

Agenda

Planning Commission - Title 49 Committee City and Borough of Juneau

April 1, 2021
Virtual Meeting Only
12:00 PM

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I. **ROLL CALL**

II. **APPROVAL OF AGENDA**

III. **APPROVAL OF MINUTES**

A. January 28, 2021 Draft Minutes, Title 49 Committee

IV. **AGENDA TOPICS**

A. Parking & Loading

V. **COMMITTEE MEMBER COMMENTS AND QUESTIONS**

VI. **ADJOURNMENT**

Meeting Agenda of the City and Borough of Juneau
Title 49 Committee of the Planning Commission

Thursday, January 28, 2021
Community Development Department
Virtual & Telephonic Meeting, 12:00 pm

Members Present: Nathaniel Dye, Travis Arndt, Mandy Cole

Members Absent: Erik Pedersen, Joshua Winchell

Commissioners Present: Paul Voelckers

Staff Present:

Jill Maclean (CDD Director), Alexandra Pierce (CDD Planning Manager), Irene Gallion (Senior Planner), Joseph Meyers (Planner I)

I. Call to Order

The meeting was called to order at 12:12 P.M.

II. Approval of Agenda

MOTION: *by Ms. Cole to approve the agenda.*

The motion passed with no objections.

III. Approval of Minutes

A. December 17, 2020 Draft Minutes, Title 49 Committee

MOTION: *by Mr. Arndt to approve the December 17, 2020 minutes.*

The motion passed with no objections.

IV. Agenda Topics

A. Parking

Mr. Dye gave a brief overview of the Title 49 parking changes; discussing specific code changes including fee-in-lieu, and potential changes to the parking districts.

Mr. Voelckers asked questions about documents sent and tracked-changes, as well as technology.

Ms. Cole asked about the stated intentions of this revision.

Ms. Maclean stated that multiple developments in the downtown area have failed because of parking related issues. It was intended for downtown, but staff have decided it is more equitable to open it up borough wide.

Mr. Dye stated that it is a “thorn” in development.

Ms. Gallion said that it was done in the context of a specific project; consider global parking. Staff want this narrowly tailored and project agnostic. The Assembly gave direction only to modify code.

Ms. Pierce stated there is an existing parking management plan. Any code modification will have management implications. Staff will need to change parking management in coordination with Parks and Recreation, and other departments.

Ms. Gallion indicated that section 49.40.210 item D is where the discussion should start and started the discussion with joint use parking, suggesting that the Committee and staff go line by line through the code.

Ms. Maclean stated that staff proposed some changes when they were asked to look at the joint use parking regulations. Staff suggests separating joint use by minor and major development; day time and nighttime bifurcation is another way to approach parking code. Joint use will be similar to a shared parking agreement. Staff also suggests adding sections that differentiate weekday from weekend uses, and changing “church” to “house of worship” to be more inclusive.

Mr. Voelckers stated that the changes seemed very rational and would like to look at everything in black and white, final.

Mr. Dye wondered if items A, B, and C were needed, or if they could be removed. He felt that it seems like an arbitrary line is being drawn at 5 P.M, and item D(i) encompasses the desired change.

Mr. Arndt agreed item D(i) should stay and the rest could be removed.

Mr. Arndt asked Ms. Maclean if she foresaw any issues with emphasizing item D(i).

Ms. Maclean stated that she liked the flexibility of it.

Mr. Dye asked whether this should be a standalone process since it is similar to a parking waiver.

Mr. Arndt stated that it sounded similar to a parking waiver and joint use parking feels like a subset of the waiver.

Mr. Dye stated that he does not see it as a subset of the waiver and it helps monetize parking in the right direction.

Ms. Maclean stated that it’s a distinct tool and could be combined with a parking waiver.

Mr. Dye described the flexibility of the tool.

Mr. Voelckers felt that this should have its own process and it is distinct from the waiver process.

Mr. Dye asked if there was anything else on joint use that needed to be discussed at this meeting.

Ms. Gallion reiterated that items A, B, and C would be removed, and language would be cleaned up.

Mr. Arndt asked if staff planned to remove the main heading in item D.

Mr. Dye asked about the breakdown of item D and where it becomes a major vs. minor development.

Ms. Maclean suggested taking information from item D(i) and making a new item A. In response to how major vs. minor development would be determined, she noted that 500 feet is quite a distance and a large radius. It's a minor development, if we have 500 feet as maximum. If more than 500 feet, it should go to the Commission.

Ms. Pierce noted that the 500-foot number was put in place to avoid some of the parking agreements of the past. She suggested putting parameters on the radius.

Mr. Dye noted that the discussion had moved onto the next section.

Ms. Gallion stated that section B brings about the issue of lists; it was meant to be beneficial for applicants, but it would be best to be consistent.

Mr. Arndt expressed support for removing the list, suggesting that it be on a flyer, not in the code book.

Mr. Dye stated that he had issues with some items on the list, including item 3 fire code and item 5.

Ms. Gallion stated that items 3 and 5 could be removed.

Mr. Dye suggested discussing item 6.

In response to item 6, Mr. Arndt stated that creating compact spaces should not impact the number of spaces provided.

Mr. Voelckers stated that there should be one space size and no differentiation. He suggested letting CDD management tell the Committee what they know about compact parking.

Ms. Maclean stated that compact parking is not in CDD's purview. Item B could simply be used to match the nonconforming language.

Mr. Dye stated that items C and D are fine, but item E should be included everywhere in parking to make sure it's codified.

Mr. Voelckers expressed support for having Item E language in there.

Ms. Cole asked if there is an issue in attaching that language.

Ms. Maclean stated that a joint use agreement is a civil tool that CDD does not enforce.

Ms. Pierce expressed concern about the enforcement mechanism, as well. The mechanics of enforcement would need to be decided; what are the distinctions and are they arbitrary.

Ms. Cole stated that using the language "shall expire" and "may expire" could limit some of the capriciousness of the language.

Ms. Gallion proposed fee-in-lieu be reduced to 60%.

Mr. Dye suggested discussing the text of the document and asked why item 5B was in this section.

Ms. Gallion stated that she would look at moving item 5B to a higher level.

Ms. Maclean asked about item 5B. Until the final boundaries are decided on, there may be some properties only accessible by stairs, so that should be kept in mind.

Mr. Arndt stated if it were in section 200, it would apply to town centers.

Mr. Voelckers recalled that the Committee had discussed linking fee-in-lieu to the Consumer Price Index (CPI), and was surprised to see that the language is still included.

Ms. Gallion stated that this tool would help to keep fees in tandem with the CPI.

Mr. Dye asked if language could be added to re-determine fees every two years.

Mr. Arndt stated that the Committee had discussed setting a number now and adjusting it later. He asked what year the current number was set.

Ms. Maclean stated that fee-in-lieu was around \$10,000 per space and has gone up around \$2,000 over the past few years.

Mr. Voelckers stated that this topic is tricky and arbitrary. One parking space is one fifth the cost of a building. He suggested setting these numbers and allowing them to be changed at another point in the future.

Ms. Cole asked what the requirements are for fee-in-lieu and if it is a one-time payment, or not.

Ms. Maclean said that a developer might need 20 spaces, and they can either provide parking, or pay a fee-in-lieu, or a mixture of both, to get the required number of spaces.

Ms. Cole suggested that developers either get by-right fee-in-lieu or need a determination based on meeting criteria. She believes requirements need to be included in code.

Ms. Maclean asked whether requirements should be added back to this section.

Ms. Cole suggested not adding the requirements to this section, stating that this would help clarify fee-in-lieu as a right.

Mr. Dye stated that item 6A should be one sentence, item B should be \$10,000, and item C should not include fee-in-lieu, so no Temporary Certificate of Occupancy.

Ms. Pierce asked fee-in-lieu should be treated almost as a right; if developers want to pay for 100% of their parking spaces, they should be able to do that, or they can combine tools that need to be evaluated by the Director and the Commission.

Ms. Maclean stated item 6A would be revised and just makes sure they are paying fee-in-lieu.

Mr. Dye felt that loading zones should not be eligible for fee-in-lieu. He stated that reductions and waivers are only for standard parking spaces and not for loading zones or ADA spaces. Mr. Dye asked if item D should be its own section in the numbering scheme.

Ms. Maclean stated that the Law Department would make decisions on this and staff would flag it for them.

Mr. Dye initiated a brief discussion about the map boundaries.

Ms. Maclean asked if more feedback on the map could be provided before the meeting ended.

Mr. Dye took a poll and determined that the Committee preferred a broader map encompassing areas of downtown.

V. Committee Member Comments and Questions

The next meeting was set for February 18, 2021, at 12 P.M.

VI. Adjournment

The meeting adjourned at 1:33 P.M.

REORGANIZATION

Per feedback at 2.18.2021 Meeting

ARTICLE II: PARKING AND LOADING

49.40.200 General Applicability

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

Developer responsibility. Developer must submit documentation to demonstrate that applicable parking code requirements have been met, in conformance with this chapter.

Owner/occupant responsibility. The provision and maintenance of off-street loading spaces is a continuing obligation and joint responsibility of the owner and occupants.

Determination. The determination of whether these requirements are met, with or without conditions, and deemed necessary for consistency with this title, shall be made by the director in the case of minor development; the commission in the case of major development; and the commission if the application relates to a series of applications for minor developments that, taken together, constitute major development, as determined by the director.

Expansion or change in use. In cases of expansion of a building or a change in the type or intensity of use existing on the effective date of the ordinance codified in this chapter, the number of additional off-street parking spaces required shall be based only on the gross floor area added or subject to the increase in intensity or change of use except as noted in subsection 49.40.210(d). For phased expansion, the required off-street parking spaces is the amount required for the completed development.

Replacement and reconstruction of certain nonconforming structures. Off-street parking requirements for the replacement and reconstruction of certain nonconforming structures in residential districts shall be governed by chapter 49.30.

Mixed occupancy. In the case of two or more uses on the same lot, the total requirement for off-street parking facilities is the sum of the requirements for the several uses computed separately.

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.

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:

Single-family dwellings and duplexes, must be on the same lot as the building served;
Multifamily dwellings, may not be more than 100 feet distant, unless subject to section 49.40.210(d); and

Uses other than those specified above, may be not more than 500 feet distant, unless subject to section 49.40.210(d).

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 thereof shall provide the required off-street parking.

49.40.210 Number of Off-Street Parking Spaces Required

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:

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

50

51 *Accessible parking spaces.* Except for residential parking lots of fewer than ten spaces,
52 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

53

54 New facility loading spaces. Space requirements shall be as set forth in the following table:

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

55

56 **49.40.215 Modifications**

57 Developer may apply for multiple modifications. Modifications can be combined with allowable
58 reductions.

Expansion. No additional parking spaces are required for an expansion if the additional spaces would amount to less than ten percent of the total required for the development and amount to less than three spaces.

Accessible parking spaces off-site: The accessible parking space required for parking lots of one to 25 spaces may be met by an alternative off-site accessible parking space, public or private, if the alternate space is determined by the community development department 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(4).

Loading spaces off-site. The loading space required may be met by an alternative off-site accessible parking space, public or private, if the alternate space is determined by the community development department to be of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(4).

Joint use. Joint use of parking facilities may be authorized providing the developer demonstrates that there is no substantial conflict in the principal operating hours of the structures and uses involved.

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.

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

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).

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

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:

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

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

Relevant information. The following information may be relevant for the director or commission's review:

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

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

Traffic mitigation measures supported by industry standards.

Bike and pedestrian amenities.

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.

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.

Expiration. Approved parking waivers expire upon a change in use.

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

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

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 pursuant to 49.40.210(d). Fes are cited in 49.85.

Payment.

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.

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.

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

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*Standard spaces.*

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.

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

Accessible spaces.

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.

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."

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.

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

163 *New facility loading spaces.*

164 Each off-street loading space shall be not less than 30 feet by 12 feet, shall have an
165 unobstructed height of 14 feet six inches, and shall be permanently available for
166 loading.

REORGANIZATION CROSS REFERENCE TO EDITS

Per feedback at 2.18.2021 Meeting

- Citations greyed out to remind staff to modify them once final format is in place and the document is renumbered.
- Parallel construction: general, ADA, loading
- Tables were not modified
- As is, ADA and loading spaces could be modified but could not be reduced

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ARTICLE II: PARKING AND LOADING

49.40.200 General Applicability

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

Commented [IG1]: 49.40.200

Developer responsibility. Developer must submit documentation to demonstrate that applicable parking code requirements have been met, in conformance with this chapter.

Commented [IG2]: 49.40.210(d), in part

Owner/occupant responsibility. The provision and maintenance of off-street loading spaces is a continuing obligation and joint responsibility of the owner and occupants.

Commented [IG3]: 49.40.210(c), modified. Originally specific to loading spaces, now general and applies to general parking and ADA. Copasetic?

Determination. The determination of whether these requirements are met, with or without conditions, and deemed necessary for consistency with this title, shall be made by the director in the case of minor development; the commission in the case of major development; and the commission if the application relates to a series of applications for minor developments that, taken together, constitute major development, as determined by the director.

Commented [IG4]: 49.40.210(d), in part

Expansion or change in use. In cases of expansion of a building or a change in the type or intensity of use existing on the effective date of the ordinance codified in this chapter, the number of additional off-street parking spaces required shall be based only on the gross floor area added or subject to the increase in intensity or change of use except as noted in subsection 49.40.210(d). For phased expansion, the required off-street parking spaces is the amount required for the completed development.

Commented [IG5]: 49.40.200(1)

Replacement and reconstruction of certain nonconforming structures. Off-street parking requirements for the replacement and reconstruction of certain nonconforming structures in residential districts shall be governed by chapter 49.30.

Commented [IG6]: 49.40.210(d)(1), in part.

Mixed occupancy. In the case of two or more uses on the same lot, the total requirement for off-street parking facilities is the sum of the requirements for the several uses computed separately.

Commented [IG7]: 49.40.210(d)(2)

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.

Commented [IG8]: 49.40.200(2)

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:

Commented [IG9]: 49.40.200(3)

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

Multifamily dwellings, may not be more than 100 feet distant, unless subject to section 49.40.210(d); and

Uses other than those specified above, may be not more than 500 feet distant, unless subject to section 49.40.210(d).

Commented [IG10]: 49.40.200(4)

Applicability. 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 thereof shall provide the required off-street parking.

Commented [IG11]: 49.40.200(7)

49.40.210 Number of Off-Street Parking Spaces Required

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:

Commented [IG12]: 49.40.210(a)(1)

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

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

Commented [IG13]: 49.40.210(b)(1)

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
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New facility loading spaces. Space requirements shall be as set forth in the following table:

Commented [IG14]: 49.40.210(c)(3)

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
Schools	Other Criteria	
	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.

Commented [IG15]: 49.40.210(d), in part and modified

Expansion. No additional parking spaces are required for an expansion if the additional spaces would amount to less than ten percent of the total required for the development and amount to less than three spaces.

Commented [IG16]: 49.40.210(d)(1), in part.

Accessible parking spaces off-site: The accessible parking space required for parking lots of one to 25 spaces may be met by an alternative off-site accessible parking space, public or private, if the alternate space is determined by the community development department 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(4).

Commented [IG17]: 49.40.210(b)(2). Do we need this given "location" info in "general" section?

Loading spaces off-site. The loading space required may be met by an alternative off-site accessible parking space, public or private, if the alternate space is determined by the community development department to be of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(4).

Commented [IG18]: 49.40.210(c)(1). Do we need this given "location" info in "general" section?

Joint use. Joint use of parking facilities may be authorized providing the developer demonstrates that there is no substantial conflict in the principal operating hours of the structures and uses involved.

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.

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

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.

Commented [IG19]: 49.40.210(d)(3)

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).

Commented [IG20]: 49.40.210(d), in part and modified

Commented [IG21]: 49.40.210(5), modified

Commented [IG22]: 49.40.210(6), modified

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

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:

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

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

Relevant information. The following information may be relevant for the director or commission's review:

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

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

Traffic mitigation measures supported by industry standards.

Bike and pedestrian amenities.

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.

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.

Expiration. Approved parking waivers expire upon a change in use.

Commented [IG23]: 49.40.210(d)(4)

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

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

Commented [IG24]: 49.40.210(d)(5)

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 pursuant to 49.40.210(d). Fees are cited in 49.85.

Payment.

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.

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.

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

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.

Commented [IG25]: 49.40.210(d)(6)

49.40.225 Dimensions and signage for Required Off-Street Parking Spaces

Standard spaces.

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.

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

Commented [IG26]: 49.40.210(a)(2)

Accessible spaces.

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.

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."

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.

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

Commented [IG27]: 49.40.210(b)(3)-(6)

New facility loading spaces.

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

Commented [IG28]: 49.40.210(c)(2)

Reviewed at 2.18.2021 Meeting

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ARTICLE II. - PARKING AND LOADING

49.40.200 - General applicability.

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

- (1) ~~Enlargement-Expansion~~ or change in use. In cases of ~~enlargement-expansion~~ of a building or a change in the type or intensity of use existing on the effective date of the ordinance codified in this chapter, the number of additional off-street parking spaces required shall be based only on the gross floor area added or subject to the increase in intensity or change of use except as noted in subsection 49.40.210(d).
- (2) *Mixed occupancy*. In the case of two or more uses on the same lot, the total requirement for off-street parking facilities is the sum of the requirements for the several uses computed separately.
- (3) *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.
- (4) *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:
 - (A) Single-family dwellings and duplexes, must be on the same lot as the building served;
 - (B) Multifamily dwellings, may not be more than 100 feet distant, unless subject to section 49.40.210(d); and
 - (C) Uses other than those specified above, may be not more than 500 feet distant, unless subject to section 49.40.210(d).

~~(5) Loading spaces. Loading spaces are not subject to exceptions listed in this chapter and must be provided in accordance with subsection 49.40.210(c) of this chapter.~~

~~(56) Accessible parking spaces. Accessible parking spaces are not subject to exceptions listed in this chapter and must be provided in accordance with subsection 49.40.210(b).~~

~~(6) Loading spaces. Loading spaces are not subject to exceptions listed in this chapter and must be provided in accordance with subsection 49.40.210(c) of this chapter.~~

(7) *Off-street parking requirements*. Off-street parking requirements do not apply to lots if they are accessible only by air or water ~~and are used for single-family and two-family residential and remote-commercial-recreational uses~~. 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 thereof shall provide the required off-street parking.

(Serial No. 87-49, § 2, 1987; Serial No. 92-11, § 2, 1992; Serial No. 97-49, § 4, 1998)

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49.40.210 - Minimum number of spaces, and minimum dimensional standards for parking and off-street loading spaces.

(a) Parking spaces – general.

(1) *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
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

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	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

46 _____

47 (2b) *Parking space dimensions.*

48 (A1) Subject to subsections (b)(2) and (3) of this section, each standard parking space shall
 49 consist of a generally rectangular area at least 8½ feet by 17 feet. Lines demarcating
 50 parking spaces may be drawn at any angle to curbs or aisles so long as the parking
 51 spaces so created contain within them the rectangular area required by this section.

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52 (B2) Spaces parallel to the curb shall be no less than 22 feet by 6½ feet.

53 (b3) Accessible parking spaces.

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54 (1A) Except for residential parking lots of fewer than ten spaces, accessible parking spaces shall
 55 be required according to the following table:

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Total Parking Spaces in Lot	Required Minimum Number of Accessible <u>Parking Spaces</u>
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

56

57 (2B) The accessible parking space required for parking lots of one to 25 spaces may be met by an
 58 alternative off-site accessible parking space, public or private, if the alternate space is
 59 determined by the community development department to be of adequate capacity and
 60 proximity. The Director will consider U.S. Department of Justice accessibility guidelines when

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determining adequate capacity. In no case will the distance exceed standards established in 49.40.200(4).

(3C) 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.

(4D) 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."

(5E) 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.

(6F) Access aisles for accessible parking spaces shall be located on the shortest accessible route of travel from parking to an accessible entrance.

(c) ~~Off-street loading areas~~New facility loading spaces. The provision and maintenance of off-street loading ~~facilities-spaces~~ is a continuing obligation and joint responsibility of the owner and occupants. Loading ~~areas-spaces~~ shall be as set forth in this subsection.

(1) The loading space required may be met by an alternative off-site accessible parking space, public or private, if the alternate space is determined by the community development department to be of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(4).

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

(32) Space requirements shall be as set forth in the following table:

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

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	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

85

86 (d) *Reductions and modifications.* Developer must submit documentation to demonstrate that ~~all~~
87 applicable parking code requirements have been met, in conformance with this chapter. Developer
88 may apply for multiple reductions and modifications, exclusive of accessible parking spaces and
89 loading spaces. The determination of whether these requirements are met, with or without
90 conditions, deemed necessary for consistency with this title, shall be made by the director in the
91 case of minor development; the commission in the case of major development; and the commission
92 if the application relates to a series of applications for minor developments that, taken together,
93 constitute major development, as determined by the director.

94

95 (1) ~~Enlargement or expansion.~~ No additional parking spaces are required for an enlargement or
96 expansion if the additional spaces would amount to less than ten percent of the total required
97 for the whole development and amount to less than three spaces. For phased expansion, the
98 required off-street parking spaces is the amount required for the completed development.
99 Phased expansion shall be regarded as a whole.

100 (2) *Replacement and reconstruction of certain nonconforming structures.* Off-street parking
101 requirements for the replacement and reconstruction of certain nonconforming structures in
102 residential districts shall be governed by chapter 49.30.

103 (3) *Joint use.* Joint use of parking facilities may be authorized providing the developer
104 demonstrates that there is no substantial conflict in the principal operating hours of the
105 structures and uses involved. The determination of whether these requirements are met, with or
106 without conditions, deemed necessary for consistency with this title, shall be made by the
107 director in the case of minor development; the commission in the case of major development;
108 and the commission if the application relates to a series of applications for minor developments
109 that, taken together, constitute major development, as determined by the director:

110 (A) Conditions required for joint use. Any structure or use sharing the off-street parking facilities
111 of another structure or use shall be located within 500 feet of such parking facilities, unless

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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. ~~In addition:~~

(B) 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

(C) 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.

(4) *Parking waivers.* The required number of ~~non-accessible~~ parking spaces required by this section may be reduced if the requirements of this subsection are met. ~~The determination of whether these requirements are met, with or without conditions, deemed necessary for consistency with this title, shall be made by the director in the case of minor development; the commission in the case of major development; and the commission if the application relates to a series of applications for minor developments that, taken together, constitute major development, as determined by the director.~~

(A) ~~Waivers.~~ 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:

(1) 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

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

(B) *Relevant information.* The following information may be relevant for the director or commission's review:

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

~~(1)(2)~~ Provision for alternative transportation or transit improvements vetted through CBJ Capital Transit;

~~(2)(3)~~ Traffic mitigation measures supported by industry standards;

~~(3) Accommodations for emergency services vetted by Capital City Fire and Rescue, and the Juneau Police Department;~~

(4) Bike and pedestrian amenities; or

~~(5) Measures to transition from fossil fuels to renewable energy for transportation.~~

(C) 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.

(D) The director shall mail notice of any complete parking waiver application to the owners of record of ~~all~~ 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.

(E) Approved parking waivers ~~may~~ expire upon a change in use.

(5) *Town Center Parking District.* ~~There is an adopted the~~ The parking district map was adopted dated DATE. The parking district map, ~~as the same~~ may be amended by the assembly through ordinance from time to time by the assembly by ordinance. ~~In this parking district: Off~~

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A. ~~The off-street parking requirements spaces set forth required~~ in 49.40.210(a)(1) of this section ~~may be~~ reduced by 60 percent for expansion of an existing building, ~~change of use,~~ or the construction of a new building.

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(6) *Fee in lieu of off-street parking spaces.* In the Town Center parking district, a developer may use pay a one-time fee in lieu of off-street parking spaces in order to meet the minimum parking requirements of this chapter in any combination with other parking provisions pursuant to 49.40.210(d).²

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A. ~~Off-street parking for new and existing developments, for any use, may met by providing a fee in lieu payment for off-street parking and if the requirements of this section are met.~~

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B. ~~The applicant shall pay a one-time fee to the City and Borough for each off-street parking space required under this section.~~

C.A. ~~Fee in lieu payment due. Fee in lieu payments are due as follows~~Payment:

1. 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.

2. In the case of ~~existing developments~~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 ~~all~~ 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.

(Serial No. 87-49, § 2, 1987; Serial No. 89-05, § 4, 1989; Serial No. 89-33, § 5, 1989; Serial No. 92-11, §§ 3, 4, 1992; Serial No. 2006-14(b), § 2, 5-15-2006; Serial No. 2006-15, §§ 11, 12, 6-5-2006; Serial No. 2006-33am, § 2, 10-30-2006, eff. 11-20-2006; Serial No. 2007-18, § 2, 4-23-2007; Serial No. 2009-22(b), § 4, 10-12-2009; Serial No. 2010-22, § 5, 7-19-2010; [Serial No. 2016-14, § 2, 5-2-2016, eff. 6-2-2016](#); [Serial No. 2016-46, § 3, 3-6-2017, eff. 4-4-2017](#); [Serial No. 2018-31, § 3, 6-4-2018, eff. 7-5-2018](#); [Serial No. 2019-37, § 6, 3-16-2020, eff. 4-16-2020](#))

49.40.220 - Parking area and site circulation review procedures.

(a) *Purpose.* The purpose of these review procedures is to ensure that ~~all~~ proposed parking and related site access areas provide for adequate vehicular and pedestrian access and circulation; that ~~all~~ 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.* ~~All d~~Development applications shall include plans for parking and loading ~~are~~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:

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- 202 (A) Parking and loading area-space plans drawn to scale and adequate to show clearly the
203 circulation pattern and parking area function;
- 204 (B) Existing and proposed parking and loading areas-spaces with dimensions, traffic patterns,
205 access aisles, and curb radii;
- 206 (C) Improvements including roads, curbs, bumpers and sidewalks indicated with cross
207 sections, designs, details, and dimensions;
- 208 (D) A parking schedule indicating the number of parking spaces required, the number
209 provided, and how such calculations were determined;
- 210 (E) Topography showing existing and proposed contour intervals; and
- 211 (F) Landscaping, lighting and sign details, if not provided in conjunction with the required
212 review of another aspect of the proposed development.
- 213 (2) *Waiver of information.* The department may waive submission of any required exhibits.
- 214 (c) *Review procedure.* Plans shall be reviewed and approved according to the procedures of this
215 chapter and chapter 49.15.
- 216 (d) *Public improvements required.* As a condition of plan approval, the department may require a bond
217 approved as to form by the city attorney for the purpose of ensuring the installation of on-site
218 public improvements. As a condition of plan approval, the applicant shall be required to pay the pro
219 rata share of the cost of providing reasonable and necessary public improvements located outside
220 the property limits of the development but necessitated by construction or improvements within such
221 development.

222 (Serial No. 87-49, § 2, 1987)

223 49.40.230 - Parking and circulation standards.

- 224 (a) *Purpose.* Provisions for pedestrian and vehicular traffic movement within and adjacent to the site
225 shall address layout of parking areas, off-street loading and unloading needs, and the movement of
226 people, goods, and vehicles from access roads, within the site, and between buildings and vehicles.
227 Parking areas shall be attractively landscaped and shall feature safely and conveniently arranged
228 parking spaces.
- 229 (b) *Off-street parking and loading spaces areas; design standards.*
- 230 (1) *Access.* There shall be adequate ingress and egress from all parking spaces. The required
231 width of access drives for driveways shall be determined as part of plan review depending on
232 use, topography and similar considerations.
- 233 (2) *Size of aisles.* The width of all aisles providing direct access to individual parking stalls shall be
234 in accordance with the following table. Logical interpolation to other angles may be approved
235 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

236

237 ~~(3) General location. All parking shall be located in bays generally perpendicular to driveways or~~
238 ~~roads.~~

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

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

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

253 (67) *Back-out parking.* Parking ~~areas-space aisles~~ must provide adequate space for turning and
254 maneuvering on-site to prevent back-out parking onto a right-of-way. If the director or the
255 commission, when the commission has authority, determines back-out parking would not
256 unreasonably interfere with the public health and safety of the ~~area-parking space aisles~~ and
257 adjacent right-of-way traffic, back-out parking is allowed in the following circumstance:

- 258 (A) In the case of single-family dwellings and duplexes with or without accessory uses located
259 in residential and rural reserve zoning districts;
260 (B) Where the right-of-way is an alley; or
261 (C) In the case of a child care home in a residential district.

262 (c) ~~Landscaping and drainage.~~

263 (1) Parking areas shall be suitably drained ~~and shall be landscaped in accordance with design~~
264 ~~review standards.~~

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

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

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

272 (f) *General circulation and parking design.*

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

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

278 (Serial No. 87-49, § 2, 1987; Serial No. 2006-14(b), §§ 3—5, 5-15-2006; [Serial No. 2015-](#)
279 [07\(b\)\(am\), § 6, 2-23-2015, eff. 3-26-2015](#); [Serial No. 2015-32, § 6, 8-10-2015, eff. 9-10-2015](#))

280

281 Chapter 49.85 - FEES FOR LAND USE ACTIONS

282 49.85.100 - Generally.

283 If required by the director, there is a \$50.00 preparation fee, and a \$100.00 refundable deposit if the sign
284 is returned within 10 business days following the date of the issuance of the decision. If a sign is not
285 returned on time, or has been damaged, the \$100.00 deposit fee will be forfeited.

286 (1) Minor development.

287 (A) Reserved;

288 (B) Staff review, no charge if a building permit is required;

289 (C) Sign permit, \$50.00 for the first two signs, and \$20.00 for each additional sign.

290 (2) Minor subdivision or consolidation.

291 (A) Subdivision creating additional lots, \$400.00 plus \$25.00 for each resulting lot;

292 (B) Subdivision creating no additional lots, \$110.00 plus \$25.00 for each lot changed.

293 (3) Major development, conditional use permits or modifications, allowable use permits, and wetlands
294 permits. The fees for these land use actions are based on classes of uses, and shall be paid upon
295 application for permit issuance or modification as set forth in subsections (3)(A)—(E) of this section. The
296 fee for an extension of a permit shall be \$250.00 for any class of use.

297 There is a \$50.00 preparation fee, and a \$100.00 refundable deposit if the sign is returned by 4:30 P.M.
298 on the Monday following the date of the scheduled public hearing date. If a sign is not returned on time, or
299 has been damaged, the \$100.00 deposit fee will be forfeited.

300 (A) Class I uses, \$350.00. Class I uses are:

301 (i) Mobile homes on single lots;

302 (ii) Agricultural uses of under 50,000 square feet;

303 (iii) Residential structures, four or fewer units;

304 (iv) Transient structures, 12 or fewer rooms for rent;

305 (v) Day care and child care homes;

306 (vi) Accessory or incidental recycling activities under section 49.25.300, category
307 11.120 uses;

308 (B) Class II uses, \$500.00. Class II uses are:

309 (i) Commercial, mixed use or enclosed industrial uses with less than 10,000 square
310 feet of building space and using less than one acre of land;

311 (ii) Agricultural uses of 50,000 or more square feet;

312 (iii) Residential structures, five to ten dwelling units;

313 (iv) Transient structures, 13 to 30 rooms for rent;

314 (v) Day care and child care centers;

315 (vi) Floating residences and floating structures under 2,500 square feet;

316 (vii) Churches, schools, and additions thereto;

317 (C) Class III uses, \$750.00. Class III uses are:

318 (i) Commercial, mixed use or enclosed industrial uses with 10,000 to 20,000 square
319 feet of building space or using one to three acres of land;

320 (ii) Residential structures, 11 to 30 dwelling units;

321 (iii) Transient structures, 31 to 90 rooms for rent;

322 (iv) Floating structures, 2,500 to 10,000 square feet;

323 (D) Class IV uses, \$1,000.00. Class IV uses are:

324 (i) Commercial, mixed use or enclosed industrial uses with 20,001 to 40,000 square
325 feet of building space or using more than three but less than six acres of land;

326 (ii) Residential structures, 31 to 60 dwelling units;

327 (iii) Transient structures, 91 to 180 rooms for rent;

328 (iv) Unenclosed industrial uses using less than three acres of land (e.g., batch plants,
329 quarries, sand and gravel operations, junkyards, heliports, and outside storage);

330 (v) Floating structures over 10,000 square feet.

331 (E) Class V uses, \$1,600.00. Class V uses are:

332 (i) Commercial, mixed use or enclosed industrial uses with more than 40,000 square
333 feet of building space or using six or more acres of land;

334 (ii) Unenclosed industrial uses using three or more acres of land;

335 (iii) Residential structures, over 60 dwelling units;

336 (iv) Transient structures, over 180 rooms for rent;

- 337 (v) City and state projects with estimated project cost over \$2,500,000.00.
- 338 (4) Major subdivisions, including mobile home subdivisions.
- 339 (A) Preliminary plat, \$110.00 per lot;
- 340 (B) Final plat, \$70.00 per lot;
- 341 (C) Reserved;
- 342 (D) Plat amendment, \$110.00 plus \$25.00 per lot.
- 343 (5) Street vacation, \$500.00.
- 344 (6) Administration of developer's subdivision improvement guaranty.
- 345 (A) Performance bond, \$50.00;
- 346 (B) Deposit in escrow, \$140.00;
- 347 (C) Deed of trust, reconveyance, agreement or substitution of trust and reconveyance lots,
- 348 \$140.00 for first lot, plus \$25.00 for each additional lot.
- 349 (7) Access driveways in rights-of-way, \$400.00.
- 350 (8) Special use or area.
- 351 (A) Mining.
- 352 (i) Exploration approval, \$200.00;
- 353 (ii) Small mine permit and amendment, \$1,200.00;
- 354 (iii) Large mine permit and amendment, \$3,600.00, plus any special fee established
- 355 pursuant to section 49.65.130;
- 356 (iv) Technical revision \$500.00;
- 357 (v) Ownership transfer requests \$500.00;
- 358 (vi) Summary approval. The fees for a summary approval action shall be based on the
- 359 classes of uses as established in 49.85.100(3).
- 360 (B) Mobile home parks.
- 361 (i) Preliminary review, \$90.00 per lot or \$250.00, whichever is greater;
- 362 (ii) Final review, \$60.00 per lot or \$250.00, whichever is greater.
- 363 (C) Recreational vehicle parks, conditional use permit, \$400.00.

- 364 (D) Hillside development endorsement. Gross hourly rate for professional review and
365 inspection, \$60.00.
- 366 (E) Planned Unit Development (PUD) and Cottage Housing.
- 367 (i) Preliminary plan application approval, \$400.00 plus \$80.00 per residential unit;
368 (ii) Final plan approval, \$300.00 plus \$60.00 per residential unit.
- 369 (F) Development in landslide or avalanche hazard area conditional use, \$400.00.
- 370 (G) Alternative residential subdivisions.
- 371 (i) Preliminary plan application review, \$400.00 plus \$80.00 per residential unit;
372 (ii) Final plan review, \$300.00 plus \$60.00 per residential unit.
- 373 (9) Zone changes and comprehensive plan amendments, \$600.00.
- 374 (10) Board of adjustment.
- 375 (A) Administrative variance, \$120.00;
376 (B) Non-administrative variance, \$400.00;
377 (C) Alternative development permit, \$400.00.
- 378 (11) Street name change, \$400.00.
- 379 (12) Preparation of deed restrictions, certificates of common ownership, and similar documents,
380 \$100.00.
- 381 (13) Sidewalk obstruction permit under CBJ 62.10.010: \$100.00.
- 382 (14) Certification of zoning compliance letters, \$150.00.
- 383 (15) Appeal of director's decision, refundable if applicant prevails, \$200.00.
- 384 (16) Fee Not Listed. The processing fee for any development, platting, or other land use action not
385 specifically listed in this section shall be the fee established for the most similar action listed, as
386 determined by the community development director.
- 387 (17) Fee Cancellation. The director may authorize the refunding of a portion of the fee paid for a land
388 use action when the permit application is cancelled before completion of the land use review process.
389 The director may estimate the amount of work not completed and set the amount of the refund at that
390 amount, less ten percent of the fee.
- 391 (18) Wireless communication facility application fees.
- 392 (A) Application fees required by subsection 49.65.940(b): \$350.00.

393 (B) Additional fee required for special use permit applications required by subsection
394 49.65.970(b)(1): \$500.00.

395 (C) Any actual costs incurred for technical expert review, publication and mailings.

396 (19) Marijuana license fee, \$250.00.

397 (20) Certification of nonconforming status, \$150.00; fee is waived if applied for in conjunction with a
398 development permit.

399 (21) Parking waiver, \$400.00; if the application is filed in conjunction with a major development permit,
400 the fee shall be reduced by 20 percent.

401 (22) Fee in lieu, \$10,000.00 per required off-street parking space ~~required~~not constructed.
402

403 (Serial No. 87-49, § 2, 1987; Serial No. 91-02, § 2, 1991; Serial No. 91-42, § 2, 1991; Serial No. 92-42, §
404 4, 1992; Serial No. 94-24, § 2, 1994; Serial No. 95-33, § 10, 1995; Serial No. 95-40, § 5, 1996; Serial No.
405 96-30, § 8, 1996; Serial No. 97-04, § 2, 1997; Serial No. 97-12, § 3, 1997; Serial No. 2000-38, § 2, 10-16-
406 2000; Serial No. 2003-07(am), § 7, 5-12-2003; Serial No. 2010-15(c), § 3, 5-19-2010; Serial No. 2014-
407 32(e)am, § 4, 9-29-2014, eff. 10-29-2014 ; Serial No. 2015-03(c)(am), § 61, 8-31-2015 ; Serial No. 2015-
408 38(b)(am), § 2 5-2-2016, eff. 6-2-2016 ; Serial No. 2017-16, § 3, 6-26-2017, eff. 7-27-2017 ; Serial No.
409 2018-04(b), § 3, 5-14-2018, eff. 6-14-2018 ; Serial No. 2018-41(c), § 4, 12-17-2018, eff. 1-17-2019 ;
410 Serial No. 2019-37, § 8, 3-16-2020, eff. 4-16-2020)

411 49.85.110 - Amendment of rates.

412 ~~Processing fees are established for each development, platting and other land use action in accordance~~
413 ~~with the following schedule. The fee schedule will be increased annually by 3%, with a zero year of 2021.~~

414 The manager may adjust the rates in this chapter from time to time to reflect changes in the cost of
415 providing municipal services generally.

416 (Serial No. 87-49, § 2, 1987)

417 49.85.130 - Payment of fees.

418 No application, petition, request or appeal for which a fee is established under this title shall be complete
419 unless accompanied by the required fee, unless payment provisions are otherwise cited in this Title. ~~and~~
420 Application, petitions, and requests for appeal shall be returned unless accompanied by such fee or
421 payment provision. ~~All fees~~ shall be nonrefundable except, if the appellant prevails in an appeal to the
422 assembly or if the appeal is withdrawn prior to commencement of the hearing, the appeal fee shall be
423 refunded less \$25.00 and hearing officer expenses incurred to withdrawal.

424 (Serial No. 87-49, § 2, 1987)

425 49.85.140 - Development, work, or use commencing before permit application or issuance.

426 (a) Any development, work, or use for which a permit is required under this title, but for which no permit
427 is applied for and issued prior to the commencement of the development, work, or use requiring the
428 permit, shall be subject to processing fees in an amount double that specified in 49.85.100 for the permit.

429 (b) The director may waive processing fees in excess of those listed in 49.85.100 upon a finding that
430 processing the permit application will not require staff time and/or materials in excess of what would have
431 been required to process the permit application if it had been applied for prior to commencing the
432 development, work, or use.

433 (Serial No. 2009-04, § 2, 6-8-2009)

Comment Number	Page of Clean Version	Line of Clean Version	Comment	Commenter	Response	Responder
1	1	3	Please delete enlarged or expanded - they are the same.	TA	Will go with "expand," did a search and replace.	IMG
6	1	36	It says "Minimum space and dimensional standards...." What we really mean is minimum number of spaces and minimum dimensions. Later on, the way we reference 49.40.210 makes it seem like it is titled minimum number of spaces for off-street parking (see line 140).	TA	Changed to: "Minimum number of spaces, and minimum dimensional standards for parking and off-street loading." Line 140 modified to clarify the reference is to number of spaces.	IMG
3	1	23, 24	Use consistant naming. 49.40.210 uses : "off-street loading areas" so if talking about the particular space, I think the item and in the text it should be "off-street loading area spaces" in both places	TA	Uses "off-street loading space" and "accessible parking space." Search and replace "area," unless it referred to the parking facilities in general. Made "accessible parking spaces" consistent.	IMG
2	1	23-26	Please switch the items in 5 & 6. That way references to subsection 49.40.210 are sequential	TA	Switched	IMG
4	1	25, 26	Use consistant naming. I think the item and in the text it should be "accessible parking spaces" in both places	TA	See coomment 3	IMG
50	1	27-31	<i>"Off-street parking requirements do not apply to lots if they are accessible only by air or water and are used for single-family, and two-family residential, and or reomote commercial recreational uses."</i> Why this unique phrasing? Why not "duplex"?	PV	Changed per next comment	IMG
44	1	28-29	...accessible only by air or water and are used for single family and two family residential and remote commercial recreational uses. If the director determines that public access by...	ND	Changed	IMG
51	2	Table	Define "Geographic area Juneau or Douglas" as CBJ service area 1,2, needs map?	PV	Map here (On CDD Maps page): https://juneau.org/index.php?gf-download=2019%2F02%2Fgeoareas2012.pdf&form-id=106&field-id=4&hash=6ccc021c9bf1ccdb86b65e9841f4e6371d354df948f4d90b3dd7b0f11fd3c2b9	IMG
7	2	Table - Motels	Do we need "in the motel" in the right column? The others types don't have that qualifier.	TA		
8	3	Table	Why does Senior housing include parkings space need for employees, but Hospitals and nursing homes and Assisted living facility do not? They seem like similar uses. Senoir housing seems to have a more complicated calculation than the others.	TA		
52	3	Table	Sobering centers: One visitor space per...six beds? Twelve beds?	PV		
53	3	Table	Combine "Retail commercial" with "Banks and Offfices," standards the same.	PV		
54	3	Table	Convenience stores: Close enough to be added to "Retail Commercial"? (Metric: 250 vs 300 sf)	PV		
55	3	Table	Add "Commercial craft moorage: One per two moorage stalls" or other as advised by CDD or Harbor Board	PV		
58	4	48	"Accessible parking spaces" should be separate category, not under Dimensions.	PV	Reorganized for paralell construction	IMG
48	4	42-77	Make one section of code that combines aisle width, parking space size, and number of spots required.	ND		
56	4	Table	Middle or high school parking requirement (1.5 per classroom) seems undersized.	PV		
57	4	Table	Modify to retail commercial standard of 1 per 300 sf: Neither Kindred Post or USPS at Federal Building have any. Unfair for new merchant.	PV		
5	5	75	With the numbers of the various types of spaces as their own headings, it is odd that the number of accessible spaces is a subpart of the section on parking space dimensions. We should break it out into its own letter (c), and make the demensions (d). Obviously some other clean up with that subitem to make it flow again.	TA	CW, comment 58	IMG
10	5	52-54	B) - how far away is close enough - does it go back to 49.40.200(4) or 49.40.210(d) or a judgement call? Since it is ADA, it seems it should be no further than .200(4).	TA	When crafting this I was considering, what standards could apply? Is Ch 4 of 2010 ADA Standards for Accessible Design too onerous?	IMG
59	6	71	Add provision, <i>"Off street loading area requirements may be met by an off-site loading area if the alternative space is determined by the Community Development Department to be of adequate capacity and proximity."</i> Equivalent to ADA allowance.	PV	Added ©(1) for paralell construction.	IMG
60	6	72	renumber as appropriate, call "New facility loading area"	PV	New facility loading spaces	IMG
11	6	72 Table	Seems like Assisted Living, Senior housing (maybe Sobering Center too) should have loading zone like Hospitals - with bus pick up, ambulance, etc	TA		
61	6	Table	Schools - one for every school bus . Five classrooms?	PV		
12	7	74	delete "all".	TA	Nuked "all" throughout (not tables)	IMG
13	7	77	Use consistant naming. "off-street loading area spaces"	TA	CW, comment 3	IMG
62	7	80	Change <i>"Enlargement or expansion change of use"</i> In Websters, expansion= enlargement.	PV	CW, comment 1	IMG
16	7	94	Delete "Conditions required for joint use." not needed, what does it add to section?	TA	Done	IMG
64	7	94	After "Conditions required for Joint Use" make the next sentence (1), renumber consecutive as appropriate. <i>(A) Conditions required for joint use (1) Any structure or use....</i>	PV	Done	IMG

Comment Number	Page of Clean Version	Line of Clean Version	Comment	Commenter	Response	Responder
66	7	98	<i>The developer demonstrates with appropriate analysis or data that there is no subsantial conflict....</i>	PV	Done	IMG
67	7	105	Insert "Town Center Parking District" from line 138.	PV	Done/Reorg	IMG
19	7	106	is "non-accessible" needed? I know it reinforces it, but already stated 49.40.200	TA	Removed	IMG
68	7	121	Make first subclause, "Analysis or data relevant to the intended use and its parking utilization." See comment 46	PV	Change made, slight diffrence	IMG
20	7	107-112	I agree this is not needed. Let's take it out of both sections. This sort of language is applicable in lots of places within the code, but not stated.	TA	Moved up so stated once	IMG
45	7	75-86	Create a new section 49.25.15 "Reduction." Keep lines 75-86 under 49.40.210, but move the rest of the verbiage from this section into the new	ND		
14	7	82-83	What do you mean by "phased expansion shall be regarde as a whole"?	TA	Reworded, "For phased expansion, the required off-street parking spaces is the amount required for the completed development."	IMG
18	7	87-104	if (i) & (ii) apply to all - which makes sense, let's reformat whole section. (i) is what is writtten on lines 88 & 89 already. Delete "In addition:"	TA	DONE	IMG
63	7	87-89	Close to duplicative of langauge following (in "Parking Waivers")	PV	Done, Comment 14	IMG
15	7	89-93	I agree this is not needed. Let's take it out of both sections. This sort of language is applicable in lots of places within the code, but not stated.	TA	Done, Comment 14	IMG
17	7	94-104	do conditions (i) and (ii) only apply to the application for that last sentence (>500 ft)?	TA	Comment 14 - I think that is addressed now?	IMG
65	7	96-97	<i>A developer may apply to provide off-street parking in an area greater than 500 feet distant if approved by the commission. In addition</i>	PV	Done	IMG
23	8	136	Delete "may". Either they go away or don't. What is the criteria for may?	TA	Done	IMG
24	8	138	Sentence doesn't sound right. How are other maps called out?	TA	This is consistent with how other maps are called out. I think it is some sort of legalese. We will reword it and see if Law changes it.	IMG
27	8	140	Delete "of this section"	TA	Done	IMG
28	8	143	include "off-street" on heading	TA	Done	IMG
29	8	143	revise first sentence. "a developer may pay a one-time fee in lieu of providing off-street parking spaces..."	TA	Done	IMG
31	8	146	do we need to include "new and existing developments" and "for any use"? I think we don't if 143 is left generic, it doesn't say we can't...	TA	Deleted paragraph	IMG
32	8	150	Delete heading.	TA	Done	IMG
71	8	153	<i>2. In the case of existing developments enlargements or changes of use...</i>	PV	"Expansions"	IMG
21	8	120-128	Items 3 & 5 seem like we are trading apples for oranges. The hard part with 5, is I have a less than \$200 dollar 120V charger for my leaf. Two of those and a standard exterior duplex recepticle would provide 2 leaf chargers. Is something that simple worth a reduction in parking spaces? I would say no, but it would check off #5. I wouldn't want CDD to get painted into a corner of having to give a waiver.	TA	Deleted	IMG
46	8	120-128	Add "Documentaiton of parking load," (make that #1), nuke CCFR accomodations (3) and transition from fossil fuels (5)	ND	CW, Comments 66 and 21	IMG
22	8	132-135	Why do the notice different than regular notices? Just reference existing section and do same thing. 49.15.230	TA	Leave as is per notes	IMG
47	8	138-142	Move TCPD to "by right" section of code	ND		
25	8	140-142	Don't need (A). It is just one item, so include it in regular (5) text.	TA	Done	IMG
26	8	140-142	the way it is written is says 60% of everything in 49.40.210(a). 210(a) is number of spaces AND dimensions - see comment #6	TA	Reference (a)(1), which is just number. May be impacted by reorg	IMG
69	8	140-142	<i>The off-street parking requirements set forth in 49.40.210(a) of this section may shall be reduced by 60 percent for expansion of an existing building, change in use, or construction of a new building.</i>	PV	"are", and added change of use	IMG
70	8	146-147	Delete, redundant.	PV	Removed	IMG
30	8	146-149	Delete A & B. With revision to first sentence both are included. There are no other "requirements of this section to be met"	TA	Done	IMG
72	8	153-160	Cam the fee in lieu cost just be paid, rather than establishing a lein?	PV	Added ability to pay in full	IMG
33	9	198	I think it is meant to say "off-site" public improvements. Otherwise if it were on-site, wouldn't this be exactly like the paving discussion for ARS?	TA	Changed	IMG
34	10	204	Maybe we should move parking space dimension so the 49.40.230. If would fit with the other dimensions provided. Then 49.40.210 could just be the numbers of spaces required.	TA	REORG	
35	10	208	Can we delete "attractively landscaped"? It is subjective with no requirement, etc. Eye of the beholder.	TA	removed "attractively"	IMG
36	10	208-209	Better yet than previous comment: Delete sentence entirely. How do they feature safely and conveniently arranged parking spaces?	TA	Per discussions, kept sentence but deleted "conveniently"	IMG

Comment Number	Page of Clean Version	Line of Clean Version	Comment	Commenter	Response	Responder
73	10	214-215	"Size of Aisles. The width of all aisles providing direct access to individual parking stalls shall be in accordance with the following table. <i>Logical interpolation to other angles is allowed.</i> " (Follows current practice, so should be noted).	PV	Logical interpolation to other angles may be approved by the director	IMG
37	10	217-218	How does this work with 49.40.210(b)(1) - where it says they can be at "any angle to curbs or aisles"? Are the bays meant to be groups of parking spaces? If so, why would it matter as long as the access road/driveway was generally perpendicular to the roadway?	TA	Nuked (3)	IMG
38	11	242	delete "landscaping and"	TA	Done	IMG
39	11	243-244	delete " and shall be landscaped in accordance with design review standards."	TA	Done	IMG
74	11	248-249	If code requires full cut off fixtures, why do we add as condition to every PC case??	PV	Noted.	IMG
40	11	263-265	if memory serves this sounds like the existing process and I realize it would be nice to clean it up at one time, I am not sure it is germane to the changes we were asked to deal with.	TA	Noted.	IMG
49	11		Fees are important but I don't want to see this derailed due to fees.	ND	Noted.	IMG
41	12	277-279	if memory serves this sounds like the existing process and I realize it would be nice to clean it up at one time, I am not sure it is germane to the changes we were asked to deal with.	TA	Noted.	IMG
42	15	381	The fee is per space chosen to not construct, not per space required. The developer may or may not file whole number of required spaces.	TA	Reworded.	IMG
43	15	391-393	Delete added sentence regarding annual rate increases. If the rate increase provision just applies the the revisions in FIL, it would be germane and could stay. If it applies to all of the land use fees (which is what it appears to do), it is not germane and needs to be removed. I am not comfortable including a non germane item such as this. It would be easily glossed over by the reading public who would not be looking for such a provision as the work is about revising parking.	TA	AAAARRRG!	IMG
75	15	392-394	Drop 392-393, retain 394-395?	PV	Done.	IMG
76	16	398-402	Contradicts complicated lien structure for fee-in-lieu on existing properties.	PV	Reworded, could perhaps be better.	IMG
9	4,5	42-65	The number of required ADA spaces is located under the heading "Parking Space Dimensions"... We need to combine all the types of numbers into one section, dimensions into another, reductions (& modifications) into another,	TA	REORG	
77	ALL	ALL	Adjust hierarchy and renumber as appropriate.	PV		
			ss49.40.210(d)(4) second sentence has two phrases that seek to modify the context of the paragraph. I suggest an "and" be placed for the second phrase of "(and) deemed necessary for consistency with 180 this title" to make it more understandable.	JW	CW in Reorg	IMG
			ss49.40.210(d)(4)(C) should include a cite to the fees section located at ss49.85 so that readers can easily ascertain the amounts in question.	JW	"as cited in 49.85"	IMG
			ss49.40.210(d)(5) states that there is a parking district map and then qualifies that "in this parking district map" certain reductions might take place. For clarity's sake the section should specify PD-1, PD-2 or even Juneau Geographic Area boundaries into which the reductions apply as the map visually includes portions of West Juneau and Douglas Island areas, as well as other areas of Juneau outside the Juneau Geographic Area boundary that would then apply to parking reductions.	JW	Map here (On CDD Maps page): https://juneau.org/index.php?gf-download=2019%2F02%2Fgeoareas2012.pdf&form-id=106&field-id=4&hash=6ccc021c9bf1ccdb86b65e9841f4e6371d354df948f4d90b3dd7b0f11fd3c2b9	IMG
			ss49.40(d)(6)(B) should include a cite to the fees section at ss40.85 so that readers can more easily ascertain the amounts in question	JW	CW in Reorg	IMG
			ss49.40(d)(6)(C) we are really giving them 10 years to pay fee-in-lieu? I understand about Covid but that hits both ways (as CBJ will be losing a lot on the lack of passengers coming to Juneau this year as well).	JW		
			ss49.40.220(a) includes a prohibition using an legally undefined term "unsightly". As this is in the "purpose" area of the regulation it appears inconsequential, but if enforcement is ever necessary for this we should define that term so that legal can have definition should enforcement become necessary.	JW	Removed in other edits	IMG