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August 23, 2021

MEMO

From: Irene Gallion, Senior Planner
Through: Jill Maclean, Director, AICP
To: Nathaniel Dye, Chair, Title 49 Committee
Case Number: AME2021 0003: Parking Revisions

RE: Modifications made since June 24, 2021 meeting

Does this need to come back to Title 49, or should it go to the full Commission?

Modifications include:

PROPOSED CODE:

- Attachment 1: CHANGES: Summarizes changes made since last time and remaining questions.
- Attachment 2: NUMBERED DRAFT 1a: Track changes version
- Attachment 3: NUMBERED DRAFT 2: Incorporates changes, no annotation.

PROPOSED SPACE TABLE:

- Attachment 4: REVISIONS TO SPACE TABLE: Summarizes changes made and research done since last time.
- Attachment 5: PROPOSED SPACE TABLE: Incorporates revisions.
- Attachment 6: Gym calc: Uses study done for USE2003-0014 (Alaska Club in the valley) to establish standards for gyms.

LOADING SPACES:

- Attachment 7: TCPD Loading Zone Table – DRAFT 1: Table includes a new column for the Town Center Parking District, and revisions as proposed in committee.

Attachment 8: PROPOSED DEFINITIONS: Proposed changes to the space table include new terms, “mobile food vendor” and “seasonal open air food service.” Of note, do we need to make the open air food service seasonal? It seems if open air food service is happening in the winter there is less tourism traffic and the parking is not an issue (GRIZ BAR, for instance).

PROPOSED CODE CHANGES

- Shown in DRAFT 1a
- Incorporated in DRAFT 2

Search and destroy to capitalize Director and Commission

How will we know of a change of use? If someone doesn't get a building permit, how do they know they need to do it, and we know they know? [49.40.200(e)]

49.40.200(k) Moved Town Center Parking District establishment language to this section of code, since an understanding of it is required for the following parking space table (it was buried under FIL, at the bottom).

PARKING SPACE TABLE: Insert new, see separate notes.

LOADING SPACE TABLE: Added a TCPD column to the loading space table. For TCPD, loading space parking starts at 6,000 sf, that is 1,000 sf more than other areas of CBJ. Also, the second loading space requirement is eliminated.

Added to 49.40.215: *The developer shall present to the Director a written instrument, executed by the parties concerned, providing for joint use of off-street parking facilities, and approved as to form by the City and Borough of Juneau attorney. Upon approval by the Director, such instrument shall be recorded.*

49.40.215 – removed ability for ADA spaces to be modified.

49.40.215 - Added ability to use public space for loading – double-check recording, was this still an issue of debate? I think T49 Chair was opposed.

49.40.220(b) - Redid the hierarchy on FIL.

1 **PROPOSED CODE, RENUMBERED**

2
3 **ARTICLE II: PARKING AND LOADING**

4 **49.40.200 General Applicability**

5 Off-street parking spaces for automobiles shall be provided in accordance with the
6 requirements set forth in this section at the time any building or structure is erected or
7 expanded, or when there is a change in the principal use thereof.

8 (a) *Developer responsibility.* Developer must submit documentation to demonstrate that
9 applicable parking code requirements have been met, in conformance with this chapter.

10 (b) *Owner/occupant responsibility.* The provision and maintenance of off-street parking and
11 loading spaces required in this chapter is a continuing obligation and joint responsibility of
12 the owner and occupants.

13 (c) *Determination.* The determination of whether these requirements are met, with or
14 without conditions, and deemed necessary for consistency with this title, shall be made by
15 the Director in the case of minor development; the Commission in the case of major
16 development; and the Commission if the application relates to a series of applications for
17 minor developments that, taken together, constitute major development, as determined by
18 the Director.

19 (d) *Expansion.* In cases of expansion of a building on or after the effective date of the
20 ordinance codified in this chapter,

21 (1) The number of additional off-street parking spaces required shall be based only on the
22 gross floor area added.

23 (2) No additional parking spaces are required if the additional spaces would amount to
24 less than ten percent of the total required for the development and amount to less than
25 three spaces.

26 (3) For phased expansion, the required off-street parking spaces is the amount required
27 for the completed development.

28 (e) *Change in use.* In cases of a change in use on or after the effective date of the ordinance
29 codified in this chapter, the number of spaces required will be based on 49.40.210.

30 (f) *Replacement and reconstruction of certain nonconforming structures.* Off-street parking
31 requirements for the replacement and reconstruction of certain nonconforming structures
32 in residential districts shall be governed by chapter 49.30.

33 (g) *Mixed occupancy.* Mixed occupancy is when two or more of the parking uses in 49.40.210
34 share the same lot(s). For mixed occupancy, the total requirement for off-street parking
35 facilities is the sum of the requirements for the several uses computed separately.

(h) *Uses not specified.* In the case of uses not listed, the requirements for off-street parking are based on the requirements for the most comparable use specified.

(i) *Location.* Off-street parking facilities are located as hereinafter specified; if a distance is specified, such distance is the walking distance measured from the nearest point of the parking facility to the nearest point of the building it is required to serve. Off-street parking facilities for:

(1) Single-family dwellings and duplexes, must be on the same lot as the building served;

(2) Multifamily dwellings, may not be more than 100 feet distant, unless subject to section 49.40.215; and

(3) Uses other than those specified above, may be not more than 500 feet distant, unless subject to section 49.40.215.

(j) *Off-street parking requirements.* Off-street parking requirements do not apply to lots if they are accessible only by air or water. If the Director determines that public access by automobile to the property has become physically available, the owner of the property shall be given notice and within one year shall provide the required off-street parking.

(k) *Town Center Parking District.* The parking district map was adopted DATE. The parking district map may be amended by the assembly through ordinance.

49.40.210 Number of Off-Street Parking Spaces Required

(a) *General.* The minimum number of off-street parking spaces required shall be as set forth in the following table. The number of spaces shall be calculated to the nearest whole number: **REVISED - replace**

Use	Spaces Required
Single-family and duplex	2 per each dwelling unit
Multifamily dwellings	Geographic area Juneau or Douglas
	1.0 per one bedroom
	1.5 per two bedrooms
	2.0 per three or four bedrooms
	All other geographic areas
	1.5 per one bedroom
	1.75 per two bedrooms
	2.25 per three or four bedrooms

Rooming houses, boardinghouses, single-room occupancies with shared facilities, bed and breakfasts, halfway houses, and group homes	Geographic area Juneau or Douglas
	1 per 2 bedrooms
	All other geographic areas
	1 per bedroom
Single-room occupancies with private facilities	1 per each single-room occupancy plus 1 additional per each increment of four single-room occupancies with private facilities
Accessory apartments	1
Motels	1 per each unit in the motel
Hotels	1 per each four units
Hospitals and nursing homes	2 per bed or one per 400 square feet of gross floor area
Senior housing	0.6 parking spaces per dwelling unit, plus 1 guest parking space for each 10 units, plus 1 parking space per employee
Assisted living facility	0.4 parking spaces per maximum number of residents
Sobering centers	1 parking space per 6 beds, plus 1 visitor parking space
Theaters	1 for each four seats
Churches, auditoriums, and similar enclosed places of assembly	1 for each four seats in the auditorium
Bowling alleys	3 per alley
Banks and offices	1 per 300 square feet of gross floor area
Medical or dental clinics	1 per 200 square feet of gross floor area
Mortuaries	1 per six seats based on maximum seating capacity in main auditorium
Warehouses, storage, and wholesale businesses	1 per 1,000 square feet of gross floor area

Restaurants and alcoholic beverage dispensaries	1 per 200 square feet of gross floor area
Swimming pools serving general public	1 per four persons based on pool capacity
Retail commercial	1 per 300 square feet of gross floor area
Shopping centers and malls	1 per 300 square feet of gross leasable floor area
Convenience stores	1 per 250 square feet of gross floor areas or as provided at 49.65.540(b)
Pleasure craft moorages	1 per three moorage stalls
Manufacturing uses; research, testing and processing, assembling, all industries	1 per 1,000 square feet gross floor area except that office space shall provide parking as required for offices
Libraries and museums	1 per 600 square feet gross floor area
Schools, elementary	2 per classroom
Middle school or junior high	1.5 per classroom
High school	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom
College, main campus	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater
College, satellite facilities	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater
Repair/service station	5 spaces per bay. For facilities with two or more bays, up to 60% of the required parking spaces may be in a stacked parking configuration
Post office	1 per 200 square feet gross floor area

59 (b) *Accessible parking spaces.* Except for residential parking lots of fewer than ten spaces,
 60 accessible parking spaces shall be required according to the following table:

Total Parking Spaces in Lot	Required Minimum Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total spaces
1,001 and over	20 plus 1 for each 100 over

61
 62 (c) *Facility loading spaces.* Space requirements shall be as set forth in the following table:
 63 **REVISED - replace**

Use	Gross Floor Area in Square Feet	Spaces
Motels and hotels	5,000—29,000	One
	30,000—59,999	Two
	Each additional 30,000	One
Commercial	5,000—24,999	One
	25,000—50,000	Two
	Each additional 30,000	One
Industrial, manufacturing, warehousing, storage, and processing	5,000—24,999	One
	25,000—50,000	Two
	Each additional 30,000	One

Hospitals	5,000—39,999	One
	Each additional 40,000	One
	Other Criteria	
Schools	For every two school buses	One
Homes for the aged, convalescent homes, correctional institutions	More than 25 beds	One

49.40.215 Modifications

Developer may apply for multiple modifications. Modifications can be combined with allowable reductions. The developer shall present to the Director a written instrument, executed by the parties concerned, providing for joint use of off-street parking facilities, and approved as to form by the City and Borough of Juneau attorney. Upon approval by the Director, such instrument shall be recorded.

~~(a) Accessible parking spaces off-site: For parking areas calculated to require a total of 25 off-street parking spaces or less, the accessible space requirement may be met by a private off-site accessible parking space if the alternate space is determined by the Director to be of adequate capacity and proximity. The Director will consider U.S. Department of Justice accessibility guidelines when determining adequate capacity. In no case will the distance exceed standards established in 49.40.200(i).~~

(b) *Loading spaces off-site.* The loading space required may be met by an alternative private off-site loading parking space, a public on-street space or a public off-street space if the alternate space is determined by the Director to be of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(i).

(c) *Joint use.* Joint use is when the same off-street parking space is used to meet the parking requirement of different users. Joint use of off-street parking spaces may be authorized providing the developer demonstrates that there is no substantial conflict in the principal operating hours of the structures and uses involved.

(1) Any structure or use sharing the off-street parking facilities of another structure or use shall be located within 500 feet of such parking facilities, unless a lesser radius is identified in this chapter. A developer may apply to provide off-street parking in an area greater than 500 feet distant, if approved by the Commission.

(2) The developer demonstrates with appropriate analysis or data that there is no substantial conflict in the principal operating hours of the structures or users for which joint use of off-street parking facilities is proposed; and

(3) The developer shall present to the Director a written instrument, executed by the parties concerned, providing for joint use of off-street parking facilities, and approved as to form by the City and Borough attorney. Upon approval by the Director, such instrument shall be filed with the department.

49.40.220 Reductions

Developer may apply for multiple reductions. Accessible parking spaces shall not be reduced and must be provided in accordance with subsection 49.40.210(b). Loading spaces shall not be reduced and must be provided in accordance with subsection 49.40.210(c).

(a) *Parking waivers.* The required number of parking spaces required by this section may be reduced if the requirements of this subsection are met.

(1) *Standards.* Any waiver granted under this subsection shall be in writing and shall include the following required findings and any conditions, such as public amenities, imposed by the Director or Commission that are consistent with the purpose of this title:

(A) The granting of the waiver would result in more benefits than detriments to the neighboring area and community as a whole as identified by the comprehensive plan; and

(B) The waiver will not materially endanger public health, safety, or welfare.

(2) *Relevant information.* The following information may be relevant for the Director or Commission's review:

(A) Analysis or data relevant to the intended use and related parking.

(B) Provision for alternative transportation or transit improvements vetted through CBJ Capital Transit.

(C) Traffic mitigation measures supported by industry standards.

(D) Bicycle and pedestrian amenities.

(3) *Applications.* Applications for parking waivers shall be on a form specified by the Director and shall be accompanied by a one-time fee as cited in 49.85. If the application is filed in conjunction with a major development permit, the fee shall be reduced by 20 percent.

(4) *Public notice.* The Director shall mail notice of any complete parking waiver application to the owners of record of property located within a 250-foot radius of the site seeking the waiver. If the parking waiver application is filed in conjunction with a major development permit, notice of both applications shall be made concurrently in accordance with CBJ 49.15.230.

(5) *Expiration.* Approved parking waivers expire upon a change in use.

(b) *Town Center Parking District, Fee-In-Lieu of off-street parking spaces.* ~~The parking district map was adopted DATE. The parking district map may be amended by the assembly through ordinance.~~

~~(1) *Standard Reduction:* Off-street parking spaces required in 49.40.210(a) are reduced by 60 percent for expansion of an existing building, change of use, or the construction of a new building.~~

~~(1) *Fee in lieu of off-street parking spaces.*~~ In the Town Center parking district, a developer may pay a one-time fee in lieu of off-street parking spaces in order to meet the minimum parking requirements of this chapter. Fee in lieu can be used in any combination with other parking provisions of this chapter. Fees are cited in 49.85.

(1) *Payment.*

(A) In the case of new development, any fee in lieu due must be paid in full prior to the issuance of a temporary certificate of occupancy.

(B) In the case of expansions or changes of use, 45 days after the fee in lieu of construction is granted, the fee must be paid in full, or a lien shall be placed upon real property involved and shall be paid in ten equal annual principal payments plus interest.

(i) The lien shall be recorded and shall have the same priority as a City and Borough special assessment lien.

(ii) Except as provided herein, the annual payments shall be paid in the same manner and on the same schedule as provided for special assessments, including penalties and interest on delinquent payments, as provided in CBJ 15.10.220. The annual interest rate on unpaid fees shall be one percent above the Wall Street Journal Prime Rate, or similar published rate, on January 2nd of the calendar year the agreement is entered into, rounded to the nearest full percentage point, as determined by the Finance Director.

49.40.225 Dimensions and signage for Required Off-Street Parking Spaces

(a) *Standard spaces.*

(1) Subject to subsections (b)(2) and (3) of this section, each standard parking space shall consist of a generally rectangular area at least 8½ feet by 17 feet. Lines demarcating parking spaces may be drawn at any angle to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.

(2) Spaces parallel to the curb shall be no less than 22 feet by 6½ feet.

(b) *Accessible spaces.*

(1) Each accessible parking space shall consist of a generally rectangular area at least 13 feet by 17 feet, including an access aisle of at least five feet by 17 feet. Two accessible parking spaces may share a common access aisle.

(2) One in every eight accessible parking spaces, but not less than one, shall be served by an access aisle with a width of at least eight feet and shall be designated "van-accessible."

(3) Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility. "Van-accessible" parking spaces shall have an additional sign designating the parking space as "van-accessible" mounted below the symbol of accessibility. The signs shall be located so they cannot be obscured by a vehicle parked in the space.

(4) Access aisles for accessible parking spaces shall be located on the shortest accessible route of travel from parking to an accessible entrance.

(c) *Facility loading spaces.*

(1) Each off-street loading space shall be not less than 30 feet by 12 feet, shall have an unobstructed height of 14 feet 6 inches, and shall be permanently available for loading.

49.40.230 – Parking area and site circulation review procedures

(a) *Purpose.* The purpose of these review procedures is to ensure that proposed parking and related site access areas provide for adequate vehicular and pedestrian access and circulation; that parking spaces are usable and are safely and conveniently arranged; that sufficient consideration has been given to off-street loading and unloading; that the parking area will be properly drained, lighted and landscaped; and that such areas will not be unsightly.

(b) *Plan submittal.* Development applications shall include plans for parking and loading spaces. Major development applications for commercial uses and for residential development of ten units or more must include plans prepared by a professional engineer or architect. These plans may be

part of a plan submission prepared in conjunction with the required review of another aspect of the proposed development.

(1) *Contents.* The plans shall contain the following information:

(A) Parking and loading space plans drawn to scale and adequate to show clearly the circulation pattern and parking area function;

(B) Existing and proposed parking and loading spaces with dimensions, traffic patterns, access aisles, and curb radii;

(C) Improvements including roads, curbs, bumpers and sidewalks indicated with cross sections, designs, details, and dimensions;

(D) A parking schedule indicating the number of parking spaces required, the number provided, and how such calculations were determined;

(E) Topography showing existing and proposed contour intervals; and

(F) Landscaping, lighting and sign details, if not provided in conjunction with the required review of another aspect of the proposed development.

(2) *Waiver of information.* The department may waive submission of any required exhibits.

(c) *Review procedure.* Plans shall be reviewed and approved according to the procedures of this chapter and chapter 49.15.

(d) *Public improvements required.* As a condition of plan approval, the department may require a bond approved as to form by the city attorney for the purpose of ensuring the installation of off-site public improvements. As a condition of plan approval, the applicant shall be required to pay the pro rata share of the cost of providing reasonable and necessary public improvements located outside the property limits of the development but necessitated by construction or improvements within such development.

49.40.230 - Parking and circulation standards.

(a) *Purpose.* Provisions for pedestrian and vehicular traffic movement within and adjacent to the site shall address layout of parking areas, off-street loading and unloading needs, and the movement of people, goods, and vehicles from access roads, within the site, and between buildings and vehicles. Parking areas shall be landscaped and shall feature safely-arranged parking spaces.

(b) *Off-street parking and loading spaces; design standards.*

(1) *Access.* There shall be adequate ingress and egress from parking spaces. The required width of access drives for driveways shall be determined as part of plan review depending on use, topography and similar considerations.

(2) *Size of aisles.* The width of aisles providing direct access to individual parking stalls shall be in accordance with the following table. Logical interpolation to other angles may be approved by the Director:

	Parking Angle
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Aisle width	0°	30°	45°	60°	90°
One-way traffic	13	11	13	18	24
Two-way traffic	19	20	21	23	24

(3) Location in different zones. No access drive, driveway or other means of ingress or egress shall be located in any residential zone if it provides access to uses other than those permitted in such residential zone.

(4) Sidewalks and curbing. Sidewalks shall be provided with a minimum width of four feet of passable area and shall be raised six inches or more above the parking area except when crossing streets or driveways. Guardrails and wheel stops permanently anchored to the ground shall be provided in appropriate locations. Parked vehicles shall not overhang or extend over sidewalk areas, unless an additional sidewalk width of two feet is provided to accommodate such overhang.

(5) Stacked parking. Stacked parking spaces may only be counted as required parking spaces for single-family residences, duplexes, and as otherwise specified for specific uses. In the case of single-family residences and duplexes with or without accessory uses and child care homes in a residential district, only a single parking space per dwelling unit may be a stacked parking space.

(6) Back-out parking. Parking space aisles must provide adequate space for turning and maneuvering on-site to prevent back-out parking onto a right-of-way. If the Director or the Commission, when the Commission has authority, determines back-out parking would not unreasonably interfere with the public health and safety of the parking space aisles and adjacent right-of-way traffic, back-out parking is allowed in the following circumstance:

(A) In the case of single-family dwellings and duplexes with or without accessory uses located in residential and rural reserve zoning districts;

(B) Where the right-of-way is an alley; or

(C) In the case of a child care home in a residential district.

(c) Drainage.

(1) Parking areas shall be suitably drained.

(2) Off-site drainage facilities and structures requiring expansion, modification, or reconstruction in part or in whole as the result of the proposed development shall be subject to off-site improvement requirements and standards as established by the city.

(d) Lighting. Parking areas shall be suitably lighted. Lighting fixtures shall be "full cutoff" styles that direct light only onto the subject parcel.

(e) Markings and access. Parking stalls, driveways, aisles and emergency access areas and routes shall be clearly marked.

(f) General circulation and parking design.

255 (1) *Parking space allocations shall be oriented to specific buildings. Parking areas shall be linked*
256 *by walkways to the buildings they serve.*

257 (2) *Where pedestrians must cross service roads or access roads to reach parking areas, crosswalks*
258 *shall be clearly designated by pavement markings or signs. Crosswalk surfaces shall be raised*
259 *slightly to designate them to drivers, unless drainage problems would result.*

260

1 **PROPOSED CODE, RENUMBERED**

2
3 **ARTICLE II: PARKING AND LOADING**

4 **49.40.200 General Applicability**

5 Off-street parking spaces for automobiles shall be provided in accordance with the
6 requirements set forth in this section at the time any building or structure is erected or
7 expanded, or when there is a change in the principal use thereof.

8 (a) *Developer responsibility.* Developer must submit documentation to demonstrate that
9 applicable parking code requirements have been met, in conformance with this chapter.

10 (b) *Owner/occupant responsibility.* The provision and maintenance of off-street parking and
11 loading spaces required in this chapter is a continuing obligation and joint responsibility of
12 the owner and occupants.

13 (c) *Determination.* The determination of whether these requirements are met, with or
14 without conditions, and deemed necessary for consistency with this title, shall be made by
15 the Director in the case of minor development; the Commission in the case of major
16 development; and the Commission if the application relates to a series of applications for
17 minor developments that, taken together, constitute major development, as determined by
18 the Director.

19 (d) *Expansion.* In cases of expansion of a building on or after the effective date of the
20 ordinance codified in this chapter,

21 (1) The number of additional off-street parking spaces required shall be based only on the
22 gross floor area added.

23 (2) No additional parking spaces are required if the additional spaces would amount to
24 less than ten percent of the total required for the development and amount to less than
25 three spaces.

26 (3) For phased expansion, the required off-street parking spaces is the amount required
27 for the completed development.

28 (e) *Change in use.* In cases of a change in use on or after the effective date of the ordinance
29 codified in this chapter, the number of spaces required will be based on 49.40.210.

30 (f) *Replacement and reconstruction of certain nonconforming structures.* Off-street parking
31 requirements for the replacement and reconstruction of certain nonconforming structures
32 in residential districts shall be governed by chapter 49.30.

33 (g) *Mixed occupancy.* Mixed occupancy is when two or more of the parking uses in 49.40.210
34 share the same lot(s). For mixed occupancy, the total requirement for off-street parking
35 facilities is the sum of the requirements for the several uses computed separately.

(h) *Uses not specified.* In the case of uses not listed, the requirements for off-street parking are based on the requirements for the most comparable use specified.

(i) *Location.* Off-street parking facilities are located as hereinafter specified; if a distance is specified, such distance is the walking distance measured from the nearest point of the parking facility to the nearest point of the building it is required to serve. Off-street parking facilities for:

(1) Single-family dwellings and duplexes, must be on the same lot as the building served;

(2) Multifamily dwellings, may not be more than 100 feet distant, unless subject to section 49.40.215; and

(3) Uses other than those specified above, may be not more than 500 feet distant, unless subject to section 49.40.215.

(j) *Off-street parking requirements.* Off-street parking requirements do not apply to lots if they are accessible only by air or water. If the Director determines that public access by automobile to the property has become physically available, the owner of the property shall be given notice and within one year shall provide the required off-street parking.

(k) *Town Center Parking District.* The parking district map was adopted DATE. The parking district map may be amended by the assembly through ordinance.

49.40.210 Number of Off-Street Parking Spaces Required

(a) *General.* The minimum number of off-street parking spaces required shall be as set forth in the following table. The number of spaces shall be calculated to the nearest whole number: REVISED - replace

(b) *Accessible parking spaces.* Except for residential parking lots of fewer than ten spaces, accessible parking spaces shall be required according to the following table:

Total Parking Spaces in Lot	Required Minimum Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7

301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total spaces
1,001 and over	20 plus 1 for each 100 over

(c) *Facility loading spaces.* Space requirements shall be as set forth in the following table:

REVISED - replace

49.40.215 Modifications

Developer may apply for multiple modifications. Modifications can be combined with allowable reductions. The developer shall present to the Director a written instrument, executed by the parties concerned, providing for joint use of off-street parking facilities, and approved as to form by the City and Borough of Juneau attorney. Upon approval by the Director, such instrument shall be recorded.

(a) *Loading spaces off-site.* The loading space required may be met by an alternative private off-site loading parking space, a public on-street space or a public off-street space if the alternate space is determined by the Director to be of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(i).

(b) *Joint use.* Joint use is when the same off-street parking space is used to meet the parking requirement of different users. Joint use of off-street parking spaces may be authorized providing the developer demonstrates that there is no substantial conflict in the principal operating hours of the structures and uses involved.

(1) Any structure or use sharing the off-street parking facilities of another structure or use shall be located within 500 feet of such parking facilities, unless a lesser radius is identified in this chapter. A developer may apply to provide off-street parking in an area greater than 500 feet distant, if approved by the Commission.

(2) The developer demonstrates with appropriate analysis or data that there is no substantial conflict in the principal operating hours of the structures or users for which joint use of off-street parking facilities is proposed; and

(3) The developer shall present to the Director a written instrument, executed by the parties concerned, providing for joint use of off-street parking facilities, and approved as to form by the City and Borough attorney. Upon approval by the Director, such instrument shall be filed with the department.

49.40.220 Reductions

Developer may apply for multiple reductions. Accessible parking spaces shall not be reduced and must be provided in accordance with subsection 49.40.210(b). Loading spaces shall not be reduced and must be provided in accordance with subsection 49.40.210(c).

(a) *Parking waivers.* The required number of parking spaces required by this section may be reduced if the requirements of this subsection are met.

(1) *Standards.* Any waiver granted under this subsection shall be in writing and shall include the following required findings and any conditions, such as public amenities, imposed by the Director or Commission that are consistent with the purpose of this title:

(A) The granting of the waiver would result in more benefits than detriments to the neighboring area and community as a whole as identified by the comprehensive plan; and

(B) The waiver will not materially endanger public health, safety, or welfare.

(2) *Relevant information.* The following information may be relevant for the Director or Commission's review:

(A) Analysis or data relevant to the intended use and related parking.

(B) Provision for alternative transportation or transit improvements vetted through CBJ Capital Transit.

(C) Traffic mitigation measures supported by industry standards.

(D) Bicycle and pedestrian amenities.

(3) *Applications.* Applications for parking waivers shall be on a form specified by the Director and shall be accompanied by a one-time fee as cited in 49.85. If the application is filed in conjunction with a major development permit, the fee shall be reduced by 20 percent.

(4) *Public notice.* The Director shall mail notice of any complete parking waiver application to the owners of record of property located within a 250-foot radius of the site seeking the waiver. If the parking waiver application is filed in conjunction with a major development permit, notice of both applications shall be made concurrently in accordance with CBJ 49.15.230.

(5) *Expiration.* Approved parking waivers expire upon a change in use.

(b) *Town Center Parking District, Fee-In-Lieu of off-street parking spaces.* In the Town Center parking district, a developer may pay a one-time fee in lieu of off-street parking spaces in order to meet the minimum parking requirements of this chapter. Fee in lieu can

be used in any combination with other parking provisions of this chapter. Fees are cited in 49.85.

(1) Payment.

(A) In the case of new development, any fee in lieu due must be paid in full prior to the issuance of a temporary certificate of occupancy.

(B) In the case of expansions or changes of use, 45 days after the fee in lieu of construction is granted, the fee must be paid in full, or a lien shall be placed upon real property involved and shall be paid in ten equal annual principal payments plus interest.

(i) The lien shall be recorded and shall have the same priority as a City and Borough special assessment lien.

(ii) Except as provided herein, the annual payments shall be paid in the same manner and on the same schedule as provided for special assessments, including penalties and interest on delinquent payments, as provided in CBJ 15.10.220. The annual interest rate on unpaid fees shall be one percent above the Wall Street Journal Prime Rate, or similar published rate, on January 2nd of the calendar year the agreement is entered into, rounded to the nearest full percentage point, as determined by the Finance Director.

49.40.225 Dimensions and signage for Required Off-Street Parking Spaces

(a) Standard spaces.

(1) Subject to subsections (b)(2) and (3) of this section, each standard parking space shall consist of a generally rectangular area at least 8½ feet by 17 feet. Lines demarcating parking spaces may be drawn at any angle to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.

(2) Spaces parallel to the curb shall be no less than 22 feet by 6½ feet.

(b) Accessible spaces.

(1) Each accessible parking space shall consist of a generally rectangular area at least 13 feet by 17 feet, including an access aisle of at least five feet by 17 feet. Two accessible parking spaces may share a common access aisle.

(2) One in every eight accessible parking spaces, but not less than one, shall be served by an access aisle with a width of at least eight feet and shall be designated "van-accessible."

(3) Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility. "Van-accessible" parking spaces shall have an additional sign designating the parking space as "van-accessible" mounted below the symbol of accessibility. The signs shall be located so they cannot be obscured by a vehicle parked in the space.

(4) Access aisles for accessible parking spaces shall be located on the shortest accessible route of travel from parking to an accessible entrance.

(c) Facility loading spaces.

(1) Each off-street loading space shall be not less than 30 feet by 12 feet, shall have an unobstructed height of 14 feet 6 inches, and shall be permanently available for loading.

49.40.230 – Parking area and site circulation review procedures

(a) *Purpose.* The purpose of these review procedures is to ensure that proposed parking and related site access areas provide for adequate vehicular and pedestrian access and circulation; that parking spaces are usable and are safely and conveniently arranged; that sufficient consideration has been given to off-street loading and unloading; that the parking area will be properly drained, lighted and landscaped; and that such areas will not be unsightly.

(b) *Plan submittal.* Development applications shall include plans for parking and loading spaces. Major development applications for commercial uses and for residential development of ten units or more must include plans prepared by a professional engineer or architect. These plans may be part of a plan submission prepared in conjunction with the required review of another aspect of the proposed development.

(1) *Contents.* The plans shall contain the following information:

(A) Parking and loading space plans drawn to scale and adequate to show clearly the circulation pattern and parking area function;

(B) Existing and proposed parking and loading spaces with dimensions, traffic patterns, access aisles, and curb radii;

(C) Improvements including roads, curbs, bumpers and sidewalks indicated with cross sections, designs, details, and dimensions;

(D) A parking schedule indicating the number of parking spaces required, the number provided, and how such calculations were determined;

(E) Topography showing existing and proposed contour intervals; and

(F) Landscaping, lighting and sign details, if not provided in conjunction with the required review of another aspect of the proposed development.

(2) *Waiver of information.* The department may waive submission of any required exhibits.

(c) *Review procedure.* Plans shall be reviewed and approved according to the procedures of this chapter and chapter 49.15.

(d) *Public improvements required.* As a condition of plan approval, the department may require a bond approved as to form by the city attorney for the purpose of ensuring the installation of off-site public improvements. As a condition of plan approval, the applicant shall be required to pay the pro rata share of the cost of providing reasonable and necessary public improvements located outside the property limits of the development but necessitated by construction or improvements within such development.

49.40.230 - Parking and circulation standards.

(a) *Purpose.* Provisions for pedestrian and vehicular traffic movement within and adjacent to the site shall address layout of parking areas, off-street loading and unloading needs, and the movement of people, goods, and vehicles from access roads, within the site, and between buildings and vehicles. Parking areas shall be landscaped and shall feature safely-arranged parking spaces.

(b) *Off-street parking and loading spaces; design standards.*

(1) Access. There shall be adequate ingress and egress from parking spaces. The required width of access drives for driveways shall be determined as part of plan review depending on use, topography and similar considerations.

(2) Size of aisles. The width of aisles providing direct access to individual parking stalls shall be in accordance with the following table. Logical interpolation to other angles may be approved by the Director:

	Parking Angle				
	0°	30°	45°	60°	90°
Aisle width					
One-way traffic	13	11	13	18	24
Two-way traffic	19	20	21	23	24

(3) Location in different zones. No access drive, driveway or other means of ingress or egress shall be located in any residential zone if it provides access to uses other than those permitted in such residential zone.

(4) Sidewalks and curbing. Sidewalks shall be provided with a minimum width of four feet of passable area and shall be raised six inches or more above the parking area except when crossing streets or driveways. Guardrails and wheel stops permanently anchored to the ground shall be provided in appropriate locations. Parked vehicles shall not overhang or extend over sidewalk areas, unless an additional sidewalk width of two feet is provided to accommodate such overhang.

(5) Stacked parking. Stacked parking spaces may only be counted as required parking spaces for single-family residences, duplexes, and as otherwise specified for specific uses. In the case of single-family residences and duplexes with or without accessory uses and child care homes in a residential district, only a single parking space per dwelling unit may be a stacked parking space.

(6) Back-out parking. Parking space aisles must provide adequate space for turning and maneuvering on-site to prevent back-out parking onto a right-of-way. If the Director or the Commission, when the Commission has authority, determines back-out parking would not unreasonably interfere with the public health and safety of the parking space aisles and adjacent right-of-way traffic, back-out parking is allowed in the following circumstance:

(A) In the case of single-family dwellings and duplexes with or without accessory uses located in residential and rural reserve zoning districts;

(B) Where the right-of-way is an alley; or

(C) In the case of a child care home in a residential district.

(c) Drainage.

(1) Parking areas shall be suitably drained.

(2) Off-site drainage facilities and structures requiring expansion, modification, or reconstruction in part or in whole as the result of the proposed development shall be subject to off-site improvement requirements and standards as established by the city.

(d) Lighting. Parking areas shall be suitably lighted. Lighting fixtures shall be "full cutoff" styles that direct light only onto the subject parcel.

(e) Markings and access. Parking stalls, driveways, aisles and emergency access areas and routes shall be clearly marked.

(f) General circulation and parking design.

(1) *Parking space allocations shall be oriented to specific buildings. Parking areas shall be linked by walkways to the buildings they serve.*

(2) *Where pedestrians must cross service roads or access roads to reach parking areas, crosswalks shall be clearly designated by pavement markings or signs. Crosswalk surfaces shall be raised slightly to designate them to drivers, unless drainage problems would result.*

REVISIONS TO TABLE OF PARKING SPACE REQUIREMENTS

Correction	All Other Areas	TCPD
Spaces required for SF and duplex		2 – no reductions
Multifamily units, roominghouses, etc:	Use reduced standards of DT Juneau and DT Douglas 1 bed: 1.5>1 2 bed: 1.75>1.5 3-4 bed: 2.25>2 Roominghouse etc.: 1/bedroom >1/2 bedrooms	
Accessory apartment		No reductions
Sobering center	1 per 6 beds changed to 1 per 12, per PV written comment	1 per 24, per PV written comment
Retail Commercial	Combined with “Banks and Offices”, added “Salons and spas”	
Convenience stores	1 per 350 sf gross floor area ¹	1 per 625 sf gross floor area ¹
Commercial craft moorage	D&H does not feel there is a significant difference between private and commercial moorage parking requirements. In fact, breaking them apart would create complexities. They’ll be reviewing the standards and let us know if they think modifications are needed.	
Middle School or JH	Ask JDHS what they think should be the parking standard, no response.	
College – main and satellite	UAS does not have any facilities in the proposed TCPD. As long as waivers remain available they are content with parking requirements.	
Repair/service station	Added “non-accessible”	
Post Office	Listen to tape and see what was discussed – no change?	
+Childcare Home/Center	Added to table to put all parking requirements in one place	
+Indoor sports facilities, gyms	Proposed value based on USE2003-00014 parking study for the Alaska Club in the valley. See attached.	
+Mobile food vendors	Clarified: Zero	Clarified: Zero
+Seasonal open air food vendors	Made half of restaurants	Clarified: Zero

Other edits needed:

1. Remove reference to parking standards in 49.65.540(b). Resolves Law’s concerns regarding conflict.
2. Define “mobile food vendors”
3. Define “seasonal open air food vendors”

PROPOSED SPACE TABLE

Items in RED added for Commissioner consideration.

49.40.210 Minimum space and dimensional standards for parking and off-street loading.

- (a) *Table of minimum parking standards.* The minimum number of off-street parking spaces required shall be as set forth in the following table. The number of spaces shall be calculated to the nearest whole number:

Use	Spaces Required in All Other Areas	Spaces Required in Parking District
Single-family and duplex	2 per each dwelling unit	2 per each dwelling unit
Multifamily units	1.0 per one bedroom	0.4 per one bedroom
	1.5 per two bedrooms	0.6 per one bedroom
	2.0 per three or four bedrooms	0.8 per three or four bedrooms (more?)
Roominghouses, boardinghouses, single-room occupancies with shared facilities, bed and breakfasts, halfway houses, and group homes	1 per 2 bedrooms	0.4 per two bedrooms
Single-room occupancies with private facilities	1 per each single-room occupancy plus 1 additional per each increment of four single-room occupancies with private facilities	0.4 per each single-room occupancy plus 0.4 per each increment of four single-room occupancies with private facilities
Accessory apartments	1	1 per each unit
Motels	1 per each unit in the motel	0.4 per each unit in the motel
Hotels	1 per each four units	0.4 per each four units
Hospitals and nursing homes	2 per bed OR one per 400 square feet of gross floor area	0.8 per bed OR one per 1,000 square feet of gross floor area
Senior housing	0.6 parking spaces per dwelling unit, plus 1 guest parking space for each 10 units, plus 1 parking space per employee	1 per four dwelling units, plus 0.4 guest parking spaces per 10 units, plus 0.4 parking spaces per employee.
Assisted living facility	0.4 parking spaces per maximum number of residents	0.16 parking spaces per maximum number of residents

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Sobering centers	1 parking space per 12 beds, plus 1 visitor parking space	1 parking spaces per 24 beds, plus 1 visitor parking space
Theaters	1 for each four seats	0.4 for each seats
Churches, auditoriums, and similar enclosed places of assembly	1 for each four seats in the auditorium	0.4 per each seats in the auditorium
Bowling alleys	3 per alley	1.2 per alley
Banks, offices, retail commercial, salons and spas	1 per 300 square feet of gross floor area	1 per 750 square feet of gross floor area
Medical or dental clinics	1 per 200 square feet of gross floor area	1 per 500 square feet of gross floor area
Mortuaries	1 per six seats based on maximum seating capacity in main auditorium	0.4 per six seats based on maximum seating capacity in main auditorium
Warehouses, storage, and wholesale businesses	1 per 1,000 square feet of gross floor area	1 per 2,500 square feet of gross floor area
Restaurants and alcoholic beverage dispensaries	1 per 200 square feet of gross floor area	1 per 500 square feet of gross floor area
Swimming pools serving general public	1 per four persons based on pool capacity	0.4 per four persons based on pool capacity
Shopping centers and malls	1 per 300 square feet of gross leasable floor area	1 per 750 square feet of gross floor area
Convenience stores	1 per 250 square feet of gross floor areas	1 per 625 square feet of gross floor area
Watercraft moorages	1 per three moorage stalls	0.4 per three moorage stalls
Manufacturing uses; research, testing and processing, assembling, all industries	1 per 1,000 square feet gross floor area except that office space shall provide parking as required for offices	1 per 2,500 square feet gross floor area except that office space shall provide parking as provided for offices.
Libraries and museums	1 per 600 square feet gross floor area	1 per 1,500 square feet of gross floor area
Schools, elementary	2 per classroom	0.8 per classroom
Middle school or junior high	1.5 per classroom	0.6 per classroom
High school	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom	A minimum of 6 spaces per school; where auditorium or general assembly is available, 0.6 per four seats; 0.4 additional spaces per classroom

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College, main campus	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 1,250 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, 0.4 per four seats, whichever is greater
College, satellite facilities	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 750 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, 0.4 per four seats, whichever is greater
Repair/service station	5 spaces per bay. For facilities with two or more bays, up to 60% of the required non-accessible parking spaces may be in a stacked parking configuration	2 spaces per bay. For facilities with two or more bays, up to 60% of the required non-accessible parking spaces may be in a stacked configuration
Post office	1 per 200 square feet gross floor area	1 per 500 square feet of floor area.
Childcare Home	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Childcare Center	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Indoor sports facilities, gyms	1 per 300 square feet gross floor area	1 per 750 square feet gross floor area
Mobile Food Vendors	No parking requirement	No parking requirement.
Seasonal open air food service (TPU 8.3)	1 per 400 square feet of gross floor area.	No parking requirement.

Commented [IG1]: PV feels this should be, at a minimum, one per 300, comparable to retail commercial. Neither Kindred Post nor USPS at the Federal Building have any. Unfair to new development.

Commented [IG2R1]: Discussed, but not changed

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To accommodate the additional capacity and improve the existing parking situation, the applicants are proposing to add a new parking lot that will have a driveway entrance on James Boulevard and to reconfigure the existing parking area. Total proposed parking lot capacity will be 192 parking spaces. Some room will be left for expansion of facilities and parking in the future.

Traffic – Traffic potential was reviewed when the zone change from D18 to LC was proposed. Potential use of the property discussed under the zone change considered high intensity use of the property however, the current proposal is relatively modest. Although large, the “air inflated” tennis courts have relatively low occupancy and will not generate much traffic. An addition of 923 square feet on the second floor will similarly not create a great demand. Parking requirements for these additions combined will only need 8 additional spaces to meet increased demand. This represents a small increase in vehicular traffic which can be handled on existing streets.

Since James Boulevard will be used to provide access to the new parking area, more traffic will utilize this street than is currently the case. Given the high traffic volumes on Riverside Drive, the ability for vehicles to use James Boulevard as a point of access to and from the site will probably be safer. There was some concern expressed in the traffic study about the level of service for left turning movements at the Riverside/James intersection. However under the applicant’s proposal, vehicles will have the option of accessing Riverside Drive directly from JRC’s parking lot as they do today. The net result will be that drivers will have more options than currently are available and may choose the safest route based on existing conditions.

A major pedestrian crosswalk is located at the James Boulevard/Riverside Drive intersection which leads to Riverbend Elementary School. On school days, crossing guards are present during peak pedestrian times.

Parking and Circulation – Currently the building is permitted for 50,219 square feet of floor space. Since CBJ’s Land Use Code does not have specific parking requirements for athletic clubs, extensive staff review was conducted to determine the appropriate parking requirement for the proposed facility expansion. This research measured 232 square feet per occupant when the facility was operating near capacity. It was further determined that there were approximately 1.31 persons per vehicle parked at the club. Therefore the current parking demand for the existing structure is:

50,219 square feet / 232 square feet per occupant = 216 occupants

$$\frac{50,219 \text{ sf}}{165 \text{ spaces}} = 304 \text{ sf/sp.}$$

216 occupants / 1.31 people per vehicle = **165 parking spaces currently required**

Analysis for the new tennis building concluded that it would require 5.33 parking spaces.

The proposed second story addition will add 923 square feet.

923 square feet / 232 square feet per occupant = 4 occupants

4 occupants / 1.31 people per vehicle = **3 parking spaces for second story expansion**

Parking for new building and interior expansion: 165 + 5.33 + 3 = **173 parking spaces Total**

	Gross Floor Area in Square Feet		
Use	Town Center Parking District	All other areas	Spaces Required
Motels and hotels	6,000-59,999	5,000—29,999	One
		30,000—60,000	Two
	Each additional 30,000	Each additional 30,000	One
Commercial	6,000-50,000	5,000—24,999	One
		25,000—50,000	Two
	Each additional 30,000	Each additional 30,000	One
Industrial, manufacturing, warehousing, storage, and processing	6,000-50,000	5,000—24,999	One
		25,000—50,000	Two
	Each additional 30,000	Each additional 30,000	One
Hospitals	6,000-40,000	5,000—40,000	One
		Each additional 40,000	One
		Other Criteria	
Schools		For every two school buses	One
Homes for the aged, convalescent homes, correctional institutions		More than 25 beds	One

PROPOSED DEFINITIONS:

Mobile Food Vendor: A mobile food vendor is a type of food service that is located in a vehicle, trailer or cart and is capable of moving easily daily. Unless a push cart, these units must be capable of being licensed by the state as a motor vehicle, and can be moved without special conditions (such as a pilot car, flagging, or restricted hours of movement). Mobile units must completely retain their mobility at all times.

Seasonal Open Air Food Service: A seasonal open air food service is a type of food service located in a structure that does not have a permanent means of heat. (Note that woodstoves are not considered a permanent means of heat by building code officials). The food service operates for 210 days or less. A zoning official can extend the operation period for cause, such as extended tourist season, community event, or emergency provisions.