

## Chapter 49.40

### ACCESS, PARKING AND TRAFFIC\*

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\*Administrative Code of Regulations cross reference--Access, parking and traffic, Part IV, § 04 CBJAC 025.010 et seq.  
Cross References: Traffic, CBJ Code tit. 72.

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### ARTICLE I.

#### ACCESS

##### 49.40.105 Roadway classification map.

There is adopted road classification maps A--D dated, June 5, 2006, as the same may be amended from time to time by the assembly by ordinance. These maps set forth the classification of roads within the CBJ. The roadway classification maps will govern references to roadways in this Title.  
(Serial No. 2006-15, § 10, 6-5-2006)

##### 49.40.110 Utilities.

Public rights-of-way or easements, together with the right of ingress and egress, shall be provided where necessary for public utilities.  
(Serial No. 87-49, § 2, 1987)

##### 49.40.120 Streets.

Each lot shall abut and be physically accessible from a dedicated street.  
(Serial No. 87-49, § 2, 1987)

#### **49.40.130 Arterial streets.**

(a) Except as provided in subsection (b) of this section, if a new subdivision involves frontage along an arterial street:

- (1) The plat shall note that no lots shall access directly onto the arterial; and
- (2) Access shall be provided onto an interior access street or a separate frontage made.

(b) Land involving frontage directly along a minor arterial street may be subdivided so as to allow access directly onto the minor arterial street provided all of the following conditions are met:

- (1) All of the resulting lots must comply with the D-1 zoning district lot area standards;
- (2) All of the lots must share a common access point and no additional lots may be added;
- (3) The owner or the developer, as appropriate, must construct a parking area of sufficient size to provide a minimum parking and maneuvering area to prevent back-out parking;
- (4) The owner or the developer, as appropriate, must provide assurance in the form of an easement, plat note, or other form acceptable to the City and Borough, that the required access will be maintained by the property owners; and
- (5) The proposed subdivision must meet all other applicable City and Borough subdivision standards and requirements.

(Serial No. 87-49, § 2, 1987; Serial No. 91-13, § 2, 1991)

#### **49.40.140 Collector streets.**

If a tract fronting on a major road for a distance of 500 feet or more with an average depth from the major road of more than 350 feet is to be subdivided, the commission shall require all residential lots adjoining the road to be provided with frontage on a secondary or interior street.

(Serial No. 87-49, § 2, 1987)

#### **49.40.150 Streams and bodies of water.**

The developer shall convey such easements or make such dedications as may be made necessary by the development in order to provide public access to all streams and public bodies of water.

(Serial No. 87-49, § 2, 1987)

#### **49.40.160 Trailhead dedications or easements.**

Trailhead dedications or easements as may be made necessary by the development shall be provided in

order to provide public access to existing trails.  
(Serial No. 87-49, § 2, 1987)

**49.40.170 Driveways.**

All driveways shall be constructed as provided in section 62.36.015.

**49.40.180 Acceleration and deceleration lanes.**

(a) If a driveway serves right-turning traffic from a parking area providing 200 or more parking spaces, and the road has a peak-hour traffic volume exceeding 750 vehicles per hour, an acceleration lane at least 200 feet long and at least ten feet wide measured from the driveway to the acceleration lane shall be provided.

(b) If a driveway serves as an entrance to a land development providing 100 or more parking spaces, a deceleration lane shall be provided for traffic turning right into the driveway from the road. The deceleration lane shall be at least 200 feet long and at least 13 feet wide measured from the road curb radius. A minimum 35-foot curb return radius shall be used from the deceleration lane in the driveway.  
(Serial No. 87-49, § 2, 1987)

**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 or change in use.* In cases of enlargement 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 shall be 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 shall be based on the requirements for the most comparable use specified.
- (4) *Location.* Off-street parking facilities shall be located as hereinafter specified; if a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building it is required to serve. Parking:

- (A) For single-family and two-family dwellings shall be on the same zoning lot as the building served;
  - (B) For multifamily dwellings shall not be more than 100 feet distant;
  - (C) For hospitals and institutions shall be not more than 300 feet distant; and
  - (D) For uses other than those specified above shall be not more than 500 feet distant.
- (5) *Joint use.* The commission may authorize the joint use of parking facilities for the following uses or activities under conditions specified:
- (A) Up to 50 percent of the parking facilities required by this chapter for primarily nocturnal uses including theaters, bowling alleys, bars, restaurants, and related uses may be supplied by other types of buildings or daytime uses such as banks, offices, retail, personal service shops, clothing, food, furniture, manufacturing or wholesale and related uses;
  - (B) Up to 50 percent of the parking facilities required by this chapter for primarily daytime uses may be supplied by primarily nighttime uses;
  - (C) Up to 100 percent of the parking facilities required by this section for a church or for an auditorium incidental to a public or parochial school, may be supplied by the off-street parking facilities provided for primarily diurnal uses;
  - (D) Conditions required for joint use. Any building or use sharing the off-street parking facilities of another building or use shall be located within 500 feet of such parking facilities. In addition:
    - (i) The applicant shall show that there is no substantial conflict in the principal operating hours of the two buildings or users for which joint use of off-street parking facilities is proposed; and
    - (ii) The applicant 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 and the building official.
- (6) *Reconfiguration of parking lots.* In cases of reconfiguration of all or a portion of an existing parking lot, all parking and loading requirements set forth in this chapter are applicable to that portion of the lot which is to be reconfigured. In cases where conformance with these requirements would result in a net loss of the number of parking spaces, the original number and dimensions of the parking spaces may be retained.

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

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

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

Use	Spaces Required
Single-family and duplex	2 per each dwelling unit
Multifamily units	Geographic area Juneau
	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
Roominghouses, boardinghouses, and group homes	1 per each three boarders or roomers
Motels	1 per each unit in the motel
Hotels	1 per each four units
Hospitals, nursing, and convalescent homes	2 per bed or one per 400 square feet of gross floor area
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

(b) *Parking space dimensions.*

- (1) Subject to subsections (b)(2) and (3) of this section, each standard parking space shall consist of a generally rectangular area at least 8 1/2 feet by 17 feet. Lines demarcating parking spaces may be drawn at any angle to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.
- (2) Spaces parallel to the curb shall be no less than 22 feet by 6 1/2 feet.
- (3) Accessible parking spaces.

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

Total Parking Spaces in Lot	Required Minimum Number of Accessible 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

- (B) The accessible space required for parking lots of one to 25 spaces may be met by an alternative off-site accessible space, public or private, if the alternate space is determined by the community development department to be of adequate capacity and proximity.
- (C) 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.
- (D) One in every eight accessible 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."
- (E) Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility. "Van-accessible" spaces shall have an additional sign designating the 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.
- (F) 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.* The provision and maintenance of off-street loading facilities is a continuing obligation and joint responsibility of the owner and occupants. Loading areas shall be as set forth in this subsection.

- (1) 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.

- (2) 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 25,000--50,000 Each additional 30,000	One Two One
Industrial, manufacturing, warehousing, storage, and processing	5,000--24,999 25,000--50,000	One 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

(d) *Exceptions.*

- (1) *Superimposed parking districts.* There is adopted the parking district map dated June 5, 2006, as the same may be amended from time to time by the assembly by ordinance. The off-street parking and loading requirements set forth in subsections (a) and (c)(2) of this section may be reduced by 30 percent in the PD-2 parking district. The requirements shall not apply in the PD-1 parking district except in the case of the expansion of an existing building or the construction of a new building, in which case they may be reduced by 60 percent.
- (2) *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.
- (3) *Enlargement or expansion.* No additional parking spaces are required for an enlargement or expansion if the additional spaces would amount to less than ten percent of the total required for the whole development and amount to less than three spaces. Phased expansion shall be regarded as a whole.
- (4) *Replacement and reconstruction of certain nonconforming buildings.* Off-street parking requirements for the replacement and reconstruction of certain nonconforming buildings in residential districts shall be governed by subsections 49.30.500(b) and (c).
- (5) *Fee in lieu of parking spaces.* (Reserved)

(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)

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

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

- (A) Parking and loading area plans drawn to scale and adequate to show clearly the circulation pattern and parking area function;
- (B) Existing and proposed parking and loading areas with dimensions, traffic patterns, access aisles, and curb radii;
- (C) Improvements including roads, curbs, bumpers and sidewalks indicated with cross sections, designs, details, and dimensions;
- (D) A parking schedule indicating the number of parking spaces required, the number provided, and how such calculations were determined;
- (E) Topography showing existing and proposed contour intervals; and
- (F) Landscaping, lighting and sign details, if not provided in conjunction with the required review of another aspect of the proposed development.

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

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

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

(Serial No. 87-49, § 2, 1987)

**49.40.230 Parking and circulation standards.**

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

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

(1) *Access.* There shall be adequate ingress and egress from all parking spaces. The required width of access drives for driveways shall be determined as part of plan review depending on use, topography and similar considerations. Except in the case of single-family dwellings and duplexes located in residential and rural reserve zoning districts, back-out parking shall not be permitted on a right-of-way.

(2) *Size of aisles.* The width of all aisles providing direct access to individual parking stalls shall be in accordance with the following table:

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

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

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

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

(6) *Stacked parking.* Stacked parking spaces may only be counted as required parking spaces for single-family residences, duplexes, and as otherwise specified for specific uses. In the case of single-family residences and duplexes, only a single parking space per dwelling unit may be a stacked parking space.

(c) *Landscaping and drainage.*

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

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

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

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

(f) *General circulation and parking design.*

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

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

(Serial No. 87-49, § 2, 1987; Serial No. 2006-14(b), §§ 3--5, 5-15-2006)

### ARTICLE III.

#### TRAFFIC\*

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\* **Cross References:** Traffic, CBJ Code tit. 72.

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#### **49.40.300 Traffic analysis.**

The applicant for a major development permit may be required to prepare and submit a baseline computer traffic analysis, using the McTrans Highway Capacity or similar software for streets impacted by the development. The analysis shall set forth the computations employed to estimate increased traffic on each street and the resulting levels of service.

(Serial No. 87-49, § 2, 1987)

#### **49.40.310 Traffic; minimum standards.**

A major development which results in a reduction of two levels of service or a service level of "D" or less, as defined by the American Association of State Highway Transportation Officials, is prohibited.

(Serial No. 87-49, § 2, 1987; Serial No. 95-27, § 11, 1995)