000 sf gfa	75 percent
Uses not included above, except as provided in subsection K.2. below	Minimum of 2 spaces	Minimum of 2 spaces	Not required

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**2. Exemptions**

The bicycle parking requirements shall not apply to:

- a. Household living dwelling units with their own individual garages.
- b. Airstrips.
- c. Utility Substations, Telecommunication facilities, and WECS.
- e. Natural resource extraction.
- f. Impound yards and storage yards.
- g. Any other non-residential use which has no regular employees or people on premises.

**3. Administrative Adjustments**

The traffic engineer and director may approve reductions to the number of required spaces for shared bicycle parking, off-site bicycle parking, or district bicycle parking in accordance with the standards of 21.07.090F.5 (shared parking), F.6 (off-site parking), or F.7 (parking district), respectively, and subject to a parking agreement per 21.07.090F.2.

**4. Bicycle Parking Facility Development Standards**

These requirements shall apply to all required bicycle parking spaces, except as specifically provided otherwise. Only long-term parking spaces required by table 21.07-15 (in right-hand column) shall follow the requirements of 21.07.060G.14.g.

- a. Required bicycle parking or a sign leading thereto shall be located in an area visible from a primary entrance area. Required bicycle parking other than long-term bicycle parking shall be located within 50 feet of a primary entrance as measured along an accessible pedestrian route.
- b. A required bicycle parking space shall be either a bike rack or bike locker. Each shall be a securely anchored, tamper-resistant structure. Bike racks shall allow

1 the bike frame and one wheel to be locked to the rack with a standard U-type lock  
2 when both wheels are left on the bicycle. Bike racks shall support the bicycle frame  
3 in a stable position without damage to the bicycle. Horizontal bike racks (i.e., racks  
4 not mounted to walls) shall support the bicycle at two or more points.

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

7 i. Bicycle parking spaces placed side-by-side shall be a minimum of one foot  
8 six inches wide, as shown in figure 21.07-15.

9 ii. Vertical bicycle parking spaces shall be a minimum of three feet six inches  
10 long and six feet tall with a vertical stagger of eight inches between side-  
11 by-side spaces as shown in figure 21.07-15.

12 iii. Triangle bike locker layouts are exempt from the two-foot minimum width  
13 however shall have a minimum length of six feet six inches and access  
14 doors at least two feet six inches wide.

15 d. Bicycle parking spaces shall be designed so that the bicycle may be added or  
16 removed without having to move another bicycle. There shall be a minimum of  
17 five feet of clear space behind the parking space to allow room for bicycle  
18 maneuvering. There shall be a minimum of two-foot six-inch clearance from the  
19 bicycle rack to walls, fences, curbs, and vehicle parking and circulation areas,  
20 except that racks attached to walls have no required wall clearance.

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

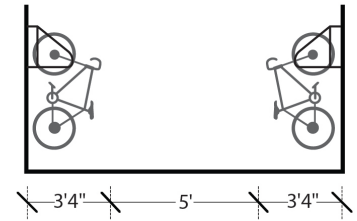
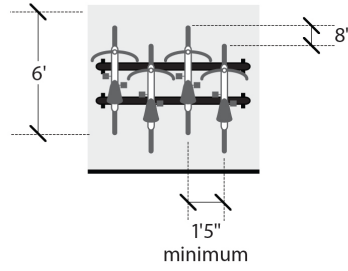
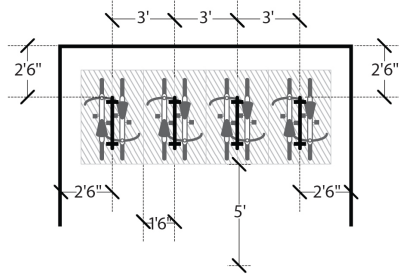
23 f. Bicycle parking shall not obstruct pedestrian walkways, building access, or other  
24 use areas.

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

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

33 ii. Long-term bicycle parking spaces for residential uses shall not be located  
34 within dwelling units or a deck or patio area accessory to a dwelling unit.  
35 Long-term bicycle parking in communal parking garages shall be in a  
36 separate, secure area.

37 Figure 21.07-#: Alternative Dimensions for Side-by-Side and Wall-Mounted Bicycle Spaces



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**21.07.011 Residential Design Standards**

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**A. Purpose**

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*21.07.110.A.4-5 Residential Design Standards- deleted*

7

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

**1. Purpose**

*21.07.110.C.1.C G Standards for Multifamily and Townhouse Residential - deleted*

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**21.07.110 Residential Design Standards**

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

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*21.07.110.C.1.C.3.A-D Windows Facing the Street - deleted*

*21.07.110.C.1.C.5.A-C Pedestrian Access - deleted*

*21.07.110.C.1.C.6.A-N Building and Site Orientation Menu - deleted*

**D. Standards for Some Single-Family and Two-Family Residential Structures**

*21.07.110.D.3.A-C Primary Entrance - deleted*

*21.07.110.D.4.A-D Garages - deleted*

*21.07.110.D.5.A-E Windows - deleted*

*21.07.110.F.3.A-D Driveway Width - deleted*

*21.07.110.F.4.A-C Alleys - deleted*

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28

1 **21.11.070 Development and Design Standards**

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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-  
7 street parking and loading in section 21.07.090.[, except that:] Small and compact parking  
8 space dimensions specific to the DT districts are provided in section 21.07.090H.12.

9 **21.11.070.F.3.A-B Off Street Parking And Loading Design Standards - deleted**

10 **Tables 21.11-9 & 21.11-10 - deleted**

11 \*\*\* \*\*

12 **21.15.020 Rules of Construction and Interpretation**

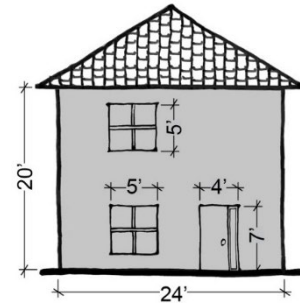
13 \*\*\* \*\*

14 **P. Measurement of Windows and Entrances as a Percentage of Building Wall Area**

15 The percentage of building elevation wall area that is window and entrance openings is  
16 determined by dividing the total square footage of the windows and primary entrances on the  
17 building elevation by the gross square footage of the building elevation wall area (except parts of  
18 the wall area exempted in 3.), and then multiplying the resulting  
19 quotient by 100.

20 **1. Illustrated Example**

21 In the illustration, the building elevation wall area is 20  
22 feet of height x 24 feet of length = 480 square feet. The  
23 window and primary entrance area is the area of the two  
24 windows (5 x 5 feet x 2) plus the area of the primary  
25 entrance and its sidelight (4 x 7 feet) = 78 square feet.  
26 The percentage of the building elevation wall area is  
27 found by dividing 78 by 480 then multiplying by 100, to yield 16%.



28 **2. Measuring Window and Primary Entrance Area**

29 "Window area" is defined in section 21.15.040, Definitions. Primary entrance area  
30 includes the entrance opening and door frame but excludes trim, molding, and other  
31 features beyond the door frame. "Primary entrance" is defined in 21.15.040, Definitions.

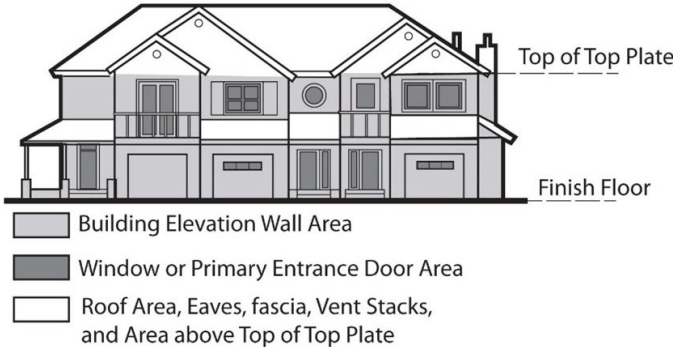
32 **3. Exempt Parts of the Building Elevation Wall Area**

33 The building elevation wall area is measured as the exterior wall plane surface area from  
34 finished grade to the top of the wall on the building except that, for the purposes of  
35 measuring windows and entrances as a percentage of building wall area, the following  
36 parts of the building are not included in the wall area calculation:

- 37 a. Wall area above the topmost story's top plate, such gable ends of a roof enclosing  
38 a cold attic, or parapet walls.

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- b. Roof surfaces, eaves, fascia, vent stacks, mechanical equipment and rooms, rooftop access enclosures, and other roof appurtenances.
- c. Wall area of stories below grade plane, such as below grade parking, up to the finished floor of the story above grade plane.
- d. Parts of a street-facing building elevation below the grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk).



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**21.15.040 Definitions**

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**Alley**

A permanent service right-of-way providing a secondary means of access to abutting properties.

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**Car Sharing**

A membership program that offers an alternative to car ownership under which persons or entities that become members are permitted to use vehicles from a fleet on an hourly basis, or in smaller intervals. Vehicles are available for pick-up by eligible members 24 hours per day. Automobile insurance and maintenance are covered by the car share program and individual members pay for usage and mileage fees.

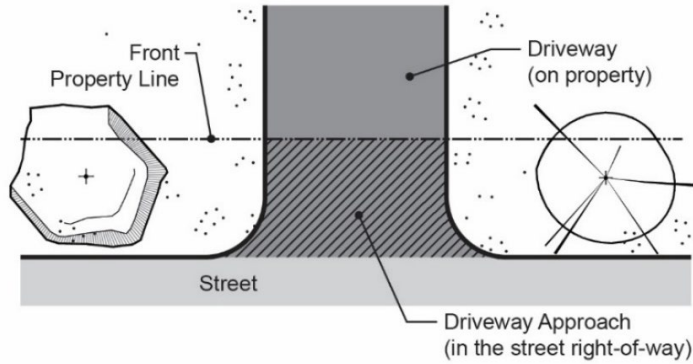
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**Driveway**

The paved connection meeting municipal driveway standards located between the garage of a dwelling unit and the adjacent street (public or private) or between a parking facility and the adjacent street (public or private). A driveway is not a street. It does not provide primary frontage or address for buildings, nor is it primarily designed for non-motorized pedestrian access.

**Driveway Approach**

The portion of a driveway providing direct vehicle ingress and egress over public right-of-way to a property. The driveway approach extends from the street edge to the front property line.



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**Driveway Throat Width**

The width of a driveway at the property line or street curb, measured from face of curb to face of curb (or, where there are no curbs, between the edges of the driveway travel way surface), at the point of tangency. The measurement does not include any medians contained in the driveway. For driveways with a curb return design at the opening of the street curb, the measurement does not include additional width at the driveway opening created by the curb return radii.

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10 **Parking Cash-Out**

11 A program offered by an employer that provides employees with a choice of foregoing any subsidized/free  
12 parking for a cash payment equivalent to the cost of the parking space to the employer

13 **Parking District, Municipally Recognized**

14 An area recognized or designated by the municipal Assembly in which a central authority such as an  
15 area improvement district or a parking authority supplies one or more centralized parking facilities,  
16 manages the parking supply and/or implements other parking management strategies to serve the area,  
17 rather than each individual development site having to supply all of its own parking.

18 \*\*\*      \*\*\*      \*\*\*

19 **Parking, Shared**

20 A parking facility that serves multiple uses or destinations.

21 **Parking Space**

22 A space for the parking of one vehicle.

23 **Parking Space, Bicycle**

24 An area and facility such as a rack or locker used for parking and securing one bicycle.

25 **Parking, Stacked**

26 Vehicles parked one above the other using a mechanical car stacker.

27 **Parking Structure, Automated**

28 A parking structure operated by automatic mechanical parking equipment such as automobile elevator  
29 or lift systems.

30 \*\*\*      \*\*\*      \*\*\*

31 **Parking, Tandem**

32 One vehicle parked behind another.

1 **Parking, Unbundled**

2 Parking spaces for a residential use that are leased or sold separately from the rental or purchase fees  
3 for the dwelling units rather than included in the rental or purchase fees for the units, such that potential  
4 renters or buyers have the option of renting or buying a dwelling unit at a lower price with fewer or no  
5 parking spaces. The rental or purchase of a parking space is at the discretion and direct cost of the tenant  
6 or resident.

7 \*\*\* \*\*

8 **21.15.040 Definitions**

9 \*\*\* \*\*

10 **Pedestrian Feature**

11 A permanent object that provides pedestrians with increased convenience, comfort, and utility, and which  
12 is publicly accessible and not limited to a tenant or establishment such as seating for a restaurant.  
13 Pedestrian features include:

- 14 • Seating such as benches accommodating several people;
- 15 • Secondary/informal seating opportunities such as steps, pedestals, low walls, or edges of  
16 fountains, accommodating several people;
- 17 • A space for standing with objects to lean against, such as bollards, short fences, or irregular  
18 building facades, accommodating several people;
- 19 • A tree or raised planter;
- 20 • A work of art such as a water feature, sculpture, cultural exhibit, or clock feature;
- 21 • Pedestrian-scale lighting;
- 22 • A cross-country ski rack that can accommodate a ski lock and is located at building entrances  
23 within 500 feet of a ski trailhead;
- 24 • A winter city urban design feature such as a wind screen, or outdoor stove or space heater; or
- 25 • Other object supporting pedestrian utility, such as a gazebo or kiosk.

26 **Pedestrian Movement Zone**

27 The middle portion of an enhanced sidewalk[,] located between the sidewalk’s street interface and  
28 building interface zones. The pedestrian zone provides for the primary function of sidewalks[,] and is kept  
29 clear of any obstructions to pedestrian movement.

30 **Ride Hailing Services**

31 A business that matches passengers with for-hire personal vehicles with drivers using software  
32 applications. Ride hailing services are different from other for-hire vehicles with drivers, such as taxicabs,  
33 in that they are not hailed from the street.

34 *Definitions for “Primary Pedestrian Walkway”, “Walkway, Primary Pedestrian” - deleted*

35 **Complete Street**

36 A street that is designed, used, and operated to enable safe access for all users, including pedestrians,  
37 bicyclists, motorists, and public transportation users of all ages and abilities, and for all users to safely  
38 move through the transportation network. For example, Anchorage Metropolitan Area Transportation  
39 Solutions (AMATS) adopted a complete streets policy in 2018 for its urbanized planning area. The  
40 AMATS Complete Streets Policy is available on the municipal website.

1 **Woonerf Street**  
 2 A street designed for vehicular travel, pedestrian travel, social gathering and recreation. Woonerf is a  
 3 Dutch term meaning “living yard”. Pedestrians and cyclists take precedence in the use of the street. The  
 4 access for all modes is accommodated on the same surface and is not differentiated by grade separation  
 5 or other barriers. Woonerf streets include traffic calming measures to ensure safe coexistence of all users.  
 6 Traffic calming measures may include landscaping features, patterned paving, planters, trees, benches,  
 7 or bollards. These features are intended to enhance user safety and use.

8 **ANCHORAGE MUNICIPAL CODE OF REGULATIONS (AMCR) Title 21**

9 \*\*\* \*\*

10 **21.20 Regulations Governing Land Use Fees**

11 \*\*\* \*\*

12 **21.20.007 Schedule of Fees – Miscellaneous Fees**

13 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. 1[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. Agreements with the Municipality	
Parking or access agreement	\$235.00 per agreement
Discretionary parking reductions review by Traffic Engineer (This fee does not apply to non-discretionary parking reductions listed in table 21.07-9.)	\$135.00/hour (two-hour minimum fee)
H. Sign permits:	

\*\*\* \*\*





Planning Department  
Long-Range Planning Division  
PO Box 196650  
Anchorage, Alaska 99519-6650

[www.muni.org/Planning/2040Actions.aspx](http://www.muni.org/Planning/2040Actions.aspx)