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Article 3 - Community Design Standards

Chapters:

- 3.1 Design Standards Administration
- 3.2 Building Orientation and Design
- 3.3 Access and Circulation
- 3.4 Screening, Fences and Walls; Signs
- 3.5 Parking and Loading
- 3.6 Public and Private Improvements

Chapter 3.1 - Design Standards Administration

Sections:

3.1.010 Purpose

3.1.020 Applicability

3.1.010 Purpose

Article 3 contains design standards for the built environment. The standards are intended to protect the public health, safety, and welfare by providing for safe, functional, attractive development, supporting mobility, and through the provision of parking, adequate public facilities, and appropriate signage.

3.1.020 Applicability

The provisions of Chapters 3.2 through 3.5 apply to all subdivisions and developments within Service Area I, except where otherwise noted. Chapter 3.6, except where specifically limited, applies throughout the borough outside of the City of Kupreanof.

3.2 – Building Orientation and Design

Chapter 3.2 – Building Orientation and Design

Sections:

- 3.2.010 Purpose
- 3.2.020 Applicability
- 3.2.030 Main Street District Overlay Standards
- 3.2.040 Large-Format Developments
- 3.2.050 Historic District Standards

3.2.010 Purpose

Chapter 3.2 regulates the placement, orientation, and design of buildings within the Main Street District Overlay (Section 3.2.030) and Historic District Overlay (Section 3.2.050), and to any Large-Format Development (Section 3.2.040). The regulations are intended to protect public health, safety, and welfare through clear and objective standards that promote land use compatibility and livability, while protecting property values and ensuring predictability in the development process. In summary, Chapter 3.2 is intended to create and maintain a built environment that:

- A.** is conducive to walking and bicycling;
- B.** provides natural surveillance of public spaces, or “eyes on the street,” for crime prevention and security;
- C.** reduces dependency on the automobile for short trips, thereby conserving energy;
- D.** allows for the integration of surface water management facilities within parking lots and landscape areas;
- E.** creates a sense of place that is consistent with the character of the community, including historical development patterns and the community vision.

3.2.020 Applicability

Except where otherwise specifically indicated, Chapter 3.2 applies to all new buildings, and to exterior alterations and additions to existing buildings. Unless specifically prohibited, the decision-making authority may grant a Variance from the requirements of Chapter 3.2, pursuant to Chapter 4.4 Variances, and including any additional criteria set out in Sections .030-.050 below; however a Variance is not permitted to be made to allow a use which is prohibited, or otherwise not allowed, in a zoning district.

3.2 – Building Orientation and Design

3.2.030 Main Street District Overlay Standards

A. Purpose and Applicability. The following requirements, adopted pursuant to Section 2.4.050, apply within the Main Street District Overlay to create and maintain a built environment that is conducive to pedestrian accessibility, reducing dependency on the automobile for short trips, supporting natural surveillance of public spaces, and creating human-scale design. The standards require buildings be placed close to streets, with storefront windows (where applicable), with large building walls divided into smaller planes, and with architectural detailing.

1. The standards are intended to enhance the continued development of the downtown commercial area, reinforcing it as an attractive place to work, shop, and conduct business.
2. It is not the Borough's intent to create an architectural theme, but rather to ensure that new buildings and exterior alterations fit within the context of their surroundings and contribute toward the development of compact, walkable commercial and mixed-use districts. Specifically, the standards:
 - a. promote a storefront character (windows, pedestrian shelter, etc.);
 - b. promote corner lots as focal points; and
 - c. preserve the historic character of the downtown area.

B. Building Orientation.

1. Buildings shall conform to the applicable build-to line standard in Table 2.2.040.E. The standard is met when at least 80 percent of the abutting street frontage has a building placed no farther from at least one street property line than the build-to line in Table 2.2.040.E. The decision-making authority may approve a Variance from the build-to line standard, under Chapter 4.4, where it finds that one or more of the conditions in paragraphs (a)-(f), below, occurs.
 - a. A proposed building is adjacent to an existing single-family dwelling, and an increased setback promotes compatibility with the adjacent dwelling.
 - b. The standards of the roadway authority preclude development at the build-to line.
 - c. The applicant proposes, and the decision-making authority approves, extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way.
 - d. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.
 - e. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to line impracticable. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback

3.2 – Building Orientation and Design

in said location.

- f. An addition is proposed to an existing building that was lawfully created but does not conform to the above standard, and the building addition moves in the direction of compliance where practicable.
2. Except as provided in paragraphs 5, below, all buildings shall have at least one primary entrance (i.e., customer entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be turned more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk in conformance with Section 3.3.040.
3. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by secondary streets, alleys or driveways.
4. Off-street parking shall be oriented internally to the site to the extent practicable. Developments within the Main Street District Overlay, except for Residential Categories in Table 3.5.030.A, are exempt from the off-street parking.
5. Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to a plaza, courtyard, or similar pedestrian space containing pedestrian amenities (and which meets the requirements under Section 2.3.090). When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway conforming to Section 3.3.040.

C. Primary Entrances and Windows.

1. **All Elevations of Building.** Architectural designs shall address all elevations of a building. Building forms, detailing, materials, textures, and color shall contribute to a unified design with architectural integrity. Materials used on the front façade must turn the building corners and include at least a portion of the side elevations, consistent with the building's overall composition and design integrity.
2. **Pedestrian Entrances.** Ground level entrances oriented to a street shall be at least partly transparent for natural surveillance and to encourage an inviting and successful business environment. This standard may be met by providing a door with a window(s), a transom window above the door, or sidelights beside the door. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter.
3. **Street Level Entrances.** All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided.
4. **Storefront Windows.** Storefront windows shall consist of framed picture or bay windows, which may be recessed. The ground floor, street-facing elevation(s) of all buildings shall comprise at least 60 percent transparent windows, measured as a section extending the width of the street-facing elevation

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between the building base (or 30 inches above the sidewalk grade, whichever is less) and a plane 72 inches above the sidewalk grade.

5. **Window Trim.** At a minimum, windows shall contain trim, reveals, recesses, or similar detailing. The use of rosemal or Native Alaskan decorative detailing and ornamentation around windows is encouraged.
6. **Projecting Windows, Display Cases.** Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are discouraged). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed provided they do not encroach into the pedestrian through-zone.
7. **Window Exceptions.** The decision-making authority may approve a Variance from the above standards, under Chapter 4.4, where existing topography makes compliance impractical. Where an exception to the window transparency requirement is made for parking garages or similar structures, the building design must incorporate openings or other detailing that resembles the window patterns (rhythm and scale).

D. Articulation. All building elevations that orient to a street or civic space must have breaks in the wall plane (articulation) of not less than one break for every 30 feet of building length or width, as applicable, as follows:

1. A “break” for the purposes of this Subsection is a change in wall plane of not less than 24 inches in depth. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.
2. The decision-making authority may approve a Variance, under Chapter 4.4, from the 24-inch break-in-wall-plane standard where it finds that proposed detailing is more consistent with the architecture of buildings existing in the vicinity.
3. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the 24-inch break-in-wall-plane standard.
4. Building elevations that do not orient to a public right-of-way or civic space need not comply with the 24-inch break-in-wall-plane standard but should complement the overall building design.

E. Pedestrian Shelters.

1. **Minimum Pedestrian Shelter Coverage.** Permanent awnings, canopies, recesses, or similar pedestrian shelters shall be provided along at least 75 percent of the ground floor elevation(s) of a building where the building abuts a sidewalk, civic space, or major pedestrian access way. Pedestrian shelters used to meet the above standard shall extend at least five feet over the pedestrian area; except that the decision-making authority may approve a Variance, under Chapter 4.4, from the above standards where it finds that existing right-of-way dimensions, easements, or Building Code requirements preclude standard shelters. Corner buildings may meet the standard by providing a

3.2 – Building Orientation and Design

permanent pedestrian shelter on the face with their primary entrance.

The standards set out in the preceding paragraph do not apply where a building has an existing ground floor dwelling, and the dwelling has a covered entrance, or within the Historic District Overlay (to the extent that the Historic District Overlay boundaries overlap the Main Street District Overlay).

- 2. Pedestrian Shelter Design.** Pedestrian shelters shall comply with applicable Building Codes, and shall be designed to be visually compatible with the architecture of a building. If mezzanine or transom windows exist, the shelter shall be below such windows where practical. Where applicable, pedestrian shelters shall be designed to accommodate pedestrian signage (e.g., marquee or awning signs), while maintaining required vertical clearance. See, Section 3.4.060, Signs standards, for clearance requirements.

F. Mechanical Equipment.

- 1. Building Walls.** Where mechanical equipment, such as air compressors, generators, antennae, satellite dishes, or similar equipment, is permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened pursuant to Chapter 3.4. Standpipes, meters, vaults, and similar equipment need not be screened but shall not be placed on a front elevation when other practical alternatives exist; such equipment shall be placed on a side or rear elevation where practical.
- 2. Rooftops.** Except as provided below, rooftop mechanical units shall be setback or screened behind a parapet wall so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not practicable, the decision-making authority may approve painting of mechanical units in lieu of screening; such painting may consist of muted, earth-tone colors that make the equipment visually subordinate to the building and adjacent buildings, if any.
- 3. Ground-Mounted Mechanical Equipment.** Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings. Hedges, trellises, and similar plantings may also be used as screens where there is adequate air circulation and sunlight, and irrigation is provided. The Borough may require additional setbacks and noise attenuating equipment for compatibility with adjacent uses.

G. Drive-Up and Drive-Through Facilities. Drive-up and drive-through facilities shall comply with the requirements of Section 2.3.050.

H. Upper Story Step-Back. The purpose of the height step-back is to maintain a consistent building scale as viewed from the street, to provide for compatibility between developments in the downtown commercial (DC) district, and to provide for solar gain and light filtering down to the street. Upper-story step-back surfaces designed balconies, rooftop gardens, or other private open spaces in mixed-use developments may be used to satisfy the multifamily open space standards in Section 2.3.080.

- I.** Where the height of a proposed building or building addition or alteration exceeds 35 feet, that portion of the building exceeding 35 feet in height shall step-back at least four feet from the front plane of the subject building that is closest to the street. A similar step-back is required where the subject site abuts, or is on the opposite side of the same street from, a residential zone.

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- I. **Historic District Overlay Standards.** In addition to standards set out in this Section, development in the Main Street District Overlay is also subject to the standards for the Historic District Overlay, to the extent that the Main Street District Overlay overlaps the boundaries of the Historic District Overlay; in such a case, the more restrictive or highest standard or requirement shall govern. See Section 3.2.050.

3.2 – Building Orientation and Design

3.2.040 Large-Format Developments.

Plans for new developments, or any phase thereof, with a total floor plate area (ground floor area of all buildings) greater than 40,000 square feet, including subdivisions in the DC, GC, LI, and PF zones, shall meet all of the following standards in Subsections A-J below. Unless specifically prohibited, the decision-making authority may grant a Variance from these standards, pursuant to Chapter 4.4, Variances, however a Variance is not permitted to be made to allow a use which is prohibited, or otherwise not allowed, within a zoning district.

- A. The site plan or preliminary subdivision plan, as applicable, shall comply with the street connectivity standards of Section 3.6.020. The plan approval shall bind all future phases of the development, if any, to the approved block layout.
- B. Except as provided by Subsections F through I below, the site shall be configured into blocks with building pads that have frontage onto improved streets meeting borough standards, and shall contain interior parking courts and with interconnected pedestrian walkways.
- C. The build-to line standards in Table 2.2.040.E shall be met across not less than 50 percent of the site's street frontage, consistent with the standards set out in Subsections 3.2.030.B.1 - B.5, except the build-to standard does not apply where a water body, topographic constraint, or similar physical constraint makes it impractical to orient buildings to a particular street or highway.
- D. Walkways shall connect the street right-of-way to all primary building entrances, and shall connect all primary building entrances to one another, including required pedestrian crossings through interior parking areas, if any, in accordance with Section 3.3.040. The decision-making authority may condition development upon the provision of facilities exceeding those required by Section 3.3.040, including a requirement for sidewalks, lighting, stairways, ramps, and midblock pedestrian access ways (e.g., to break up an otherwise long block), as necessary to ensure reasonably safe, direct, and convenient pedestrian circulation.
- E. Buildings placed at a block corner shall have a primary entrance oriented to the block corner. That entrance shall be located within 40 feet of the corner and shall have a direct and convenient pedestrian walkway connecting to the corner sidewalk.
- F. All buildings shall orient to a street, consistent with the standards set out in Subsection 3.2.030.B. Where it is not practical to orient all buildings to streets due to existing parcel configuration or a similar site constraints, buildings may orient to a "shopping street" providing, at a minimum, on-street parking (parallel or angled parking), 8-foot sidewalks, and pedestrian-scale lighting.
- G. Each building that is proposed as orienting to a shopping street shall comply with the orientation standards of Subsection 3.2.030.B in reference to the shopping street, and shall have at least one primary entrance oriented to the shopping street.
- H. Where a building fronts both a shopping street and a public street, that building shall contain at least one primary entrance oriented to each street; except that an entrance is not required where the public street is

3.2 – Building Orientation and Design

not improved with a sidewalk and the decision-making authority determines that sidewalk improvements to the public street cannot or should not be required as a condition of approval.

- I. Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Chapter 3.3 and Section 3.6.010, and the Parking and Loading requirements of Chapter 3.5.
- J. All zoning district regulations and other provisions of Article 3 of this Code apply to large-format developments; in the case of conflict, the more restrictive or highest standard shall apply.

3.2 – Building Orientation and Design

3.2.050 Historic District Overlay Standards

A. Purpose. This Section provides standards for development to maintain the character and value of the historic district.

B. Applicability. The standards of this Section, adopted pursuant to Section 2.4.040, apply to all new buildings, and exterior alterations and additions to existing buildings, within the Historic District Overlay Zone.

C. Standards.

1. Permitted exterior cladding materials include the following, and other materials found to be similar in appearance and durability, subject to review: Wood shiplap, clapboard, or board and batten. Metal construction materials shall only be allowed for roofing applications. Vinyl and aluminum materials are prohibited.
2. Buildings shall not exceed 25' in height.
3. The maximum lot coverage, including all accessory buildings, shall not exceed sixteen hundred square feet per story. Decks shall not exceed ten feet beyond the vertical plane of the wall surrounding the perimeter of the building.
4. Approved woodpile foundations shall be used for buildings constructed over tidelands. No fill below the Mean Higher High Water (MHHW) shall be allowed.
5. All signs shall be non-electrical and shall be located over entryways, flat to the side of the building. Maximum size shall be two feet by two feet.
6. The build-to line shall be 0'. For through lots, only one entrance is required to adhere to the build-to line requirement. The build-to line may be increased to allow for pedestrian amenities, such as benches, porches, or in keeping with surrounding or existing structures or due to topographic constraints, pursuant to a Variance granted under Chapter 4.4.
7. Developments within the Historic District Overlay, except for Residential Categories in Table 3.5.030.A, are exempt from the off-street parking requirements of Chapter 3.5.

D. Main Street Overlay Standards. In addition to standards set out in this Section, development in the Historic District Overlay is also subject to the standards for the Main Street Overlay, to the extent that the Historic District Overlay overlaps the boundaries of the Main Street District Overlay; in such a case, the more restrictive or highest standard or requirement shall govern. See Section 3.2.030.

Chapter 3.3 - Access and Circulation

Sections:

- 3.3.010 Purpose
- 3.3.020 Applicability
- 3.3.030 Vehicular Access and Circulation
- 3.3.040 Pedestrian Access and Circulation

3.3.010 Purpose

Chapter 3.3 contains standards for legal and practical subdivision and pedestrian access, circulation, and connectivity. The standards promote safe, reasonably direct, and convenient options for walking and bicycling, while accommodating access to individual properties, as needed. Subdivision Access is addressed in Section 3.6.010.

3.3.020 Applicability

Chapter 3.3 applies to new development or use, and changes in land use, necessitating new or modified access. Except where the standards of an agency or authority other than the borough supersede borough standards, Chapter 3.3 applies to all such access. Unless specifically prohibited, the decision-making authority may grant a Variance from the requirements of Chapter 3.3, pursuant to Chapter 4.4 Variances, and any additional criteria set out herein; however a Variance is not permitted to be made to allow a use which is prohibited, or otherwise not allowed, within a zoning district.. For Subdivision access, refer to Section 3.6.010. For street improvement requirements, refer to Section 3.6.020.

3.3.030 Vehicular Access and Circulation

- A. Purpose and Intent.** Section 3.3.030 is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations. “Safety,” for the purposes of this Chapter, extends to all modes of transportation.
- B. Approval Required.** Vehicular access to a public right-of-way (e.g., a new or modified driveway connection to a street or highway) requires approval by the Public Works Director or the applicable roadway authority.
- C. [Reserved]**
- D. Approach and Driveway Development Standards.** Approaches and driveways shall conform to all of the following development standards:
 - I.** The number of approaches on higher classification streets (collector and arterial streets) shall be

3.3 – Access and Circulation

minimized; where practicable, access shall be taken first from a lower classification street (local street).

2. Approaches shall conform to the spacing standards of Subsections E and F, below, and shall conform to minimum sight distance and channelization standards of the roadway authority.
3. Driveway approaches shall meet applicable construction standards. Where permeable paving surfaces are allowed or required, such surfaces shall conform to applicable Petersburg Borough Standard Construction Specifications.
4. The roadway authority may limit the number or location of approaches to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
5. Where the spacing standards of the roadway authority limit the number or location of approaches to a street or highway, the decision-making authority, as part of the review procedure, may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The decision-making authority may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
6. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The roadway authority may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
7. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.
8. Except where the decision-making authority and roadway authority, as applicable, as part of the review procedure, permit an open access with perpendicular or angled parking (See Subsection J, below), approaches and driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street or other public right-of-way.
9. Approaches and driveways shall be designed so that vehicle areas, including but not limited to, drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
10. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
11. As it deems necessary for pedestrian safety, the decision-making authority, as part of the review procedure and in consultation with the roadway authority, as applicable, may require that traffic-calming features, such as speed tables or humps, textured driveway surfaces (e.g. pavers or similar devices), curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site as a condition of development approval.
12. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided, except where no reasonable alternative exists and the approach does not create safety hazard or traffic operations concerns.

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13. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
 14. Where concrete sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge. All curb cuts shall be consistent with Americans with Disabilities Act (ADA) requirements, and to manage surface water runoff and protect the roadway surface.
 15. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.
 16. The roadway authority may require alterations to a proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.
 17. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ADOT approval, the applicant is responsible for obtaining ADOT approval. The decision-making authority may approve a development conditionally, requiring the applicant to first obtain required ADOT permit(s) before commencing development, in which case the Borough will work cooperatively with the applicant and ADOT to avoid unnecessary delays.
 18. Where an approach or driveway crosses a drainage ditch, culvert, or other feature that is under the jurisdiction of another agency, the applicant is responsible for obtaining all required approvals and permits from that agency prior to commencing development.
 19. Where a proposed driveway crosses a culvert or drainage ditch, the decision-making authority, as part of the review procedure and in consultation with the Public Works Director, may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to Petersburg Borough Standard Construction Specifications.
 20. Except as otherwise required by the applicable roadway authority or waived by the Public Works Director, driveways providing access to a construction site or staging area shall be graveled to prevent tracking of mud onto adjacent paved streets. If tracking occurs, the developer or property owner shall be responsible for daily street cleaning.
 21. Development that increases impervious surface area shall conform to the storm drainage and surface water management requirements of Section 3.6.050.
- E. Approach Separation from Street Intersections.** Except as provided by Subsection H, below, or the applicable roadway authority, the following minimum distances shall be maintained between approaches and street intersections, where distance is measured from the edge of an approach surface to the edge of the roadway at its ultimate designated width:
1. On an arterial street, 30 feet, except as otherwise required by ADOT for state highways (e.g. South Nordic Dr., Mitkof Hwy).
 2. On a collector street: 30 feet (e.g. Haugen Dr, Main St., Sandy Beach Road).
 3. On a local street: 20 feet (all other streets).

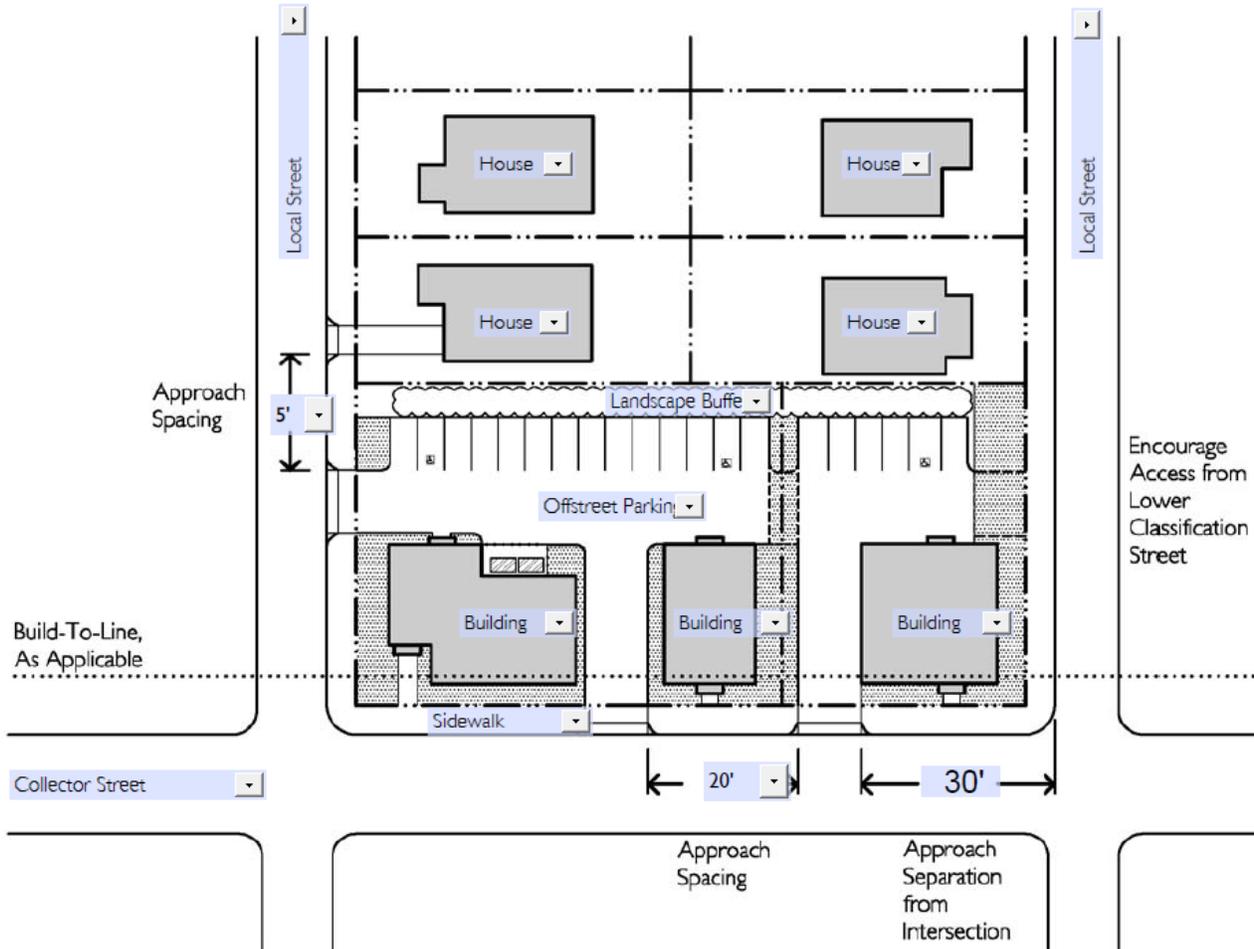
3.3 – Access and Circulation

F. Approach Spacing. Except as provided by Subsection H, below, or as required by the applicable roadway authority or to maintain street operations and safety, the following minimum distances shall be maintained between approaches, where distance is measured from the edge of one approach to the edge of another:

1. On an arterial, 50 feet, except as otherwise required by ADOT for state highways (e.g., South Nordic Dr., Mitkof Highway).
2. On a collector street: 20 feet (Haugen Dr, Main St., Sandy Beach Road).
3. On a local street: 5 feet, (all other streets).

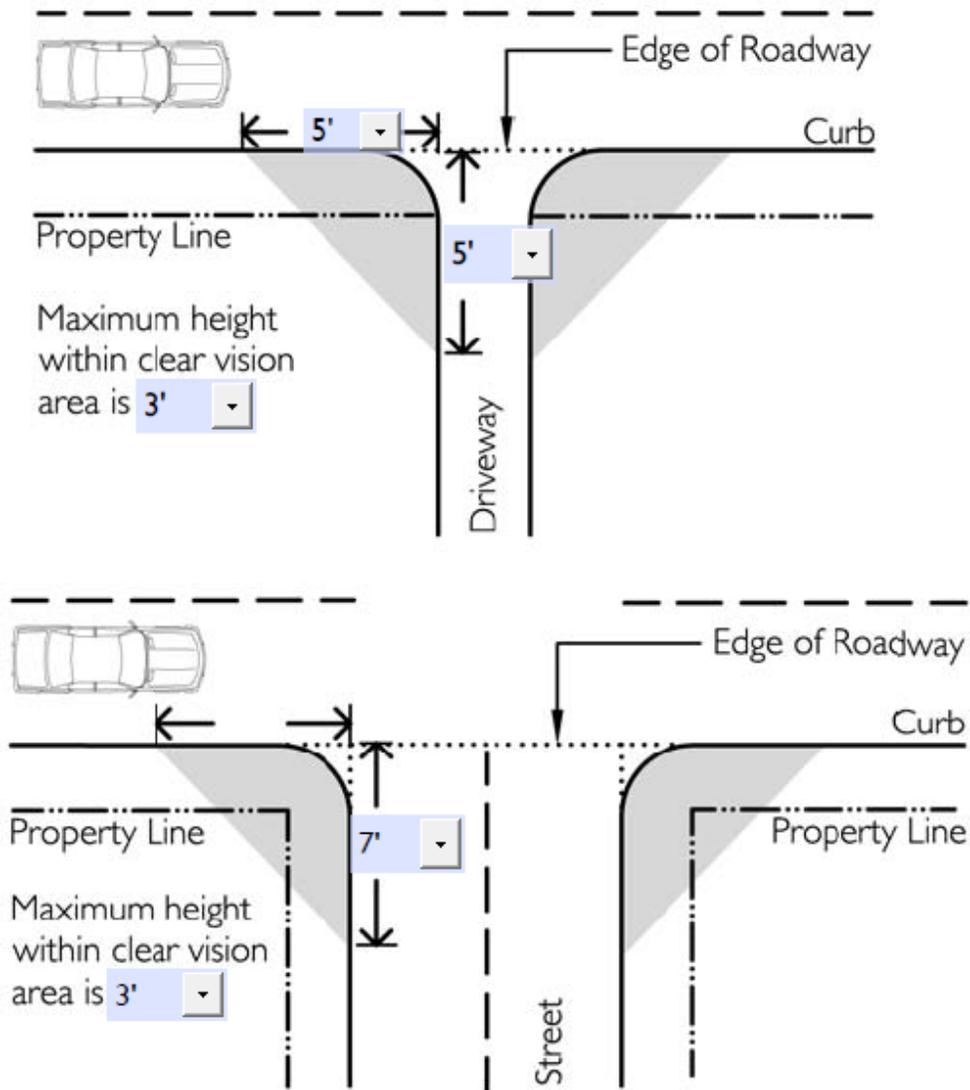
3.3 – Access and Circulation

3.3.030. E & F Approach Separation Illustration



G. Vision Clearance. No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) greater than three in height shall be placed in “vision clearance areas” at street intersections, as illustrated. The minimum vision clearance area may be modified by the decision-making authority, as part of the review procedure and in consultation with the Public Works Director, upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). Placement of light poles, utility poles, and tree trunks should be avoided within vision clearance areas.

3.3.030. G Vision Clearance Illustration



H. Exceptions. The decision-making authority may allow, as part of the review process under Chapter 4.4, modifications to the spacing standards of Subsections E and F, above, where an existing connection to a borough street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance, or where it finds that mitigation measures, such as consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation alleviates all traffic operations and safety concerns.

3.3 – Access and Circulation

- I. **Joint Use Driveway Access Easement and Maintenance Agreement.** Where the borough approves a joint use driveway, the property owners shall record an easement with the deed, allowing joint use of the driveway and cross access between adjacent properties, and a joint maintenance agreement, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the borough for its records, but the borough is not responsible for maintaining the driveway or resolving any dispute between property owners.

- J. **Frontage Driveways and Street-Side Parking Bays.** The decision-making authority, as part of the review procedure and in consultation with the roadway authority, as applicable, may permit an open access with perpendicular or angled parking adjacent to a public street where an existing street does not contain parallel parking, and the proposed development does not warrant a street widening to provide parallel parking pursuant to Chapter 3.6, except in the downtown commercial (DC) and historic district overlay. The open access area shall conform to the borough’s street construction standards for paving, storm drainage and surface water management, and the requirements of the roadway authority, if different from the borough’s. The decision-making authority may also require, based on existing and projected pedestrian activity, that a sidewalk or a walkway be installed along the full frontage of the site pursuant to Subsections 3.3.040.B.3 and .4.

3.3.040 Pedestrian Access and Circulation

- A. Purpose and Intent.** Section 3.3.040 serves as the pedestrian access and circulation policy of the Petersburg Borough until such time as the Borough adopts a Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards.** These standards apply to Large-format developments (See, Section 3.2.040), and where otherwise specified or cited.
- 1. Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.
 - 2. Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way conforming to the following standards:
 - a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.
 - b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The decision-making authority, as part of the review procedure, may require buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
 - c. The walkway network connects to all primary building entrances, consistent with the building design standards of Chapter 3.2 and, where required, Americans with Disabilities Act (ADA) requirements.
 - 3. Vehicle/Walkway Separation.** Except as required for crosswalks, per paragraph 4, below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the decision-making authority may, as part of the review procedure, approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.
 - 4. Crosswalks.** Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians. Painted or thermo-plastic striping and similar types of non-permanent applications are discouraged, but may be approved for lesser used crosswalks at the discretion of the Public Works Director.
 - 5. Walkway Width and Surface.** Walkways, including access ways required for subdivisions pursuant

3.3 – Access and Circulation

to Chapter 4.6, shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface as approved by the Public Works Director, and not less than five feet wide. The decision-making authority may, as part of the review procedure and in consultation with the Public Works Director, also require six-foot wide, or wider, concrete sidewalks in other developments where pedestrian traffic warrants walkways wider than four feet.

6. **Multi-Use Pathways.** Multi-use pathways, where approved, shall be 10 feet wide and consistent with the applicable Petersburg Borough Standard Construction Specifications.

Chapter 3.4 - Screening, Fences, and Walls; Signs

Sections:

- 3.4.010 Purpose
- 3.4.020 Applicability
- 3.4.030 Screening
- 3.4.040 Fences and Walls
- 3.4.050 Signs - Purpose
- 3.4.060 Signs - Standards
- 3.4.070 Non-conforming signs

3.4.010 Purpose

Chapter 3.4 contains standards for screening, fences, accessory walls, and signs. The regulations are intended to protect public health, safety, and welfare by reducing development impacts (e.g., noise and visual impacts) on adjacent uses; minimizing erosion; and enhancing the Borough's appearance.

3.4.020 Applicability

- A.** Section 3.4.030 establishes standards for screening. In addition to the requirements of Section 3.4.030, projects shall meet the standards of the applicable zoning district, including the development standards in Table 2.2.040, and any requirements under Chapter 2.3 (Special Use Standards) or Chapter 2.4 (Overlay Zones). Property owners are required to maintain screening pursuant to Subsection 3.4.030.C.
- B.** Section 3.4.040 establishes design standards for when a fence or a wall not attached to a building is to be erected, constructed, extended, or otherwise altered. It also applies to situations where this Code requires screening or buffering (e.g., outdoor storage uses). The standards of Section 3.4.040 supplement the development standards in Table 2.2.040 and any requirements under Chapter 2.3 (Special Use Standards) or Chapter 2.4 (Overlay Zones). Property owners are required to maintain fences and walls pursuant to Subsection 3.4.040.F.
- C.** Section 3.4.060 establishes design standards for signage. The standards of Section 3.4.060 supplement any requirements under Chapter 2.3 (Special Use Standards) or Chapter 2.4 (Overlay Zones). Business owners are required to maintain signage pursuant to Subsection 3.4.060.F.
- D.** Unless specifically prohibited, the decision-making authority may grant Variances from the requirements of Chapter 3.4, pursuant to Chapter 4.4, Variances and any additional criteria set out herein; however a Variance is not permitted to be made to allow a use which is prohibited, or otherwise not allowed, within a zoning district.

3.4 - Screening, Fences, and Walls; Signs

3.4.030 Screening

A. Screening Requirements. Where screening is required for outdoor storage areas, or as required in other situations by the decision-making authority as part of the review procedure, it shall be provided pursuant to paragraphs 1-2, below:

- 1. Outdoor Storage.** Within the RH, DC, GC, LI, and I districts, all areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, and vehicles (other than parking lots and service and delivery areas), and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See also Section 3.4.040 for related fence and wall standards.
- 2. Landscape Screening.** Evergreen plants shall be used where a sight-obscuring landscape screen is utilized.

B. Other Uses Requiring Screening. The decision-making authority, as part of the review procedure, may require screening in other situations as authorized by this Code, including, but not limited to, blank walls, Conditional Uses, Special Uses pursuant to Chapter 2.3, Overlay Zones pursuant to Chapter 2.4, and as mitigation where an applicant has requested a Variance pursuant to Chapter 4.4.

C. Maintenance. All screening shall be maintained in good condition, or otherwise replaced by the property owner.

3.4.040 Fences and Walls

A. Purpose. This Section provides general development standards for fences, and for walls that are not part of a building, such as screening walls and retaining walls.

B. Applicability. Section 3.4.040 applies to all fences, and to walls that are not part of a building, and including modifications to existing fences and walls. This Section supplements the development standards of Table 2.2.040.

C. Height.

- 1. Residential Zones.** Fences and freestanding walls (i.e., exclusive of building walls) for residential uses shall not exceed the following heights above grade, where grade is measured from the base of the subject fence or wall: six feet
- 2. Non-Residential Zones.** Fences and freestanding walls (i.e., exclusive of building walls) for non-residential uses shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall: eight feet

3.4 - Screening, Fences, and Walls; Signs

3. All Zones. Fences and walls shall comply with the vision clearance standards of Section 3.3.030.G. Other provisions of this Code, or the requirements of the roadway authority, may limit allowable height of a fence or wall below the height limits of this Section.

D. Prohibited Materials. Prohibited fence and wall materials include straw bales, tarps, barbed or razor wire (except in an Industrial zone); scrap lumber, untreated wood (except cedar or redwood), corrugated metal, sheet metal, and scrap materials; dead, diseased, or dying plants; and materials similar to those listed herein.

E. Permitting. No further approval is required to install a fence or wall of maximum height allowed in the district or less, provided that the vision clearance requirements of Subsection 3.3.030.G are met. All other walls and fences require review to be conducted using a Type I procedure, pursuant to Section 4.1.020. The decision-making authority, as part of the review procedure, may require installation of walls or fences as a condition of approval for development, as provided by other Code sections. A building permit may be required for some fences and walls, pursuant to applicable Building Codes.

F. Maintenance. Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner.

3.4.050 Signs - Purpose. The purpose of .050-.070 is to maintain and enhance the aesthetic environment and the Borough's ability to attract tourists and sources of economic development, to ensure the business community quality signs to adequately identify and market their businesses, and to protect and promote the public health, safety, and welfare. All signs erected, constructed, altered, or changed within Service Area I of the borough must comply with the requirements of .060 of this Chapter.

3.4.060 Standards

A. In general, signs should not be placed as to interfere with vehicle or pedestrian access or circulation. See, Sections 3.3.030 and 3.3.040.

B. Signs which contain, include, or are illuminated by any flashing, intermittent, or moving light or lights are prohibited in all districts, unless required by FAA regulations or other applicable agency requirements.

C. All signs proposed for placement in the historic district overlay must comply with the historic district overlay sign standards set forth in Section 3.2.050.

D. Signs in Residential districts.

1. Signs may not exceed three square feet, containing the name of the occupant and the name of the lawful home occupation;

2. Temporary signs, for example "For Sale, For Rent and For Lease signs" and political signs, not to exceed eight square feet in area, shall be permitted if located back of the setback or building line;

3. Signs of not more than twenty square feet shall be permitted for multiple-family dwellings, hotels, clubs, lodges, hospitals and public buildings, and similar uses, if mounted against the building or more

3.4 - Screening, Fences, and Walls; Signs

than fifteen feet back of the front lot line;

4. Churches and charitable institutions may, for their own use, maintain a sign or bulletin board not exceeding twenty square feet in area, if located five or more feet back of the front lot line.

5. Governmental directional and regulatory signs installed by the borough or the applicable roadway authority shall not be subject to these regulations.

E. Signs in Non-Residential Districts.

1. Wall signs (including awning signs) shall be limited to no more than two main signs per wall face with the total area of the signs not to exceed fifty square feet. No one sign may exceed thirty-two square feet. In the Downtown Commercial (DC) District, signs may only be used to identify the business currently occupying the premises. The uppermost part of a facade mounted sign shall not project above the roof line where the sign is placed. Signs attached to architectural projections shall be treated as wall signs.

2. Marquee signs (signs placed above a walkway and under a weather-protecting awning, marquee, or parapet) are limited to one per entrance and must be securely fastened, safely constructed and shall not obstruct vision for the purpose of safe pedestrian and vehicular traffic. The bottom of the marquee sign must be at least eighty-eight inches above the sidewalk.

3. Freestanding signs (signs which are attached to or a part of a completely self-supporting structure) are permitted, provided there is no more than one sign per building. Freestanding signs south of the cemetery and north of 4-mile Mitkof Highway can be no larger than fifty square feet and the maximum sign height is twenty-four feet above grade. Freestanding signs south of 4-mile Mitkof Highway may only be allowed by Conditional Use Permit. Freestanding signs north of the cemetery can be no larger than thirty-two square feet and the maximum sign height is sixteen feet above grade.

4. Sidewalk signs (movable signs located on the sidewalk) are limited to one per business and the sign must be located directly in front of the business premises. The placement of the sidewalk sign must allow a minimum of thirty-six inches of clear space on the sidewalk so as to not interfere with the movement of pedestrians. A movable sidewalk sign shall not exceed thirty inches in width and thirty-six inches in height. The sign may only be displayed during business hours, when the business is open to the public. The movable sidewalk sign shall not require electrical power in any form and shall not display lights or contain any moving parts. The decision-making authority may allow, by Variance pursuant to Chapter 4.4, additional sidewalk signs if it is deemed necessary for the purpose of directing traffic to a remote business.

5. The decision-making authority may allow a larger sign or signs if it is determined that the size of the sign or signs is proportional to the building and the character of the sign does not detract from the neighborhood, pursuant to Chapter 4.4, Variances.

6. With the goal of perpetuating the heritage of Petersburg, a Scandinavian or Native Alaska theme is recommended.

7. Governmental directional and regulatory signs installed by the borough or the applicable roadway authority shall not be subject to these regulations.

3.4 - Screening, Fences, and Walls; Signs

- F. **Maintenance.** Signs shall be maintained in good condition, or otherwise replaced by the property owner.

3.4.070 Nonconforming Signs. Any sign lawfully existing as of the effective date of this Section, which would not be in compliance with the provisions of this Section, shall be allowed to continue for a period of not more than ten years from the effective date of this Section. If any such existing sign is replaced, altered or moved prior to the expiration of the ten-year period, it must thereafter comply with the requirements of this Section.

3.5 - Parking and Loading

Chapter 3.5 - Parking and Loading

Sections:

3.5.010 Purpose

3.5.020 Applicability and General Regulations

3.5.030 Automobile Parking

3.5.040 Bicycle Parking

3.5.050 Loading Areas

3.5.010 Purpose

Chapter 3.5 contains requirements for automobile and loading areas, and recommendations for bicycle parking. The Code is intended to be flexible in requiring adequate parking, rather than a minimum number of parking spaces, for each use. It provides standards for the location, size, and design of parking areas to ensure such areas can be accessed safely and efficiently. The Code also encourages non-motorized transportation by including recommended standards for bicycle parking for some uses.

3.5.020 Applicability and General Regulations

- A. Where the Regulations Apply.** The regulations of this Chapter apply to all parking areas in all zones, at all times, whether parking is required by this Code or put in for the convenience of property owners or users.
- B. Occupancy.** All required parking areas must be developed in accordance with the requirements of this Code prior to occupancy of any structure on the subject site. Where screening or other improvements are required as part of a parking area or loading zone, all such improvements must be installed and approved by the decision-making authority as part of the review procedure prior to occupancy.
- C. Calculations of Amounts of Required Parking.**
1. When computing parking spaces based on floor area, parking structures and non-leasable floor spaces, such as storage closets, mechanical equipment rooms, and similar spaces, are not counted.
 2. The number of parking spaces is computed based on the primary uses on the site except as stated in paragraph 3, below. When there are two or more separate primary uses on a site, the minimum parking for the site is the cumulative sum of the required parking for the individual primary uses. For shared parking, see Subsection 3.5.030.D below.
 3. When more than 20 percent of the floor area on a site is in an accessory use, the required parking is calculated separately for the accessory use. An example would be a 10,000 square foot building with a 7,000 square foot warehouse and a 3,000 square foot accessory retail area. The minimum parking would be computed separately for the retail and warehouse uses.
 4. Required parking spaces periodically used for the storage of equipment or goods may be counted

3.5 - Parking and Loading

toward meeting minimum parking standards, provided that such storage is an allowed use under Section 2.2.030.

- D. Use of Required Parking Spaces.** Except as otherwise provided by this Section, required parking spaces must be available for residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to Subsection 3.5.030.D.
- E. Proximity of Parking to Use.** Required parking spaces for residential uses must be located on the site of the use or on a lot, parcel or tract owned in common by all the owners of the properties that will use the parking area. Required parking spaces for nonresidential uses must be located on the site of the use or in a parking area that has its closest pedestrian access point within 500 feet of the site.
- F. Improvement of Parking Areas.** Motorized vehicle parking is allowed only on streets with an improved shoulder of sufficient width; within garages, carports, and other approved structures; and on driveways or parking lots that have been developed in conformance with this Code. For applicable design standards, see Chapter 3.2 Building Orientation and Design, Chapter 3.3 Access and Circulation, and Chapter 3.6 Public and Private Improvements.

3.5 - Parking and Loading

3.5.030 Automobile Parking

A. Minimum Number of Off-Street Automobile Parking Spaces. Except as otherwise provided in this Section, by Special Use Standard or Overlay Zone under Chapters 2.3 and 2.4, or as required for Americans with Disabilities Act compliance under Subsection G below, off-street parking shall be provided pursuant to one of the following two standards:

1. The standards in Table 3.5.030.A; or
2. A standard from Table 3.5.030.A for a use that the decision-making authority determines is similar to the proposed use under Section 1.5.010:

Table 3.5.030.A – Automobile Parking Spaces by Use	
Use Categories (Chapter 5 contains examples of uses and definitions.)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Residential Categories	
Household Living	
Single-Family Dwelling	one space per dwelling
Duplex	two spaces per duplex (one space per dwelling unit)
Accessory Dwelling (second dwelling on a single-family lot)	two spaces total for primary dwelling and accessory dwelling or one space per dwelling unit
Multifamily	one space per dwelling unit
Group Living, such as nursing or convalescent homes, rest homes, assisted living, congregate care, and similar special needs housing	0.5 space per four bedrooms

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Table 3.5.030.A – Automobile Parking Spaces by Use	
Use Categories (Chapter 5 contains examples of uses and definitions.)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Commercial Categories	
Commercial Outdoor Recreation	per Conditional Use Permit review (Chapter 4.3)
Bed and Breakfast Inn	one space for each bedroom offered as lodging
Educational Services, not a school (e.g., tutoring or similar services)	one space per 300 sq. ft. floor area
Entertainment, Major Event	per Conditional Use Permit review (Chapter 4.3)
Hotels, Motels, and similar uses	0.75 space per guest room. See also, parking requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.
Mortuary or Funeral Home	one space per 300 sq. ft. floor area
Offices	General Office: one space per 500 sq. ft. floor area
	Medical or Dental Office: one space per 500 sq. ft. floor area
Surface Parking Lot, when not accessory to a permitted use	per Conditional Use Permit review (Chapter 4.3)
Quick Vehicle Servicing or Vehicle Repair	two spaces, excluding vehicle service or queuing area, or per Conditional Use Permit review (Chapter 4.3)
Retail Sales and Commercial Service	<u>Bank</u> : one space per 300 sq. ft. floor area
	<u>Retail</u> : one space per 400 sq. ft. floor area, except one space per 1,000 sq. ft. for bulk retail (e.g., auto sales, nurseries, lumber and construction materials, furniture, appliances, and similar sales)
	<u>Restaurants and Bars</u> : one space per 200 sq. ft. floor area
	<u>Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys)</u> : one space per 300 sq. ft.
	<u>Theaters and Cinemas</u> : one space per six seats
Self-Service Storage	two spaces, plus adequate space for loading and unloading
Industrial Categories	
Industrial Service	1 for every 2 year-round employees/2 spaces min.
Manufacturing and Production	one space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.3)
Warehouse and Freight Movement	0.5 space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.3)
Waste-Related	per Conditional Use Permit review (Chapter 4.3)
Wholesale Sales, e.g., Building Materials, Heavy Equipment, Agricultural Supplies, etc.	1 for every 2 year-round employees/ 2 spaces min.

3.5 – Parking and Loading

Table 3.5.030.A – Automobile Parking Spaces by Use	
Use Categories (Chapter 5 contains examples of uses and definitions.)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Institutional Categories	
Basic Utilities	Parking based on applicant’s projected parking demand, subject to Borough approval
Community Service, including Government Offices and Services	Parking based on applicant’s projected parking demand, subject to Borough approval, except as specifically required elsewhere in this table for individual uses (See public assembly, office, retail, housing, etc.)
Daycare	Child Daycare: 1 space, plus required parking for dwelling
	Child Care Center: 1 space per 400 sq. ft. of floor area
Medical Center or Hospital	one space per 300 sq. ft. floor area
Parks and Open Space	Parking based on projected parking demand for planned uses
Public Assembly	one space per 75 sq. ft. of public assembly area; or as required by Conditional Use Permit (Chapter 4.3)
Religious Institutions and Houses of Worship	one space per 75 sq. ft. of main assembly area; or as required by Conditional Use Permit (Chapter 4.3)
Schools	Pre-School through Middle-School: one space per classroom
	High Schools: seven spaces per classroom
	Colleges: one space per 400 sq. ft. of floor area exclusive of dormitories, plus one space per two dorm rooms
Other Categories	
Accessory Uses	Parking standards for accessory uses are the same as for primary uses, but are pro-rated based on the percentage of estimated overall parking demand, subject to Borough review and approval.
Agriculture	None, except as required for accessory uses
Radio Frequency Transmission Facilities	None, except as required by Conditional Use Permit (Chapter 4.3)
Transportation Facilities (operation, maintenance, preservation, and construction)	None, except for park-and-ride facilities; and where temporary parking is required for construction staging areas

3.5 – Parking and Loading

B. Exceptions and Reductions to Off-Street Parking.

1. There is no minimum number of required automobile parking spaces for uses within the Main Street and Historic District Overlay Zones except for Residential Categories as described in Table 3.5.030.A – Automobile Parking Spaces by Use.
2. The decision-making authority may grant a Variance from the off-street parking standards of Table 3.5.030.A, under Chapter 4.4, Variances, for sites with one or more of the following features:
 - a. Site has dedicated parking spaces for motorcycles, scooters, low-speed vehicles or electric carts: May allow reductions to the standard dimensions for parking spaces;
 - b. Site has more than the minimum number of recommended bicycle parking spaces: May allow up to a 10 percent reduction to the number of automobile parking spaces.
3. The number of required off-street parking spaces may be reduced through the provision of shared parking, pursuant to Subsection D below.
4. The decision-making authority, using a Type I procedure, pursuant to Section 4.1.020, may reduce the off-street parking standards of Table 3.5.030.A for sites with one or more of the following features:
 - (a) one parking space for every two on-street parking spaces located adjacent to the subject site, provided the parking spaces meet the dimensional standards of Subsection E below.

C. [RESERVED]

D. Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Review and approval of a shared parking request shall be conducted through a Type II procedure, under Section 4.1.030.

E. Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be constructed and improved in conformance with this Code. At a minimum, the parking stalls and drive aisles shall be paved with asphalt, concrete, or other Borough-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 3.5.030.E. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from encroaching into walkways, or the public right-of-way. Parking areas shall also provide for surface water management, pursuant to Section 3.6.050. In this Subsection, “Stall” means a portion of a parking area designed to hold one (1) vehicle; “Aisle” means the traveled path through a parking facility between one (1) or two (2) rows of parked vehicles, and “Aisle width” means the width of backout and driving aisle between parking rows.

3.5 – Parking and Loading

PARKING ANGLE < °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
		SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
60°	10'	20'	40'	17'	18'	57'	58'	23'
45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

*See also, Chapter 3.2 Building Orientation and Design for parking location requirements for some types of development; Chapter 3.3 Access and Circulation for driveway standards; and Chapter 3.4 for requirements related to Screening, Fences, and Walls.

F. Adjustments to Parking Area Dimensions. The dimensions in Subsection E above are minimum standards. The decision-making authority, as part of the review procedure and in consultation with the Public Works Director, may adjust the dimensions based on evidence that a particular use will require more or less maneuvering area.

G. Americans with Disabilities Act (ADA). Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

Total # of spaces provided in Lot	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3

3.5 – Parking and Loading

H. Electric Charging Stations. Charging stations for electric vehicles are allowed as an accessory use to parking areas developed in conformance with this Code, provided the charging station complies with applicable Building Codes and any applicable state or federal requirements. Charging stations are considered accessory to a permitted use.

3.5 – Parking and Loading

3.5.040 Bicycle Parking

A. Standards. Bicycle parking spaces are encouraged with new development and, where a change of use occurs. Where it is provided, the standards in Table 3.5.040.A are the recommended minimum for the stated uses. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant to Subsection 3.5.030.B, the decision-making authority may mandate bicycle parking spaces in addition to those in Table 3.5.040.A.

Use	Minimum Number of Spaces
Multifamily Residential	2 bike spaces per 4 dwelling units
Commercial	2 bike spaces per primary use or 1 per 5 vehicle spaces, whichever is greater
Industrial	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
Community Service	2 bike spaces
Parks (active recreation areas only)	4 bike spaces
Schools (all types)	2 bike spaces per classroom
Institutional Uses and Places of Worship	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
Other Uses	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater

B. Design. Bicycle parking should consist of staple-design steel racks or other racks, lockers, or storage lids providing a safe and secure means of storing a bicycle.

C. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the vision clearance standards of Section 3.3.030G.

3.5 – Parking and Loading

3.5.050 Loading Areas

- A. Purpose.** The purpose of this Section is to provide adequate loading areas for commercial and industrial uses that do not interfere with the operation of adjacent streets.
- B. Applicability.** This Section applies to uses that are expected to have service or delivery truck visits. It applies only to uses visited by trucks with a 40-foot or longer wheelbase, at a frequency of one or more vehicles per week. The decision-making authority shall determine, as part of the review procedure, the number, size, and location of required loading areas, if any.
- C. Standard.** Where an off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent rights-of-way and driveways. The Public Works Director has authority to restrict or control the use of public rights-of-way at any time, so applicants are advised to provide complete and accurate information about the potential need for loading spaces so as to avoid conflict in the future over use of public rights-of-way for loading and off-loading.
- D. Placement, Setbacks, and Landscaping.** Loading areas shall conform to the Building Orientation and Design standards of Chapter 3.2, the Access and Circulation standards of Chapter 3.3, and the Screening standards of Chapter 3.4. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.
- E. Exceptions.** The decision-making authority may allow, by Variance under Chapter 4.4, an off-site loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations are short in duration (i.e., less than one hour), infrequent, do not obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority.

3.6 – Public and Private Facility Improvements

Chapter 3.6 - Public and Private Facility Improvements

Sections:

- 3.6.005 Purpose and Applicability
- 3.6.010 Subdivision Access
- 3.6.020 Transportation Standards
- 3.6.025 Privately Maintained Access in a Right-of-Way
- 3.6.030 Public Use Areas
- 3.6.040 Sanitary Sewer and Water Service Improvements
- 3.6.050 Storm Drainage and Surface Water Management Facilities
- 3.6.060 Utilities
- 3.6.070 Easements
- 3.6.080 Separate Construction Plan Approval
- 3.6.090 Facility Installation
- 3.6.100 Performance Guarantee and Warranty

3.6.005 Purpose and Applicability

- A. Purpose.** The standards of Chapter 3.6 implement the public and private facility improvement policies of the Petersburg Borough Comprehensive Plan and other adopted Borough plans.
- B. Applicability.** Chapter 3.6 applies to all new development where public or private facility improvements are required. All public and private facility improvements within the Borough shall occur in accordance with the standards and procedures of this Chapter. The decision-making authority make grant a Variance from the requirements of Chapter 3.6, pursuant to Chapter 4.4 Variances and any other applicable criteria set out in this Chapter; however a Variance is not permitted to be made to allow a use which is prohibited, or otherwise not allowed, within a zoning district.
- C. Public Works Design Standards.** All facility improvements, including, but not limited to, electricity, sanitary sewer, water, transportation, surface water and storm drainage, and parks projects, whether required as a condition of development or provided voluntarily, shall conform to the Petersburg Borough Standard Construction Specifications. Where a conflict occurs between this Code and the Standard Construction Specifications Manual, the provisions of this Code shall govern.
- D. Public and Private Improvement Requirement.** No building permit may be issued until all required facility improvements are in place and approved by the Public Works Director, Utility Director, or otherwise bonded, in conformance with the provisions of this Code and the Petersburg Borough Standard Construction Specifications. Improvements required as a condition of development approval (i.e., when not being voluntarily provided by the applicant), shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

3.6 – Public and Private Facility Improvements

3.6.010 Subdivision Access

A. Principal access to the subdivision. Except as provided below, the decision-making authority shall designate one right-of-way as principal access to an entire subdivision. Such access, if not already accepted for public maintenance, shall be improved to the applicable standards for public acceptance and maintenance.¹ It shall be the responsibility of the subdivider to pay the cost of the right-of-way improvements.

B. Access within a subdivision. Unless otherwise provided, all lots must have direct and practical access to a right-of-way, and either a minimum of 30 feet of frontage or the minimum lot width for the zoning district or use, as applicable. These requirements for frontage and access can be accomplished by:

1. Dedication of a new right-of-way with construction of the street to public standards. This street must connect to an existing street which has been accepted for public maintenance;
2. Use of an existing street which has been accepted for public maintenance;
3. Upgrading the roadway within an existing right-of-way to public street standards. This existing right-of-way must be connected to another street which has been accepted for public maintenance;
4. Dedication of a new right-of-way or use of an existing right-of-way for construction of a privately maintained access road not maintained by an agency of government pursuant to Subsection 3.6.025.A; or
5. A combination of the above.

C. Remote Subdivision Access.

1. Principal access to remote subdivisions. The decision-making authority shall designate the principal access to a remote subdivision. Such access may be by right-of-way or navigable waterbody.

2. Remote subdivisions accessible by navigable waterbodies. All lots in a remote subdivision solely accessible by navigable waterbodies must have a minimum of 30 feet of frontage on, and direct and practical access to, either the navigable water or a right-of-way. The right-of-way must have direct and practical access to the navigable water.

3. Access within remote subdivisions. All lots must have direct and practical access on the right-of-way with either a minimum of 30 feet of frontage, or the minimum lot width for the zoning district or use as applicable.

4. Privately maintained access within a remote subdivision. All remote subdivisions, where roads are constructed, shall be served by a privately maintained access as provided by in Section 3.6.025.

¹ Acceptance for public maintenance under this Code is not a guarantee of performance of maintenance by the borough or of any specific level of maintenance if undertaken; maintenance of rights-of-way or other public areas within the borough is established from time-to-time at the discretion of the Assembly and the Public Works Department, through the budgetary process.

3.6 – Public and Private Facility Improvements

3.6.020 Transportation Standards

A. General Requirements.

1. Except as provided by Subsections 4 and 5, below, existing substandard streets and planned streets within or abutting a proposed development shall be improved in accordance with the standards of Chapter 3.6 as a condition of development approval.
2. All street improvements, including the extension or widening of existing streets and public access ways, shall conform to this Section, and shall be constructed consistent with the Petersburg Borough Standard Construction Specifications.
3. All new streets shall be contained within a public right-of-way. Public access ways (e.g., pedestrian or bicycle ways trails, paths) may be contained within a right-of-way or a public access easement, subject to review and approval of the Public Works Director.
4. The decision-making authority may allow, by Variance under Chapter 4.4, modification, waiver or deferral of standard street improvements, including sidewalks, roadways, bicycle lanes, as applicable, where one or more of the following conditions in (a) through (d) is met. Where the decision-making authority agrees to defer a street improvement, it shall do so only where the future payment for development is guaranteed, by bond or agreement.
 - a. The standard improvement conflicts with an adopted capital improvement plan.
 - b. The standard improvement would create a safety hazard.
 - c. It is unlikely due to the developed condition of adjacent property that the subject improvement would be extended in the foreseeable future, and the improvement under consideration does not by itself significantly improve transportation operations or safety.
 - d. The improvement under consideration is part of an approved minor subdivision, lot line adjustment, or lot consolidation in a residential district and does not create any new street or require public dedication of a street, public way, or access.
5. Construction of the street improvements shall not be required as part of a plat approval or as a condition of development for a Remote Subdivision, as defined in Subsection 5.1.030. All street improvements, both required and voluntarily provided, outside of Service Area I shall be served by a privately maintained access as provided by in Section 3.6.025.

B. Street Location, Alignment, Extension, and Grades.

1. All new streets, to the extent practicable, shall connect to the existing street network and allow for the continuation of an interconnected street network.
2. Specific street locations and alignments shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets.
3. Grades of streets shall conform as closely as practicable to the original (pre-development) topography to minimize grading.

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4. New streets and street extensions shall not exceed a grade of 10%. Where such grades are unavoidable, the decision-making authority may allow, as part of the review procedure and in consultation with the Public Works Director, an exception to the 10% standard and may require mitigation, such as a secondary access for the subdivision or other mitigation to protect public health and safety.
5. Where required local street connections are not shown on an adopted borough street plan, or the adopted street plan does not designate future streets with sufficient specificity, the development shall provide for the reasonable continuation and connection of existing streets to adjacent developable properties, conforming to the standards of this Code.
6. Existing street-ends that abut a proposed development site shall be extended with the development, unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code. In such situations, the applicant must provide evidence that the environmental or topographic constraint precludes reasonable street connection.
7. Proposed streets and any street extensions required pursuant to this Section shall be located, designed, and constructed to allow continuity in street alignments and to facilitate future development of vacant or redevelopable lands.

C. Rights-of-Way and Street Section Widths. The standards contained in Table 3.6.020.C are intended: to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian, and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties. Where a range of street width or improvement options is indicated, the decision-making authority shall, as part of the review procedure, determine requirements upon consultation with the Public Works Director and based on the following factors:

1. Street classification and requirements of the roadway authority, if different than the borough's street classifications and requirements;
2. Existing and projected street operations relative to applicable standards;
3. Safety of motorists, pedestrians, and bicyclists, including consideration of accident history;
4. Convenience and comfort for pedestrians and bicyclists;
5. Provision of on-street parking;
6. Placement of utilities;
7. Street lighting;
8. Slope stability, erosion control, and minimizing cuts and fills;
9. Surface water management and storm drainage requirements;
10. Emergency vehicles or apparatus and emergency access, including evacuation needs;
11. Transitions between varying street widths (i.e., existing streets and new streets); and
12. Other factors related to public health, safety, and welfare.

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Table 3.6.020.C Street, Sidewalk, and Bikeway Standards*										
Street Type	Ave. Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Paved Width	Within Curb-to-Curb Area				Curbs	Planting Strips	Side-walks
				Motor Vehicle Travel Lanes	Median or Center Turn Lane	Bike Lanes	On-Street Parking			
Arterials										
Avenues:										
2-Lane Avenue	3,000 to 10,000 ADT	59'-86'	32'-33'	10'-10.5'	none	2 at 6'	8' bays	6"	7'-12'	5'-12'
3-Lane Avenue		70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6'	8' bays	6"	7'-12'	5'-12'
Collectors	1,500-5,000 ADT									
Residential:										
No Parking		49'-51'	22'	11'			None	6"	7'-8'	5'-12'
Parking One Side		50'-56'	25'-27'	9'-10'			7' lane	6"	7'-8'	5'-12'
Parking Both Sides		57'-63'	32'-34'	9'-10'			7' lanes	6"	7'-8'	5'-12'
Commercial Streets:										
Parallel One Side		55'-65'	28'	10'		5'-7'	8' lane	6"	7'-8'	6'-12'
Parallel Both Sides		63'-73'	36'	10'		5'-7'	8' lanes	6"	7'-8'	6'-12'
Diagonal Parking One Side		65'-74'	37'	10'		5'-7'	Varies	6"	7'-8'	6'-12'
Diagonal Parking Both Sides		81'-91'	54'	10'		5'-7'	Varies	6"	7'-8'	6'-12'

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Table 3.6.020.C Street, Sidewalk, and Bikeway Standards*

Street Type	Ave. Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Paved Width	Within Curb-to-Curb Area				Curbs	Planting Strips	Sidewalks
				Motor Vehicle Travel Lanes	Median or Center Turn Lane	Bike Lanes	On-Street Parking			
Local Streets	Less than 1,500 ADT									
Residential:										
Parking One Side*		46'-57'	23'-24'	16'-17' (queuing)			7' lane	6"	4'-12'	4'-6'
Parking Both Sides		44'-64'	28'	14' (queuing)			7' lanes	6"	4'-12'	4'-6'
No Parking		36'-56'	20'	20'			None	6"	4'-12'	4'-6'
Commercial:	See Collector standards for commercial streets.									

* All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority, including requirements for pavement, curbs, drainage, striping, and traffic control devices. Where a planting strip is provided, it shall consist of a minimum 4-foot-wide strip between the sidewalk and the curb or roadway. Where a swale gutter or drainage way is provided, it shall either be placed between the roadway and sidewalk or behind the sidewalk on private property, subject to borough approval and recording of required public drainage way and drainage way maintenance easements. Streets with parking on one side only should be avoided. When used, they must be posted NO PARKING where applicable.

D. Transportation Connectivity and Future Street Plans. The following standards apply to the creation of new streets:

1. **Intersections.** Streets, where required, shall be located and designed to intersect as nearly as possible to a right angle. Street intersections shall have a minimum intersection angle of 70 degrees. All legs of an intersection shall meet the above standard for at least 100 feet back from the point of intersection. No more than two streets shall intersect, i.e., creating a four-legged intersection, at any one point. Street jogs and intersection offsets of less than 125 feet are not permitted. Intersections shall be designed to facilitate storm water runoff into borough-approved storm water facilities.
2. **Access Ways.** The decision-making authority may, as part of the review procedure, require a developer to provide an access way where the creation of a cul-de-sac or dead-end street is unavoidable and the access way connects the end of the street to another street, a park, or a public access way. Where an access way is required, it shall be not less than 6 feet wide and shall contain a minimum 4-foot-wide all-weather surface approved by the decision-making authority. Access ways shall be contained within a public right-of-way or public access easement.
3. **Connectivity to Abutting Lands.** The street system of a proposed subdivision shall be designed to

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connect to existing, proposed, and planned streets adjacent to the subdivision. Wherever a proposed development abuts unplatted land or a future development phase of an existing development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Street ends shall contain turnarounds constructed to Uniform Fire Code standards, as the decision-making authority deems applicable, and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.

- 4. Street Connectivity and Formation of Blocks.** In order to promote efficient vehicular and pedestrian circulation throughout the borough, subdivisions and site developments shall be served by an interconnected street network, pursuant to the standards in paragraphs (a) through (d) below. Distances are measured from the edge of street rights-of-way. Where a street connection cannot be made due to physical site constraints, approach spacing requirements, access management requirements, or similar restrictions, where practicable a pedestrian access way connection shall be provided pursuant to Chapter 3.3.
 - a. All Residential zones: Minimum of 200-foot block length and maximum of 600-foot block length; maximum 1,400-foot block perimeter;
 - b. Downtown Commercial (DC) zone: Minimum of 200-foot block length and maximum of 400-foot block length; maximum 1,200-foot block perimeter;
 - c. General Commercial (GC) zone and Light Industrial (LI) zone: Minimum of 100-foot block length and maximum of 600-foot block length; maximum 1,400-foot block perimeter; and
 - d. Not applicable to General Industrial (GI), Waterfront Industrial and Public Facilities zones.
- 5. Cul-de-Sac.** A cul-de-sac street shall only be used where the decision-making authority, as part of the review procedure, determines that environmental or topographical constraints, existing development patterns, or compliance with other applicable borough requirements preclude a street extension. Where a cul-de-sac is allowed, all of the following standards shall be met:
 - a. The cul-de-sac shall not exceed a length of 600 feet, except where the decision-making authority, using a Type II procedure pursuant to Section 4.1.030, determines that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.
 - b. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Uniform Fire Code and the standards of Table 3.6.020.C.
 - c. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to paragraph 2 above.
- 6. Future Street Plan.** Where a subdivision is proposed adjacent to other developable land, a future street plan shall be filed by the applicant in conjunction with the proposed subdivision in order to demonstrate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed subdivision and shall include other

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divisible parcels within 600 feet surrounding and adjacent to the proposed subdivision. The future street plan is not binding, but is intended to show potential street extensions with future development. The plan must demonstrate, pursuant to borough standards, that the proposed development does not preclude future street connections to adjacent developable land.

7. Except where approved as part of a Remote Subdivision, private access drives serving more than four dwellings are prohibited in Service Area I.
- E. Construction Standards.** Street design shall conform to the standards of the applicable roadway authority; for borough streets that is the Petersburg Borough Standard Construction Specifications. Where a conflict occurs between this Code and the Standards, the provisions of this Code shall govern.
- F. Fire Code Standards.** Where applicable Fire Code standards conflict with other borough standards, the decision-making authority shall consult with the State Fire Marshal in determining appropriate requirements. The borough shall have the final determination regarding applicable standards.
- G. Substandard Existing Right-of-Way.** Where an existing right-of-way adjacent to a proposed development is less than the standard width, the decision-making authority, as part of the review procedure, may require the dedication of additional rights-of-way at the time of Subdivision, Minor Subdivision, or Site Design Review, pursuant to the standards in Table 3.6.020.C.
- H. Traffic Calming.** The decision-making authority, as part of the review procedure, may require the installation of traffic calming features, such as reduced street width (parking on one side), speed tables, or speed humps, to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.
- I. Sidewalks and Bicycle Lanes.** Sidewalks and bicycle lanes shall be installed concurrent with development or widening of new streets, pursuant to the requirements of this Chapter. Maintenance of sidewalks in the right-of-way is the continuing obligation of the adjacent property owner.
- J. Street Names.** No new street name shall be used which will, in the determination of the decision-making authority, duplicate or be confused with the names of existing streets in the Petersburg Borough. Privately maintained streets or driveways providing access to more than two lots shall be named. Addresses will be assigned by the borough in accordance with the house numbering system in effect in the borough.
- K. Survey Monuments.** Upon completion of a street improvement and prior to acceptance by the borough, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the borough that all boundary and interior monuments have been established and protected.
- L. Street Signs.** The agency with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.
- M. Streetlight Standards.** Streetlights shall be relocated or new lights installed, as applicable, with street improvement projects. Streetlights shall conform to borough standards, or the requirements of the roadway

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authority, if different than the borough.

N. Street Cross-Sections. The final lift of pavement shall be placed on all new public roadways prior to final borough acceptance of the roadway unless otherwise approved by the Public Works Director.

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3.6.025 Privately Maintained Access in a Right-of-Way

A. Purpose. Provide for privately maintained access roads in developments outside of Service Area One and for small developments of 4 or fewer lots located within Service Area I. Privately maintained access roads shall be constructed within a dedicated right-of-way and may be constructed to less than full public street construction standards.

B. Application. On a preliminary plat application, the applicant must include a request for a privately maintained access road in a right-of-way. If the request is not part of a subdivision process, a review of a request for a privately maintained access road shall be conducted using a Type II procedure, pursuant to Section 4.01.030. The request shall contain the following:

- (1) A preliminary plan and profile of the proposed privately maintained access road and any proposed public or private utilities; and
- (2) A proposed access agreement as required by Subsection C below.

C. Access agreement. An access agreement must be executed between by and between the borough and all property owners proposed to be served by a privately maintained access road (collectively referred to "the grantees"). The agreement must identify the parties and the properties, all signatures must be notarized, and the agreement must include the following provisions:

- (1) In exchange for the grantees not being required to construct a road that can be accepted for maintenance by the borough, the parties execute this agreement with the intent for it to run with the land and bind all heirs, successors, and assigns consistent herein;
- (2) The grantees acknowledge that the borough is not obligated to consider or provide any maintenance, including snow removal, for the privately maintained access. Within Service Area I, the grantees are required to arrange for year-round reasonable maintenance for the privately maintained access, including snow removal, sufficient to meet weather conditions and to allow for safe vehicular traffic;
- (3) The grantees and the grantees' heirs, successors, and assigns will defend, indemnify, and hold harmless the borough from any claim or action for any injury, loss, or damage suffered by any person arising from the location, design, maintenance, or use of the privately maintained access.
- (4) The grantees will ensure that use of the privately maintained access road will not block vehicular or pedestrian access by the public in the right-of-way;
- (5) The borough will have unimpeded access in the right-of-way;
- (6) The grantees are required to arrange for maintenance of the right-of-way. The grantees will maintain the privately maintained access road and public right-of-way according to the conditions established in this agreement;
- (7) The borough will record a copy of the agreement, at the grantees' expense, with the state recorder's

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office. The Agreement must identify each lot or parcel of land to be served by a privately maintained access road;

(8) For access roads located within Service Area I, acknowledgement that in the event the borough proceeds with the future development of the right-of-way, the grantees shall remove from the right-of-way, at their own expense, any improvements, as deemed necessary by the borough, and that the grantees agree not to protest borough assessments for construction and/or installation of streets and roads, in addition to other assessments as may be required by the borough in the right-of-way;

(9) The grantees are prohibited from subdividing their properties unless the privately maintained access is updated to include additional lots or parcels created during subdivision; and

(10) The grantees authorize the borough to amend this access agreement by adding a new owner-.

D. Standards.

(1) Agency review. The Planning Official shall forward the request for a privately maintained access road to the fire department, utility department, and public works department.

(2) Approval criteria. The decision-making authority, as part of the review procedure, may approve a subdivision or development, with or without conditions, with privately maintained access in a public right-of-way if all of the following criteria are met:

(a) The subdivision or development is located outside of Service Area I, or the subdivision or development is located within Service Area I and the proposed access would abut and provide access to 4 or fewer lots.

(b) The proposed privately maintained access road will be located in a public right-of-way that has not been accepted for public maintenance;

(c) The proposed privately maintained access does not endanger public safety or welfare;

(d) The proposed privately maintained access road will be improved to provide for emergency service access; and

(e) The abutting parcels have alternative and practical frontage on a publicly maintained right-of-way; or the property owners of all abutting parcels are signatories of the access agreement required by this Section.

E. Approval process.

(1) All of the requirements of this Code and the conditions identified in the preliminary plat or other development decision have been satisfied;

(2) The area for the right-of-way has been dedicated to the borough. The privately maintained access road has been constructed and approved by the Public Works Director;

(3) The access agreement is recorded; and

(4) The Final Plat or other development decision identifies the privately maintained access road and

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references the recorded access agreement

F. Other requirements.

(1) If a preliminary plat or other development with a privately maintained access road in the public right-of-way is approved, the applicant must apply to the public works department for approval to construct the privately maintained access, accompanied by final construction plans. Additional fees and bonding may be required for final plan review, inspection, and construction of the access road and utilities.

(2) The applicant shall install a street sign, which shall indicate the name of the privately maintained access road, pursuant to 3.6.020.J and 3.6.020.L.

3.6.030 Public Use Areas

A. Dedication of Public Use Areas.

1. Where a proposed park, playground, or other public use shown in a plan adopted by the borough is located in whole or in part in a subdivision, the decision-making authority may require the dedication or reservation of this area on the final plat for the subdivision, provided that the impact of the development on the borough park system is roughly proportionate to the dedication or reservation being made.
2. The borough may purchase or accept voluntary dedication or reservation of areas within the subdivision that are suitable for the development of parks, playgrounds and other public uses; however, the borough is under no obligation to accept such areas offered for dedication or sale, or develop such areas if accepted.

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3.6.040 Sanitary Sewer and Water Service Improvements.

A. Sewers and Water Mains Required. All new development is required to connect to borough water and sanitary sewer systems, as follows:

1. For developments with 1-4 lots, connection to the water and sanitary sewer is required if the systems are within 150 feet of the property line.
2. For developments with 5 -15 lots, connection to the water and sanitary sewer is required if the systems are within 600 feet of the property line.
3. For developments with 16 or more lots, connection to the water and sanitary sewer is required if the systems are within 1,500 feet of the property line.

Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with PMC 14.04 (water), 14.08 (sewer), 14.18 (extension to subdivision) and Petersburg Standard Construction Specifications. It is the responsibility of a property owner and/or developer to provide the municipal utility infrastructure from existing locations to the subdivision and to each lot within the subdivision. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other utilities shall also be stubbed with the streets, except as may be waived by the decision-making authority, as part of the review procedure and in consultation with the Public Works Director and Utility Director, where alternate alignment(s) are provided.

B. Sewer and Water Plan Approval. Approval for sewer and water improvements shall not be issued until the Utility Director has approved all sanitary sewer and water plans in conformance with borough standards and codes.

C. Over-Sizing. The decision-making authority may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans, and the borough may authorize other cost-recovery or cost-sharing methods.

D. Inadequate Facilities. Development may be restricted or rationed by the decision-making authority where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The Utility Director may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed.

E. Private Domestic Wastewater Systems. If a proposed development is located at greater distances from the existing public sewer systems than specified in Subsection A above, a private system, of the type specified in (1) or (2) below, is required unless the developer chooses to connect to the public system.

1. Community and cluster wastewater systems. Community wastewater systems, which have shared collection, treatment, and disposal; and Cluster wastewater systems, which have individual on-site

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treatment with a shared collection and disposal system. The proposed wastewater systems must be approved by the Alaska Department of Environmental Conservation and any other agencies having jurisdiction. Proof of DEC review must be submitted to the borough prior to approval of development.

2. Private wastewater system. Property owners are responsible for obtaining approval from the Alaska Department of Environmental Conservation and any other agencies having jurisdiction prior to installing a private wastewater system.

3. Private systems within Service Area I. Private wastewater systems within Service Area I shall be installed pursuant to PMC Chapter 14.08.

4. Operation and Maintenance. The property owner shall operate and maintain private wastewater facilities in a sanitary manner at all times, at no expense to the borough.

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3.6.050 Storm Drainage and Surface Water Management Facilities

- A. General Provisions.** The decision-making authority shall approve development only where adequate provisions for storm water runoff have been made and approved, in consultation with the Public Works Director.
- B. Accommodation of Upstream Drainage.** Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the Public Works Director.
- C. Effect on Downstream Drainage.** Where it is anticipated that the additional runoff resulting from the development will overload an existing drainage facility, the decision-making authority shall withhold approval of the development until provisions have been made for improvement of the potential condition.
- D. Over-Sizing.** The decision-making authority may require as a condition of development approval that storm drainage systems serving new development be sized to accommodate future development within the area.
- E. Existing Watercourse.** Where a proposed development is traversed by a watercourse or drainage way or channel, there shall be provided a minimum 10' wide storm water easement or drainage right-of-way conforming substantially with the lines of such watercourse, way or channel. A minimum 25' wide easement shall be provided if the stream is included in ADFG Anadromous Waters Catalog. The decision-making authority may, as part of the review procedure, require such further width as will be adequate for conveyance and maintenance to protect the public health and safety.
- F. Culverts.** The minimum size of culvert is 12" diameter and max length is 40' unless otherwise approved by the Public Works Director.
- G. Remote Subdivisions.** The decision-making authority, as part of the review procedure and in consultation with the Public Works Director, shall waive all storm water drainage requirements, except E, as applicable, where the development under consideration is within a Remote Subdivision (see definition of Remote Subdivision in Section 4.6.010).

3.6.060 Utilities

The following standards apply to new development where extension of electric power or communication lines is desired.

- A. General Provision.** The developer of a property is responsible for coordinating the development plan with the applicable utility service providers and paying for the extension and installation of utilities to the

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subject property.

B. Utilities.

- 1. General Requirement.** The requirements of the utility service provider shall be met. All utility lines in new developments, including, but not limited to, those required for electric, communications, lighting, and related facilities shall be installed according to PMC 14.16.540 - Subdivision and mobile home parks underground distribution requirements and/or PMC 14.18 – Municipal Utility Extensions. The decision-making authority may require screening and buffering of above ground facilities to protect the public health, safety, or welfare.
- 2. New Developments.** In order to facilitate placement of utilities, the following additional standards apply to all new development:
 - a. The developer shall make all necessary arrangements with the serving utility to provide the services. Care shall be taken to ensure that no above ground equipment obstructs vision clearance areas for vehicular traffic, per Subsection 3.3.030.G.
 - b. The Public Works Director and Utility Director are reserved the right to approve the location of all surface-mounted facilities.
 - c. All underground utilities installed in streets must be constructed and approved by the applicable utility service provider prior to the surfacing of the streets.
 - d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

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3.6.070 Easements

- A. Provision.** The developer shall make arrangements with the borough and applicable utility service providers for each utility for the provision and dedication of utility easements necessary to provide full services to the development.
- B. Standard.** Utility easements shall conform to the requirements of the utility service provider. All other easements shall conform to the conditions of approval of the decision-making authority.
- C. Recordation.** All easements for electric, sewer, storm drainage and water quality facilities, natural water courses, water mains, electric lines, or other utilities shall be recorded and referenced on a survey, final plat or other borough-approved document, as applicable. See Chapter 4.2 Site Design Review, and Chapter 4.6, Subdivisions.

3.6 – Public and Private Facility Improvements

3.6.080 Separate Construction Plan Approval

Within Service Area I, no development, including installation or construction of electricity facilities, electrical equipment, sanitary sewer and water systems, streets, buildings, or other structures, shall be undertaken without plans having been submitted to and approved by the Petersburg Borough Building Official, all permit fees having been paid, and all required permits having been issued. Permit fees are required to defray the cost and expenses incurred by the borough for review of construction and other services in connection with the improvement; permit fees are as set by Borough Assembly resolution.

3.6 – Public and Private Facility Improvements

3.6.090 Facility Installation

- A. Conformance Required.** Improvements installed by the developer, either as a requirement of these regulations or at the developer’s option, shall conform to the requirements of this Chapter, approved construction plans, and to improvement standards and specifications adopted by the borough.
- B. Adopted Installation Standards.** The Petersburg Borough has adopted Standard Construction Specifications for improvements and utility installations within the public right-of-way.
- C. Commencement.** Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.
- D. Resumption.** If work is discontinued for more than six months, it shall not be resumed until the Public Works Director or Utility Director is notified in writing and grants approval of an extension.
- E. Borough Inspection.** Improvements shall be constructed under the inspection of the Public Works Director or Utility Director, as set out in the Borough Code. The Director may approve minor changes to the approved plans if unusual conditions arising during construction warrant such changes in the public interest, except that substantive changes to the approved plans shall be subject to review under Article 4. Any survey monuments that are disturbed by the developer or subdivider shall be replaced or reset prior to final inspection and acceptance of the improvements.
- F. Engineer’s Certification and As-Built Plans.** A registered civil engineer shall provide written certification in a form required by the borough that all improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to the borough’s acceptance of the public improvements, or any portion thereof. The developer’s engineer shall also provide two sets of “as-built” plans or electronic data for permanent filing with the borough. If required by the borough, the developer or subdivider shall also provide a warranty bond pursuant to Section 3.6.100.

3.6 – Public and Private Facility Improvements

3.6.100 Performance Guarantee and Warranty Bond

- A. Performance Guarantee Required.** The decision-making authority, at its discretion, may approve a final plat or development when it determines that at least 75 percent of the improvements required for the site development or subdivision, or phase thereof, are complete and the applicant has an acceptable assurance for the balance of said improvements. The applicant shall provide a bond issued by a surety authorized to do business in the state of Alaska, an irrevocable letter of credit from a surety or financial institution acceptable to the borough, cash, or other form of security acceptable to the borough.
- B. Determination of Sum.** The assurance of performance shall be for a sum as approved by the decision-making authority, in consultation with the Public Works Director and Utility Director, as required to cover the cost of the completion of improvements, including related engineering and incidental expenses, such as legal, administrative and recording costs relating to the guarantee, inspection, surveillance and testing, plus reasonable inflationary costs. The assurance shall not be less than 115 percent of the estimated cost of the remaining improvements.
- C. Itemized Improvements Estimate.** The applicant shall furnish to the decision-making authority an itemized improvements estimate, certified by a registered civil engineer or contractor, to assist the authority in calculating the amount of any performance assurance.
- D. Agreement.** A written agreement between the borough and applicant shall be signed and may be recorded. The agreement may include a provision for the construction of the improvements in stages and for the extension of time under specific conditions. The agreement shall contain all of the following:
1. The period within which all required improvements shall be completed, not to exceed three years;
 2. A provision that if work is not completed within the period specified, the borough may complete the work by calling upon the performance guarantee, and recover the full cost and expenses from the applicant; and
 3. The required improvement fees and deposits.
- E. When Applicant Fails to Perform.** In the event the applicant fails to carry out all provisions of the agreement and the borough has un-reimbursed costs or expenses, over and above the amount of the performance guarantee, resulting from such failure, the borough can recover all such costs and expenses from the applicant.
- F. Termination of Performance Guarantee.** The applicant shall not cause or allow termination or expiration of the guarantee without first securing written authorization from the decision-making authority.
- G. Warranty Bond.** A warranty bond, good for one year from the date of final acceptance by the borough, is required on all improvements and landscaping when installed in the public right-of-way. The warranty bond shall equal 7 percent of the total cost of such improvements and landscaping.

3.6 – Public and Private Facility Improvements

H. Release of Performance Guarantee. The performance guarantee shall be released upon the final approval of all the improvements covered by the agreement executed under Subsection D, above, and the posting of the Warranty Bond required under Subsection G, above.

I. Enforcement. All provisions of this Chapter are mandatory and may not be altered by a subdivision improvement agreement. The obligations contained in this Chapter shall be enforceable by methods of enforcement of ordinances, as well as all legal options available to the borough