

# *Municipality of Anchorage*

## MEMORANDUM

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**DATE:** May 18, 2015

**TO:** Planning and Zoning Commission

**THRU:** *JW* Jerry T. Weaver, Jr., Director  
Community Development Department

**FROM:** *EM* Erika McConnell, Manager  
Current Planning Section

**SUBJECT:** 2015-0049: Amendment to various sections of Anchorage Municipal Code ("new" code) relating to residential design standards and open space

The attached ordinance is an amendment to several sections of Anchorage Municipal Code Title 21 Land Use Regulations ("new" code). The amendments primarily relate to the design standards for multifamily residential and townhouse development, and to the residential open space requirements. The Planning and Zoning Commission is being asked to make a recommendation on the proposed ordinance to the Anchorage Assembly.

Please note that existing text proposed to be deleted is CAPITALIZED and shown in [brackets], and new text proposed to be added is underlined. In the exhibits, text proposed to be deleted is also highlighted in gray, and text proposed to be added is also highlighted in yellow.

### **BACKGROUND**

Shortly after the adoption of the new Title 21, staff began to hear concerns regarding the multifamily design standards. Some members of the development community expressed concerns that the standards were too complicated, too restrictive, and too expensive. On August 22, 2014, the department held a workshop to review the multifamily residential design standards and related sections of code, to get a firm grasp on the issues raised by the development community.

Based on feedback from the workshop and further review with the Assembly Title 21 Committee, staff developed a number of proposed changes, most of which are

contained in the open space standards and the residential design standards. The amendments result from months of development, testing, and review. They address the major concerns and numerous specific issues raised in August 2014 and in Assembly Title 21 Committee meetings.

### **AGENCY AND PUBLIC COMMENT**

All reviewing agencies who provided comments, other than Building Safety, had no comment or objection. Building Safety provided comments from a structural engineering perspective. Those concerns are addressed in the section on building articulation below, and amendments are proposed in the Recommendations section at the end of this report.

The proposed ordinance was routed to all community councils in the municipality. No comments from community councils or the general public have been received.

### **DISCUSSION**

The *Anchorage 2020: Anchorage Bowl Comprehensive Plan* was designed to accommodate even more population growth, infill, and redevelopment than the community has experienced since 2000. It emphasized that design, amenities, and neighborhood compatibility are integral to higher density. Some of the relevant Anchorage 2020 policies related to “design standards” call for:

- New higher density residential development to be accompanied by building and site design standards;
- Establishing minimum standards for site plan layout and building design of new development for appearance, function and compatibility;
- Siting and designing residential development to enhance the residential streetscape and diminish the prominence of garages and paved parking areas;
- Designing attractive affordable housing that is suited to its environs;
- Incorporating crime prevention and other public safety needs into design of residential areas, such as through windows facing neighborhood streets and common areas; and
- Creating neighborhood environments that invite pedestrian use and emphasize pedestrian access and landscaping.

*Anchorage 2020* contains the following strategy titled “Design Standards”:

This strategy responds to the need to be more efficient with land use, the importance of design in the economic success of urban areas, as well as the community’s desire to be more attractive, comfortable year-round, and reflective of our natural setting. It seeks to improve the appearance and function of developments, including their ability to respond to the specific northern city conditions of Anchorage, such as sun angles, length of days, wind, cold, snow, and rain. This strategy calls for the creation of site and building design guidelines and standards. The design standards and guidelines would consider such things as building scale and massing, roof lines, windows, entries, pedestrian access, parking lot design, storm water run-off, building placement and orientation, natural light, wind, landscaping, indoor and outdoor lighting, public spaces, and outdoor furniture. Once developed, some design standards or guidelines may apply to all developments, some may relate to specific overlay districts or planning areas, some may apply to certain types of developments, and others could be part of development incentive strategies. Implementation will require consensus on the standards and where they should apply. Review procedures would be developed to ensure that proposed designs comply with the standards. (page 96)

The Chugiak-Eagle River Comprehensive Plan Update (December 2006) contains the following:

Community Design Objective i: Support the development of design standards for multi-family dwellings that address safety and aesthetics. (page 37)

Community Design Policy/Strategy n: Implement regulations pertaining to the design of multi-family dwellings including, but not limited to, building appearance, emergency access, drainage, protection of natural resources, protection of surrounding neighborhoods, snow storage and handling, landscaping, signage, lighting, and open space. (page 39)

Housing and Residential Development Policy/Strategy i: Develop design standards that incorporate northern city design, and recognize both the urban and rural characteristics of Chugiak-Eagle River. (page 41)

The community has consistently called for design standards to improve the appearance and function of our neighborhoods, and the Assembly has adopted policies and strategies directing design standards to be created and adopted. The Planning Division,

through the development of Title 21 regulations, has sought to implement the Assembly's direction and the community goals by developing standards that add value to the community, create new developments that are both functional and attractive, and do not place too much burden on the developer.

Staff has proposed amendments to the adopted new Title 21 that respond to recent concerns by builders while also retaining minimum standards for how well higher density infill projects fit into existing neighborhoods and implement the policies of the comprehensive plan.

The recommended scope of the attached amendments also reflects multiple code studies and site examples that indicate the new code allows more multifamily apartment bulk and density for infill sites than did the old Title 21, in part because of lower parking requirements. As called for in the comprehensive plan, the new code is intended to mitigate this density with minimum standards. Experience indicates that Anchorage's strategy of supporting new higher density infill and redevelopment projects is likely to have greater success if existing neighborhoods and residents are protected through some minimum ground rules for compatibility in urban environments. These amendments are intended to retain this balance in the new code.

The proposed ordinance combines the sections for design standards for multifamily developments and the design standards for townhouse developments, so that the menu choices of standards apply to both types of structures. The consolidation reduces the length of section 21.07.110 from 19 to 11 subsections. The remaining menu choices and requirements are in places simplified and clarified, made more flexible and less prescriptive, and less subject to discretionary reviews, while implementing comprehensive plan policies and strategies, and retaining minimum standards to raise the minimum threshold for new development and fit multifamily and townhouse infill projects into existing neighborhoods. The consolidation of multifamily and townhouse design standards results in the need for amendments to other portions of code.

Amendments to the private open space requirements are intended to clarify the intent and function of private open space; reduce the requirement amount of open space in all multifamily zoning districts; allow front entry porches and stoops, smaller balconies, parking courtyards, and snow storage areas to count as required open space; and reduce the minimum width of required open space when abutting perimeter landscaping.

Amendments to the high density residential district specific-standards moderately increase maximum building height and lot coverage, allow more building bulk by-right, and provide more exceptions to the height transitions to lower density neighborhoods.

The following pages provide more detailed explanation of the proposed ordinance, section by section.

### **Section 1**

In the R-2M district, the number of units in a structure has been limited to 8 for a long time, presumably to control the size and bulk of buildings in this medium-density district. Due to the significant difference in unit size between a 650 sf apartment and a 2,100 sf townhouse (for example), the size of an 8-unit structure can vary greatly depending on the type of housing provided. The adopted code limits the number of townhouse units in a single structure in the R-2M district (in section 21.07.110D.3.) That limitation is proposed for deletion, and a maximum structure length is proposed in order to address bulk and massing in a more consistent manner. For a comparison, the 8-unit, 2-story rowhouse development on the southwest corner of 11<sup>th</sup> and E Street is approximately 160 feet long. *(Page 1, lines 26-28)*

F.2.c. should be deleted, as the review requirements for multiple principal structures on a single lot in the R-2M district are provided in table 21.06-1 and section 21.07.110G.2. (with which this provision actually conflicts). *(Page 1, lines 29-31)*

The last standard is no longer necessary due to the consolidation of the design standards and the more flexible entryway treatment section. *(Page 1, lines 32-36)*

In the R-3 district, the 10-unit limitation on number of townhouses in a single structure (in section 21.07.110D.3.) is proposed for deletion, and a maximum structure length, consistent with a walkable city block scale, is proposed. For a comparison, the Admirals Cove apartment structures on DeBarr Road are approximately 212 feet long. *(Page 2, lines 5-7)*

In the R-4 district section, the amendment to section H.2.d. increases the maximum height in R-4 district from 60 to 70 feet to coordinate the height limits in Title 21 with typical floor height dimensions, wood construction practices, and building code and fire code height limitations. The amendment responds to a concern developers brought to the Assembly Title 21 Committee, that a 60-foot height limit may create problems for taller wood-frame (“Type V-A”) mid-rise structures in the R-4 district. Wood-frame construction is the most cost-effective type of mid-rise multifamily structure; however, the building code allows no more than four floors of wood frame construction.

Development costs increase substantially when building with steel and concrete, which must be used to construct taller buildings. The building code allows a ground floor level with concrete and steel commercial or parking garage construction underneath the four floors of wood frame. This enables cost-effective wood-frame construction to yield up to five stories or 70 feet of building height. *(Page 2, lines 16-17)*

Subsection H.2.d.iv., which specifically attempted to address the issue of a steeply pitched roof extending beyond the 60-foot height limit, is recommended to be deleted, as it is no longer necessary or consistent with the code's intent, given a 70-foot height limit. *(Page 2, lines 30-37)*

The changes in H.2.d.ii. relax the requirement. *(Page 2, line 22-27)*

Regarding section H.2.e., for structures in the R-4 district, the 10-unit limitation changes to a maximum length of 300 feet. Three hundred feet is more generous than the equivalent provision that existed in townhouse section, and is the largest size that is consistent with a walkable city block scale in R-4 zoned parts of town. *(Page 3, lines 1-3)*

The by-right floor area ratio (FAR) in the R-4 and R-4A districts is proposed to be increased from 1.0 to 1.5 before bonus provisions need to be used. This change is a relaxation of the standard. It is intended to coordinate with the maximum lot coverage provision so that at least as much development bulk is allowed by-right in the R-4 (without having to earn bonus FAR) as allowed in medium density districts. It also ensures that most any development can earn up to the maximum FAR allowed in the district through providing bonus features from the FAR incentives menu. This retains the objectives of the FAR bonus features to mitigate the impacts of higher density. *(Page 3, line 12)*

The amendment in I.2.c.vi. eliminates a secondary requirement from the ambient daylight menu choice, which attached a unique height transitions requirement that differed from the generally applicable daylight plane provision of 21.06.030D.8. This recommended deletion comes in response to a code study of how this bonus menu choice would apply to a recent proposed development. The extra height transition requirement was found to be confusing, and somewhat redundant, as buildings will still comply with the main daylight plane requirements of chapter 21.06. *(Page 3, lines 26-32)*

## **Section 2, Exhibit A**

The changes proposed allow more lot coverage to developments in the R-4 and R-4A districts. These amendments respond to the experience of several recent development

reviews, in which developments whose bulk and density met the intent of these districts in the new Title 21 were having trouble meeting these requirements. While the maximum lot coverage of 60 percent would be greater than under the old Title 21 R-4 district, a review of other communities' equivalent districts suggests that the greater coverage is in keeping with practices elsewhere. This change will allow more efficient use of land in developments where parking is provided under/within the building. (*Exhibit A*)

### **Section 3**

The amendments to the exceptions increase flexibility in the height transitions requirements and respond to issues identified during a recent development project, while retaining the objectives of the standard. The changes clarify and standardize the language and allow more exceptions by-right without further discretionary review by the director.

The new section 8.d.iii. allows structures to be up to the maximum height of the R-2M or R-3 zoning district, when that is the zoning of the protected lot. This is intended to allow at least the same amount of height in the higher density district as would be allowed in a lower density multifamily district. (*Page 4, lines 10-14*)

The new section 8.d.iv. allows structures to be up to the maximum height of the zoning district of the protected lot along one side lot line, where it is accepted that setbacks between buildings are necessarily smaller. (*Page 4, lines 15-19*)

Areas not counting when measuring floor area ratio are proposed to include any floor area below ground (grade plane), not just area used for parking, because FAR limitations are intended to help control the bulk of a structure, and any area underground does not add to a structure's bulk. (*Page 5, lines 1-2*)

### **Section 4, Exhibit B**

Many changes are proposed to the open space section, based on review of proposed projects and testing of existing projects.

Private open space is meant to satisfy on-site needs of residents, on their property, immediate to their units, in their own defensible space rather than the public realm. It is solely for their use and available to the residents all hours, being "their" space. It also provides greenery, open space or visual relief within the development site, in and amongst the buildings or right by the building. This integrates relief from building bulk and paved areas into the neighborhood development pattern, lot by lot. This special function differentiates private open space from public parks, streets, and open spaces,

and is a reason why it is most common for cities to establish minimum expectations for open space that apply consistently, even in traditional urban contexts near parks. Some of these benefits are documented in the 2012 Anchorage Housing Market analysis.

#### 21.07.030A., Purpose

Comments by participants in the August 22, 2014 workshop for the development community indicated that more purpose statements and clarity of intent would be helpful, so purpose statements are proposed. The new objectives c., d., and e., in particular, are intended to help provide a context for evaluating the open space requirements in the sections that follow.

#### 21.07.030B., Applicability and Open Space Requirement

The recommended new subsection 1., *General*, is intended to improve brevity, clarity, and consistency in the district-specific subsections 3 through 5 which follow it. It consolidates generally applicable provisions from the other subsections. It enables the proposed deletions of redundant statements in subsections 3, 4, and 5.

Subsection 1 also makes a substantive change, in response to concerns raised by the development community. It exempts townhouse-style developments from having to make half the required open space be shared in common. Site tests indicate that the layout characteristics of smaller infill townhouse projects are such that requiring half of the open space be in common could result in lower than planned densities for the district. Other parts of the code already require that larger site condominium developments provide some common space serving all of the residences (subsection 21.07.110G.).

Amendments to subsections 2, 3, 4, and 5 recommend reducing the required amount of residential private open space area in all districts. This responds to concerns that the new open space requirements were difficult to comply with while maintaining project densities. It results from evaluation of proposed projects, other cities' codes, and code study tests on representative local developments.

The private open space requirement in the R-2M district is recommended to be reduced to 400 square feet. This is the same amount required by the old Title 21. (Developments can be eligible for a further reduction of 25 percent, down to 300 square feet per dwelling, through the Incentive for High Quality Spaces in subsection 21.07.030D.4.)

Likewise, the amendment reduces private open space requirement in the R-4 and R-4A districts back down to the same amount required in the old Title 21 for the R-4 district



(100 square feet). Projects that are eligible for a 25 percent reduction through the Incentive for High Quality Spaces could get this requirement down to 75 feet.

The open space requirement in the R-3 district is recommended to be reduced substantially, from 400 to 280 square feet, in response to site tests and developer comments. The Incentive for High Quality Space would further reduce this by 25 percent, down to 210 square feet. This change places the R-3 requirement closer to mid-way between the amount required in the R-2M and R-4 districts. This is more consistent with densities expected in the R-3 district relative to the other zones.

As adopted, the new Title 21 carried forward the old requirement for 400 square feet in the R-3. The proposed amendment to require less private open space comes in recognition that, on a per square foot basis, the old “usable yard” requirement was in fact relatively easy to meet. The old minimum dimension of a usable yard, 10 feet, did not yield functional spaces that met the intent of the code. Developments could count their rear and side yard areas, landscaping beds, or other leftover space, without having to consider how to incorporate spaces with enough width, access, or quality to be functional spaces for outdoor stays or views. The new Title 21 increases the minimum dimension to 15 feet or more. This deters casual use of rear and side yard setbacks or other narrow leftover spaces to meet the requirement. It also establishes minimum ground rules for accessibility and quality of spaces to ensure they are usable. Not just any space counts (e.g., a drainage swale or steep slope). Site testing indicates that the amendments retain the improvements in usable open space quality over the old code, despite the reduction in square footage.

The amendments address the development community concerns in a way that keeps the required amount of open space as clear, simple, and consistent as possible for users. It avoids varying the standard by neighborhood context or other external factors that would complicate this amendment project and the code, or jeopardize the main objective to provide adequate open space. The Department and Assembly Title 21 Committee addressed this issue several times during the Title 21 Rewrite project, and documented the reasons for maintaining a consistent private open space requirement in developments near to or far away from schools, public parks, and other off-site open spaces. Among other reasons, it would be very difficult to find an equitable, consistent, or easy way to reduce open space requirement based on neighborhood context or the nearness of public spaces. Additionally, the argument that less space is needed in more “urban” or dense contexts is already to a large degree addressed by the zoning districts – less space is required in the higher density districts. Lastly, as discussed above, private open space is for a specific function that public open space cannot provide.

21.07.030D., Standards

*1. Areas Not Credited*

The changes proposed to this subsection recognize that in specific situations, part of site perimeter landscaping may be counted as open space, and that parking/driveway areas, when designed as a parking courtyard, may also be counted as open space. (The department is preparing a separate amendment to the parking courtyards provisions in 21.07.060F.18.)

*2.a. Individual Private Open Space*

The amendment in subsection 2.a.ii. which reduces the minimum balcony width/depth from six to four feet, responds to several comments from the development community. It is intended to make the minimum balcony dimension width more practical in context of how Title 21 measures “minimum inside dimension,” while ensuring a minimum usable width. Cantilevering more than four feet out from the façade is much more difficult and expensive.

The amendment in subsection iii. which gives allowance for front porch or stoops responds to comments by the design community at the August 22, 2014 workshop, and adapted from another city’s code for urban neighborhoods to fit Anchorage conditions. The minimum size generally ensures provides adequate outdoor staying space, while leaving the shape and configuration to the designer.

Subsection v. is language which is moved from a deleted subsection, Physical Delineation. It is the only part of the deleted subsection to be retained. In general, it appears that required landscaping along streets (table 21.07-2) is sufficient to provide physical delineation for open space in most situations.

*2.b. Common Private Open Space*

Proposed changes to this section include a cap on the amount of required common open space that must be contiguous – this would apply to large developments. For example, if 100 duplex units are proposed in an R-2M district, the open space requirement would be 40,000 square feet, and of that, 10,000 square feet would be required to be contiguous. Depending on the configuration of the lot(s) and the development, this may not be possible, practical, or even necessary. Three thousand square feet of open space area provides a decent-sized for physical activity, social interaction, picnics, etc.

An additional change proposes to allow the minimum dimension to be reduced when abutting site perimeter landscaping, as long as no barrier, such as a fence, is placed between the open space and the landscaping.

Subsection vi. is language which is moved from a deleted subsection, Physical Delineation, similar to the change proposed in 2.a. above.

*3. Indoor Private Open Space Option*

New language is proposed to provide clarity that was requested from the development community at the August 22 workshop.

*4. Incentive for High Quality Spaces*

A reduction in the minimum dimension for high quality space is proposed to make the standard easier to meet.

**Section 5**

This section makes two changes. It clarifies the conflict (which has caused confusion for the development community) between the snow storage section, which is silent on whether or not snow can be stored on required parking, and the parking section, which states that “required parking spaces shall be available for the parking of [users]” (21.07.090B.3.) Under the old code, which required more parking than necessary, snow storage on required parking stalls had less impact. Under the new code, which reduces the required amount of parking down much closer to actual peak demand for uses such as residential multifamily, office, and industrial uses, it is more important to ensure that required parking stalls remain clear and available for use. *(Page 5, lines 21-22)*

The second change allows snow storage in residential private open space and eliminates the requirement for snow and accumulated trash to be removed by May 1. This change was specifically requested by the Assembly Title 21 Committee. The Department does not support this amendment, as the residential open space, when used for snow storage, will become unusable during the winter and covered in gravel and trash when the snow melts. This goes against the purposes of providing open space. *(Page 5, lines 26-33)*

**Section 6**

The Enhanced Sidewalk Option is amended to remove the requirement for another pedestrian amenity to also be required to meet this amenity’s requirement. *(Page 6, lines 6-12)*

**Section 7, Exhibit C**

21.07.110A., Purpose

The amendment to objective 4 restates it in the positive, by identifying the desired end result rather than a specific type of negative element to avoid. It also focuses the

objective more clearly on visible entryways, as other elements such as “eyes on the street” are addressed in other objectives already.

Objective 7 is moved here from multifamily section’s purpose statement, in order to apply to all types of development in addition to multifamily. For example, the flexible approach of section 21.07.110A. applies to single-family developments as well.

#### 21.07.110B., Alternatives and Flexibility

A new subsection B.4. is added to address situations where steep slopes exist, leaving the lower portion of a building significantly below the abutting public realm of the sidewalk/street. The exception mirrors the change in Section 8 of this proposed ordinance to the definition of “Street Facing Building Elevation” and exempts that portion of a building that is eight or more feet below the abutting sidewalk/street from any requirement placed on street facing building elevations.

#### 21.07.110C., Standards for Multifamily and Townhouse Residential

A primary feature of the amendments is to simplify the regulation and consolidate the multifamily and townhouse sections. The amendments merge the standards for townhouse developments (existing subsection D) into the standards for multifamily developments in subsection C, all of which now applies consistently to both multifamily and townhouse style buildings.

Consolidating the two sections achieves certain objectives:

- Reduce length, complexity and confusion, eliminating multiple redundant, cross-referenced, or overlapping subsections.
- Resolve a problem that has arisen in which users mistakenly apply the multifamily standards to townhouses, and vice versa.
- Simplify the review process for applicants that mix the two structure types in a single development, or structures that are a mix of townhouse and apartment features.

The consolidation also converts some townhouse requirements into menu choices, such as in the building orientation menu. This results in greater flexibility for townhouse developments. Other changes to the menus in the multifamily section are designed to make them easier for townhouse developments to comply with. These changes also make the menus more practical for multifamily developments, by introducing more menu choices (some imported from the townhouse standards), and reducing the level of difficulty of the existing menu choices.

The regulations for the two sections were already relatively generic and addressed relatively basic urban form and orientation issues relevant to both development types. Unlike some other cities' codes (e.g., Seattle, Spokane, etc.), the final regulations as adopted (after years of review and revision) do not get into the level of detail that heavily tailored the standards by building type. Therefore, differences between the two sections were relatively minor, and the proposed amendments are able to reconcile any differences.

A number of attachments to this report provide a series of local site tests to illustrate the amended residential design standards. These include pair of extensive code studies on two infill project examples, the Northwood Apartments multifamily building and the Zion Court townhomes development. These also include sets of partial tests focusing on how specific subsections would apply to example developments. Many of these are tests from the Title 21 rewrite public process that staff has updated, and others are new tests addressing recent developments.

### *1. Purpose*

The August 22, 2014 workshop comments by the design and development community emphasized a need for clarification of the intent for the multifamily standards. A general comment at the workshop was that there is a lack of intent language, so it is hard to know how proposed alternative means and methods will be judged by reviewers. Some participants recommended elaborating and explaining the purpose behind the standards more effectively.

The amendments in the Purpose section clarify the purpose and objectives of the standards for multifamily and townhouse developments. The amendments also consolidate the objectives for townhouse-style structures into the section.

### *2. Applicability*

The content from the townhouse applicability section is moved here.

### *3. Windows Facing the Street*

The amendments separate the street-facing window provisions from the building spacing subsection, as the two address different standards.

The amendments simplify and focus the window requirement on street-facing and front entry building elevations – ie., the public realm interface with the surrounding neighborhood. Specifically, it removes the window requirement from walls facing common open spaces. This change is in context of clarified intent language in the amended purpose statements that emphasize the interface between the building and the

street, for the neighborhood walking environment, sense of neighborhood community, and public safety (“eyes on the street”).

Like other police departments around the country, the Anchorage Police Department has recognized that a physical setting that increases natural surveillance, familiarity among neighbors, and a sense of defensible space by neighborhood residents can discourage crime. The APD has hosted periodic training conferences in crime prevention through environmental design (CPTED). The objectives of subsection 21.07.110C.3. follow from Anchorage 2020 policy #99, which calls for incorporating crime prevention through design standards.

The ordinance retains consistency with community objectives while making the window area requirement easier to follow. Specifically, it:

- Clarifies that the window area requirement applies to no more than two street-facing facades, where a building has more than one frontage.
- Clarifies the street-facing window area requirement does not apply to some parts of the façade, such as roofs, facia, or parking levels below grade.
- Allows window reductions by-right without site plan review. This includes flexibility to move up to one-third of the required window area to other facades, and an energy efficiency exception.

This last amendment is in response to comments made by the development community on August 22, 2014 and other occasions that emphasize the importance of certainty and streamlined reviews. Exceptions that necessitate a discretionary review are of relatively low value to many applicants, and place greater burden on administrative staff. Applicants want flexibility in the window requirements to address site-specific constraints, such as energy efficiency requirements, north-facing streets, etc.

The attachments include a series of illustrative site examples. Site testing and example developments over the years during and after the rewrite of Title 21 indicate that the 15 percent window requirement is practical to achieve and is about the lowest percentage that is effective in meeting the objectives, when considered in combination with by-right transfers of up to one-third of this area and reductions for energy efficiency..

#### *4. Building Spacing*

The amendments separate this section from the windows provisions above, and provide a new illustration to clarify user guidance.

The amendments delete an exception which would allow a department administrator the discretion to permit the transfer of up to one third the required spacing distance to

another side of the structure. The exception is redundant to the Alternative Equivalent Compliance (AEC) procedure in 21.07.010D., which already provides a discretionary administrative review process to allow for these kinds of exceptions. There appears to be no easy, consistent, or fair way to convert this exception into a by-right, non-discretionary provision, and so just using AEC is recommended.

#### 5. *Pedestrian Access*

The walkway access requirement is clarified to apply only to front (not rear) entrances. The amendments make this section applicable to townhouses, replacing a redundant standard in the townhouse section that is deleted.

#### 6. *Building and Site Orientation Menu*

The consolidation of the multifamily and townhouse section converts some townhouse requirements into menu choices by applying the building orientation menu to townhouses. The amendments to the menu incorporate the former townhouse requirements. Other changes to the menu are designed to make them easier for townhouse developments to comply with. This results in greater flexibility for townhouse developments. These changes also make the menu more workable for multifamily developments throughout town, by introducing more menu choices (some imported from the townhouse standards) and reducing the level of difficulty of the existing menu choices. The recommended amendments add a total of four new menu choices.

The amendments reduce the minimum window area in menu choices b. and c. from 20 down to 15 percent of the façade wall, providing credit for developments that fully meet the window area requirements established in the Street-Facing Windows subsection. In addition, the changes allow applicants to get credit for both menu choices b. and c., if they meet both. The amendments then add a new menu choice that offers additional credit for achieving the original menu standard of 20 percent windows.

Two new menu choices convert former townhouse requirements into menu choices for townhouse structures in the Building Orientation Menu. Menu choice h. converts width limitations for front-facing garages from a townhouse requirement to a menu choice for townhouse structures. Menu choice k., *Visible Front Entries*, is also a converted townhouse requirement. The applicant may select these two former requirements—limited garage width and visible entries—as two of the minimum of three choices the applicant is required to select from the menu. Accompanying amendments delete Townhouse subsection D.10, *Front-Facing Garages*, and a standard in

subsection D.5., *Entryway Treatment*, which required townhouse entries to be visible from the street.

The content of menu choice k., *Visible Front Entries*, includes several changes and clarifications from the content of the townhouse entryway visibility requirement that it replaces. It clarifies that it applies only to the front entry, and not rear entrances such as patio doors. In response to questions from developers, it also clarifies the criteria for determining if an entry located on the side wall is still “visible” from the street in order to receive credit for this menu choice.

### 7. *Building Articulation Menu*

Several parts of the building articulation menu were of the most concern for the development and design community. In response to comments from the design community, the amendments to this menu make the following changes, while remaining consistent with the objectives in 21.07.110C.1.:

- Simplify the menu choices, making them more flexible and less prescriptive, while retaining clarity and certainty.
- No longer require building wall articulation (wall plane modulation). Shift away from emphasizing wall modulation over other choices, and instead simply recognize and provide credit for it when it is provided.
- Simplify the wall modulation menu choice a. Make it more flexible and less prescriptive by removing most of the dimensional requirements. Combine the three wall modulation choices a., b., and c. from the adopted code into one (a.).
- Increase the flexibility of menu choice b., *Overall Building Modulation*, in response to examples of unanticipated modulation techniques in recent developments.
- Remove prescriptive dimensional requirements and increase flexibility in other menu choices, including balconies, bay windows, and entry articulation.
- Clarify the degree of change in color required in menu choice d., in response to site test examples in which minor differences in shade could have been interpreted to meet the letter although not the intent of building articulation and visual variety.
- Broaden the entry articulation menu choice i. to credit other forms of entry articulation besides sheltered porches, as the weather protection menu already addresses sheltered roof structures.
- Simplify and clarify the foundation landscaping menu choice k., and allow it to be used on facades with more than one garage bay door.

A series of photographic site tests is provided as an attachment. The findings of these tests with regard to the effectiveness of the amendments are summarized on the second page.



The Planning Division received agency comments from the municipal Building Safety Division, regarding four of the menu choices in the Building Articulation Menu. While Building Safety supports the direction of the amendments to no longer require wall modulation, they expressed concerns that menu choices a., b., c., and l. still encourage off-sets in façade walls and roof planes. Off-sets increase the cost of a structure and complicate the ability of a structure to resist Anchorage's seismic, wind and snow loads.

Planning and Building Safety staff met and discussed these concerns, and determined several changes to the four menu choices that would make the language more acceptable from the perspectives of planning policies and building engineering. In the discussions, Building Safety staff elaborated on its comments. They explained the building code's focus on requiring continuous, unbroken load paths in the structure, in resisting seismic and other forces. This includes minimizing breaks in continuous shear walls and roof surfaces (roof diaphragms). Off-sets break up or reduce the strength of shear walls and roof diaphragms. The deeper the off-set, or the larger the break in a shear wall or roof diaphragm, the bigger the problem is. Among the menu choices, roofline modulation (menu choice l.) is of greatest concern to Building Safety. Breaks in roof diaphragms create the most vulnerability, and are the most difficult to mitigate.

Wall and roofline off-sets are a common local building practice. They are particularly effective at achieving the planning objectives of the Building Articulation Menu, in reducing the visual scale of large structures so they fit into neighborhoods, and improving the pedestrian environment and neighborhood appeal. Many local buildings tested (see attached testing examples) meet and exceed the menu choices in question. So the Building Articulation Menu seeks to recognize and give credit for these when projects provide them. However, because load path offsets create increased vulnerability to seismic, wind, and gravity forces, Building Safety recommends the Municipality avoid requiring or further encouraging offsets as a policy.

Planning and Building Safety agreed it would be acceptable to retain a., b., and c. as available menu choices that recognize and give credit for wall modulation when it is provided, but with edits to avoid requiring or giving extra credit for larger off-sets or otherwise emphasizing off-sets over other menu choices. In the edits recommended at the end of this report, menu choice a. would not give double credit for extra articulation or deep (4 foot) offsets. Menu choice b. would reduce its minimum width from 15 percent to 10 percent of the façade length to better coordinate with thresholds in the building code. Menu choice c. would give credit by-right for off-sets 18 inches deep instead of 4 feet deep.

Planning and Building Safety staff agreed to recommend deleting menu choice l., *Roofline Modulation*, in order to avoid encouraging this local building practice which Building Safety engineers find least appropriate given Anchorage’s seismic and sub-Arctic climatic conditions. The Building Articulation Menu still gives credit for smaller roofline modulations which do not break up the main roof surface diaphragm, such as minor end-gable roof forms, chimneys, or terracing parapets, in menu choice e., *Detail Elements*.

Planning staff tested the building articulation menu with these recommended changes on several dozen local example developments. The results indicate that the menu choices have more flexibility to recognize the wide variety of articulation schemes that can achieve the intent of the menu. The menu allows buildings to achieve the intent by other means besides off-sets. In the tests, it was more difficult for end wall facades of rows of dwelling units to achieve four menu choices. Because end walls are shorter, a lower level of articulation and variety appeared appropriate in the testing. To keep articulation requirements in proportion to the needs of end walls, the recommended changes below include to require only three menu choices on end wall elevations. (See proposed amendments to draft ordinance in Recommendations section at the end of the report.)

#### *8 Northern Climate Weather Protection and Sunlight Menu*

The recommended amendments clarify the objectives, add two new menu choices, and adjust several existing choices to become easier to achieve.

The amendments first add “northern climate” to the menu title, and clarify the intent statement relating to pedestrian environment and livable density at 61 degrees north.

In response to concerns raised by the design community regarding the prescriptive nature of the dimensional standards in menu choice a., the amendments reduce the minimum size of covered, sheltered entry spaces, and add a new menu choice b. to provides extra credit for enhanced size of entry spaces. The amendments do retain a small minimum dimension in a. and b., as it is necessary in order to ensure the very minimum amount necessary to achieve the objective (many project examples already provide more), and for land use review staff to consistently administer these menu choices.

A new menu choice awards credit for a wind study that is provided in accordance with Title 21 Section 21.07.120.

In menu choices e. and f., it became evident in testing along the south lot line of at least one development site that the requirement to locate plantings to minimize blocking of sunlight access should be applied only to spruce and other evergreen trees, which have been shown to create the most year-round shading impacts. The amendment should avoid conflicts in administration and compliance with achieving these menu item and required site perimeter landscaping requirement along the south lot line.

*Accessory Elements section (proposed for deletion)*

The entire Accessory Elements subsection of the multifamily design standards is recommended to be deleted. This involves two substantive changes.

First, it deletes the multifamily storage area requirement of 30 square feet of enclosed storage area for each dwelling unit. This deletion comes at the request of the Assembly Title 21 Committee, in response to comments from developer representatives that this was one of the more costly regulations in the design standards and it was not flexible enough to reflect differing storage needs depending on type of development. Developer representatives stated that storage needs for residents of multifamily developments can be met by self-storage establishments located throughout town.

The Department does not support the deletion of the storage requirements, as it is not reasonable to expect people to rent a storage unit to store bicycles, winter tires, and the like. As living in Alaska's seasonal climate requires more gear, deleting the provision entirely would externalize the costs of storage to the individual households, the surrounding neighborhoods, and other economic sectors. The Anchorage Industrial Lands Assessment (2015) documents a deficit in land supply needed to support the economy's core industrial uses. One-third of industrially zoned land currently in use is occupied by other uses. Self-storage establishments occupy more than 100 acres of I-1 and I-2 zoned land currently in use in the Bowl. Staff is open to modifications to reduce costs and allow more flexibility. The Department recommends reducing the minimum storage requirement, increasing its flexibility, and incentivizing storage. (See proposed amendments to draft ordinance in Recommendations section at the end of the report.) Please note that the recommendation does not require storage to be provided at ground level, but staff remains concerned that many people are not able to maneuver tires, bicycles, and other heavy/unwieldy objects into and out of storage space provided at or above waist level.

Secondly, removing the Accessory Elements section deletes the limitations on street-facing garages that were specific to multifamily apartment developments. This provision has not undergone site testing, unlike other provisions in the design standards. This provision's intent to address street-facing garages overlaps with

Subsection 21.07.110C.6, Building and Site Orientation Menu, which addresses the interface between the multifamily development, its garage placement, and the neighborhood street in a broader and more flexible way.

#### 9. *Entryway Treatment*

This section consolidates multifamily and townhouse entryway treatment sections into a single provision to be applied consistently across building types.

The multifamily entry menu choices, which have been revised and merged into this section, are clarified and made more workable for entries in smaller-scale multifamily buildings in response to comments made by the design community at the August 22, 2014 workshop.

The menu choices have also been made broader and more flexible, providing more examples of items that get credited. For example, the two menu choices from the multifamily entrance treatment menu that focused on only “double doors” and side- or transom-windows, are expanded to be inclusive of not only those but other “detail elements” and “pedestrian features” in new menu choices c. and d. More kinds of landscaping and pedestrian features also receive credit. Examples are provided with each menu choice in response to August 22, 2014 comments.

By importing the multifamily menu format, the townhouse items have been converted from a list of requirements to being a menu requiring the applicant to select three out of five choices. For townhouses, this changes three of its four requirements into menu choices.

One of the four former townhouse items remains a requirement. The section still requires all projects to provide an outdoor entry space that is distinguished from adjacent asphalt parking areas by using a different surface material or a change in elevation. This requirement is moved from item b. up to the main intro paragraph of this subsection C.9.

This subsection C.9. focuses on entryway design treatment rather than the placement (location) of entries. The townhouse requirement that entries be visible from the street is therefore deleted from item a. of this subsection. The former content of item a. is moved to the Building and Site Orientation Menu to become a new menu choice k., *Visible Front Entries*.

A townhouse entry requirement for a sheltering roof structure over the entry, formerly item c., becomes menu choice a. The minimum dimension of the sheltered area is

reduced to provide more flexibility to designers, but is not eliminated entirely, in order to retain administrative clarity in by-right reviews.

A requirement for a walkway access to the front entry, formerly item d., was identical and redundant to subsection 21.07.110C.5., *Pedestrian Access*, and is deleted.

#### *10. Landscaping*

The amendments make this section, formerly part of just the townhouse section, applicable to multifamily structures where such structures are designed with townhouse-style features such as rows of individual units and garages facing the street. This recognizes that some developments mix the building types.

The content of the former multifamily subsection called “Relationship to Parking”, which requires a landscaping break between the parking lot and the residential apartments, is merged into subsection c., which applies the same requirement to townhouse structures with common parking areas. The planting requirements for this provision are likewise consolidated in subsection d.ii.

The changes attempt to provide a distinction between buildings with individual garages and buildings without. Where there are individual garages, the amount of landscaping required varies with the amount of distance between the building façade and the street or shared driveway access. Specifically, in subsection d.i., where the building is eight feet or less from the street or shared driveway access, the amendments reduce the planting requirements to an amount that will fit in the space provided. The Commission may note that there is no provision for landscaping for areas between eight and 20 feet in length. The Traffic Engineer has indicated that if a parking space is not provided in the space between a building and the street (which would be a minimum of 20 feet in length), then the distance between the building and the street should be eight feet or less, so that it is clear that parking is not permitted in the area. A near term project for staff will be the consolidation of AMCR 21.90 with code, and this provision will be a part of those proposed amendments.

#### *11. Mechanical and Electrical Equipment Screening*

The mechanical and electrical equipment subsection is moved out of the deleted Accessory Elements section. It is merged with the equivalent mechanical screening provision for townhouse development.

#### 21.07.110F.2, Site Design – Multiple Structures on One Lot

In section F.2.b.iii., the threshold between administrative review and major site plan review, based on the number of units in the development, is raised from 15 to 30. An

administrative review is less cumbersome and takes less time. In the R-2M district (the least dense district where multiple principal structures on a lot are allowed), this would generally allow an administrative review for developments under approximately two acres. The lot area would usually be less in higher density districts.

In section F.2.e., the requirement for 30 percent of the site to be open space is removed. Project review found that the new minimum dimensional requirements in the open space section resulted in sufficient open space, so that the 30 percent standard, which had been “borrowed” from the PUD standards, is not necessary. The new recommended standard is that developments of 31 or more units – developments that are essentially creating a new “neighborhood” – must provide half of the required open space as common space for all the residents. However, at the suggestions of the Assembly Title 21 Committee, flexibility is also provided to the decision-making body (the UDC) to make an adjustment of up to 10 percent.

The requirement for buffering neighboring uses was redundant to the Title 21 landscaping requirements. Where the zoning district is different enough to create such a change in density, perimeter landscaping is required by table 21.07-2.

In subsection F.2.e.ii., a building spacing requirement is applied only if the building spacing standards in the multifamily and townhouse section don’t apply.

### **Section 8**

The definition of “Entrance, Primary” (or primary entrance) is amended to add a new term, “primary front entrance,” so that some standards that are applied to primary entrances, but shouldn’t apply to things like sliding glass doors to a rear deck, can be focused onto primary front entrances. This relates to amendments in Exhibit C where “primary entrance” is amended to “primary front entrance” in various locations. *(Page 6, lines 40-41)*

The definition of “Street Facing Building Elevation” is amended to reduce the angle between the building and street that determines a street facing building elevation. An angle of 45 degrees is much more reasonable than a 90 degree angle. Additionally, portions of the building façade that are more than eight feet below the abutting street are proposed to not be considered part of the street facing building elevation. Those portions of the building would thus be exempt from certain requirements. *(Page 7, lines 11-14 and new illustration)*

### **RECOMMENDATION**

The Department recommends approval of these amendments to Title 21, with the following five changes:

1. Page 1, delete section F.2.c.
2. Page 3, after line 32, add a new FAR bonus menu choice viii., as follows:
  - viii. *Bonus for Accessory Storage Areas.*

Two square feet of additional floor area is allowed per square foot of additional accessory storage area. This area shall meet the requirements of 21.07.110C.12., *Accessory Storage*, and be in addition to the minimum required amount of storage area. This bonus shall apply to no more than the first 48 square feet of accessory storage per dwelling unit.
3. Page 5, lines 26-33, revise as follows:
  - f. The site plan shall not[, UNLESS ALLOWED THROUGH AN ADMINISTRATIVE SITE PLAN REVIEW,] designate snow storage areas in required perimeter landscaping, required residential private open space, or on required trees, except as follows. Designation of up to half of required residential private open space may be for snow storage as long as [SHALL BE PERMITTED ONLY ON THE CONDITION THAT] the snow pile and trash accumulation from plowed snow be removed and the space made usable by May 1.
4. Exhibit C, pages 7-7 through 7-10, section 21.07.110C.7., revise as follows (*new changes are highlighted with color – changes proposed in Exhibit C are underlined or capitalized/bracketed, but not colored*):
  7. **Building Articulation [AND VISUAL VARIETY] Menu**

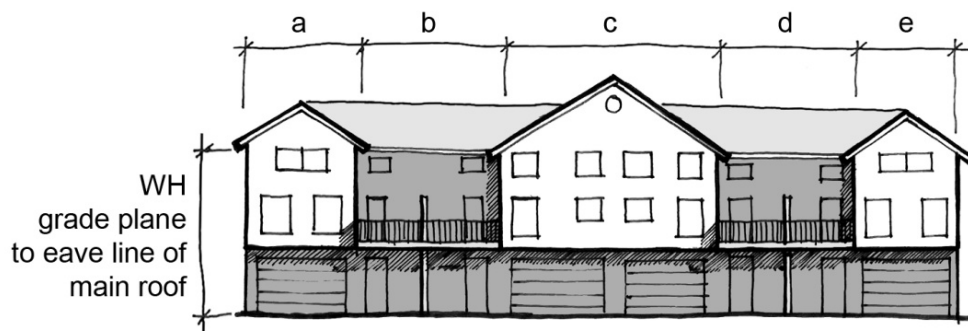
Any building elevation facing a street or having a primary front entrance shall provide at least four features from the menu below, except that the end walls of rows of dwelling units may provide as few as three features. [IF THE APPLICABLE BUILDING ELEVATION IS 42 FEET OR LONGER, THEN A WALL MODULATION CHOICE SHALL BE SELECTED AS ONE OF THE FOUR FEATURES.] This section shall apply to no more than two building elevations, with priority to at least one elevation[S] facing a street [OR WITH THE PRINCIPAL FRONT ENTRANCE(S)]. Each building elevation may use different menu choices.

    - a. **Wall Articulation [MODULATION—AT INTERVALS]**

Articulate the building using wall plane projections or recesses, with changes in plane of at least 18 inches in depth. Space at intervals that relate to the location and size of individual dwelling units or living spaces, or to the number of units across the façade, or that are no more than 30 feet on average (spacing may vary). Provide such articulation for the majority of the building wall height. [THIS MENU CHOICE COUNTS AS TWO FEATURES IF THE CHANGES IN WALL PLANE ARE AT LEAST FOUR FEET IN DEPTH, OR DIVIDE THE FAÇADE INTO WALL PLANES, EACH BEING NO LESS THAN 150 SQUARE FEET AND NO GREATER THAN 500 SQUARE FEET IN AREA.] [PROVIDE WALL PLANE PROJECTIONS, RECESSES, OR REVEALS AT LEAST SIX FEET WIDE, WITH A CHANGE IN PLANE OF AT LEAST FOUR FEET, SPACED AT INTERVALS OF NO MORE THAN 32 FEET, EXCEPT ALLOWING FOR:]

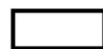
\*\*\* \*\*\*(Several sections of deleted text not copied)

building elevation facing street or having primary front entrance



**a-e: wall plane intervals**

width may vary (see language in a.); height > 50% WH



**wall plane projection**  
≥ 18" deep (varies)



**wall plane**

**WH: Wall Height**

~~(DELETE THE SECOND ILLUSTRATION)~~

b. **[WALL MODULATION--]Overall Building Modulation**  
**[MASSING]**

Provide wall plane projections or recesses having a depth equal to [OF] at least 10[15] percent of the length of the building elevation or 8[12] feet (whichever is less), and whose combined wall area



comprises [EXTENDING] at least 25 percent [OF THE LENGTH] of the building elevation wall area. [THIS MENU CHOICE COUNTS AS TWO FEATURES IF THE CHANGE IN PLANE IS DOUBLE THE MINIMUM DEPTH.]

**c. *Upper Story Cantilever or Step-Back***

[PROVIDE AN UPPER STORY C]Cantilever or step-back an upper story for the majority of the building elevation length, with a change of wall plane of at least [FOUR FEET, OR] 18 inches [IF ACCENTUATED BY A CHANGE IN SIDING MATERIAL OR THE FAÇADE IS ONLY TWO STORIES IN HEIGHT]. [AT LEAST TWO-THIRDS OF THE BUILDING ELEVATION LENGTH SHALL HAVE SUCH CANTILEVER OR STEP-BACK BUILDING ELEVATIONS THAT RECEIVE CREDIT FOR MENU CHOICE 7.B., WALL MODULATION—SEPARATE FAÇADE PLANES, SHALL NOT RECEIVE CREDIT FOR THIS CHOICE.]

\*\*\*      \*\*\*      \*\*\*

**[L. ROOFLINE MODULATION**

PROVIDE VARIATIONS IN ROOF FORM, ORIENTATION, OR HEIGHT USING FEATURES AT LEAST SIX FEET WIDE SUCH AS A TERRACING PARAPET, MULTIPLE PEAKS, JOGGED RIDGE LINES, PROJECTING ROOF FORMS AND ODRMERS, PROVIDED AT INTERVALS ABOVE THE MAIN EAVE LINE (SPACED AS STATED IN MENU CHOICE 7.A. ABOVE). WITH A MAXIMUM OF 32 FEET OF UNINTERRUPTED ROOFLINE OF THE MAIN ROOF FORM BETWEEN ROOF MODULATION ELEMENTS. THE VERTICAL DIMENSION OF THE ROOFLINE VARIATION SHALL BE AT LEAST THE GREATER OF TWO FEET OR 10 PERCENT OF THE WALL HEIGHT.]

5. Exhibit C, page 7-17, add a new subsection C.12., as follows:

**12. *Accessory Storage***

Multifamily development and the residential portion of mixed-use developments shall provide covered, enclosed, and secure storage for each dwelling unit, in order to accommodate bicycles, winter tires, and other belongings that typically cannot be accommodated within individual dwelling units.

a. Storage space shall be a minimum of 24 square feet in area and six feet in height.

- b. The minimum area is reduced to 16 square feet for units that are provided bicycle parking in a secure bicycle storage area, for senior housing and affordable housing units, and for units in projects that do not provide automobile parking.
- c. The director shall reduce or waive the storage area requirement if the applicant demonstrates to the director's satisfaction that the storage area is not necessary or the intent is met by alternative means and methods.
- d. Storage areas shall not include closets accessed from within the dwelling, but may include garage floor area not required for vehicle maneuvering or parking.

Attachments: Draft Ordinance and Exhibits (A, B, and C)  
Agency and Public Comments  
Code Study: Northwood Apartments  
Code Study: Zion Court Townhouses  
Building Articulation Menu Site Tests  
Building and Site Orientation Menu Site Tests  
Street-facing Window Requirements - Examples  
Height Transitions for Neighborhood Protection - Examples

Submitted by: Assembly Title 21 Committee  
Prepared by: Community Development Department  
For reading:

**ANCHORAGE, ALASKA  
AO NO. 2015-**

**AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 (“NEW” CODE, EFFECTIVE JANUARY 1, 2014), SECTIONS 21.04.020, 21.06.020., 21.06.030, 21.07.030, 21.07.040F., 21.07.060F., 21.07.110, AND 21.14.040 TO ADDRESS NEEDED CORRECTIONS.**

(Planning and Zoning Commission Case 2015-0049)

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**THE ANCHORAGE ASSEMBLY ORDAINS:**

**Section 1.** Anchorage Municipal Code section 21.04.020 is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**F. R-2M: Mixed Residential District**

\*\*\*      \*\*\*      \*\*\*

**2. District-Specific Standards**

- a. Residential [MULTIFAMILY] buildings shall contain no more than eight dwelling units.
- b. The maximum length of a building elevation that is three stories in height at any point shall be 150 feet. Otherwise the maximum length shall be 180 feet.
- c. On lots where more than one principal structure is allowed (see table 21.06-1), the development of more than one principal structure on a lot requires an administrative site plan review.

[C. MULTIFAMILY BUILDINGS WITH FOUR OR FEWER UNITS MAY COMPLY WITH THE SINGLE-FAMILY PRIMARY ENTRANCE REQUIREMENTS OF 21.07.110E.3. IN LIEU OF MEETING THE MULTIFAMILY PRIMARY ENTRANCE TREATMENT REQUIREMENTS OF 21.07.110C.8.]

**G. R-3: Mixed Residential District**

**1. Purpose**

The R-3 district is a multifamily residential district with gross densities between 15 and 40 dwelling units per acre, provided, however, that housing allowed in the R-1, R-1A, R-2A, and R-2D are a permitted use. It is intended primarily for multifamily and townhouse dwellings characterized by low-rise multistory buildings. It allows a higher percentage of lot coverage than the R-2M zone, while also maintaining the residential living environment with landscaping, private/common open spaces, and other amenities for residents. This district provides

1 greater housing opportunities and efficient use of residential land near  
2 commercial, community activity centers, town centers, and areas well  
3 served by transit.  
4

5 **2. District-Specific Standard**

6 The maximum length of a townhouse-style building elevation shall be  
7 250 feet.  
8

9 **H. R-4: Multifamily Residential District**

10 \*\*\* \*\*  
11 **2. District-Specific Standards**  
12 \*\*\* \*\*

13 **d. Building Height Increase**

14 Buildings in the R-4 district may exceed the maximum height  
15 established in Table 21.06-1, up to a maximum total height of  
16 70[60] feet (or slightly more—see subsection 21.06.030D.7.,  
17 Height Adjustments [D.IV. BELOW]), subject to all of the following  
18 requirements to encourage the provision of light and air at the  
19 ground level, and active uses on the ground floor facing the street:

20 i. The development shall participate in the FAR incentives  
21 provided in subsection 21.04.020 I.2.c. below;

22 ii. The ground floor of the building shall be residential or other  
23 permitted non-parking use, for at least 24[25] feet of depth  
24 facing the street for the full length of the street facing  
25 building elevation, except for vehicle entrances and exits.  
26 Where the site has two or more frontages, the standard  
27 shall be met on at least one [TWO] frontage[S];

28 iii. The height increase shall adhere to the height transitions  
29 provisions of subsection 21.06.030 D.8.; and

30 iv. [A PITCHED ROOF FORM MAY EXTEND ABOVE THE  
31 60-FOOT HEIGHT LIMIT, PROVIDED THAT ALL PARTS  
32 OF THE ROOF (INCLUDING ANY DORMER FEATURES)  
33 ABOVE THE HEIGHT LIMIT HAVE A SLOPE OF AT  
34 LEAST 1:2, IT IS NOT A SHED OR BUTTERFLY ROOF,  
35 AND THE FINISHED CEILING OF THE HIGHEST  
36 HABITABLE FLOOR AREA DOES NOT EXCEED 60 FEET  
37 IN HEIGHT; AND

38 V.] Development requesting the height increase shall be  
39 subject to administrative site plan review, unless a higher  
40 level of review is already required.

**e. Maximum Building Length**

The maximum length of a townhouse-style building elevation shall be 300 feet.

\*\*\* \*\*

**I. R-4A: Multifamily Residential Mixed-Use District**

\*\*\* \*\*

**2. District-Specific Standards**

\*\*\* \*\*

**c. Floor Area Ratio (FAR) Incentives for the R-4 and R-4A Districts**

The maximum floor area ratio (FAR) within the R-4 and R-4A districts is 1.5[1.0] FAR, but may be increased up to a maximum total FAR of 2.0 in the R-4 district and 3.0 in the R-4A district through the following bonus provisions, subject to section 21.06.030E. These incentives provide for an incremental increase in the floor area of a development in exchange for incremental increases in any of the following special features deemed of benefit to the community. Increases in the FAR may be achieved through the use of one or more of the following:

\*\*\* \*\*

**vi. Bonus for Ambient Daylight for Residences**

A floor area bonus equal to 10 percent of the lot area (0.10 FAR) but not to exceed 4,000 square feet is allowed for preservation of daylight for all dwellings in the development and facing the development, using the standards of 21.07.110C.8.h.[9.G. TO RECEIVE CREDIT, THE BUILDING SHALL NOT EXCEED A DAYLIGHT PLANE RISING UP OVER THE BUILDING AT AN ANGLE OF FIVE FEET OF RUN FOR EVERY THREE FEET OF RISE, AND STARTING FROM A HEIGHT OF FIVE FEET ABOVE FINISHED GRADE AT THE FOUNDATION OF SURROUNDING RESIDENTIAL BUILDINGS.]

\*\*\* \*\*

(AO 2012-124(S), 2-26-13)

**Section 2.** Anchorage Municipal Code Table 21.06-1 is hereby amended to read as set out in Exhibit A, attached.

**Section 3.** Anchorage Municipal Code Section 21.06.030 is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**D. Height**

\*\*\* \*\*

**8. Height Transitions for Neighborhood Compatibility**

\*\*\* \*\*

**d. Exceptions**

- 1 i. Height exceptions in subsection D.6. above that have a  
2 cumulative width of 20 feet or less facing the residential lot  
3 may penetrate the daylight plane [ARE NOT SUBJECT TO  
4 THE HEIGHT TRANSITIONS STANDARD].
- 5 ii. [THE DIRECTOR MAY EXEMPT A]Any portion of a  
6 proposed development which, being already completely  
7 blocked from the protected property by existing permanent  
8 structures or topography, will have no additional impact  
9 above the daylight plane, may penetrate the daylight plane.
- 10 iii. Any portion of a proposed structure to which this section  
11 applies because it is adjacent to a protected R-2M or R-3  
12 district, and which adheres to the maximum height of the  
13 protected R-2M or R-3 district, may penetrate the daylight  
14 plane.
- 15 iv. Structures to which this section applies may, along one  
16 side lot line shared with a protected residential lot,  
17 penetrate the daylight plane established in subsection 8.c.  
18 above up to the maximum height allowed in the district of  
19 the protected lot, but not including any height exceptions.
- 20 v. The director may allow all or a portion of [EXEMPT] a  
21 proposed development to penetrate the daylight plane if,  
22 because of topography or lot dimensions or configuration,  
23 the height transitions provisions would unduly restrict  
24 permissible development, and reasonable use cannot  
25 otherwise be made of the site of the proposed  
26 development.
- 27 vi[IV]. Exceptions shall be the minimal action that would afford  
28 relief and shall cause the least interference possible with  
29 the intended protections for the residential lots.

30 \*\*\* \*\*

31 **E. Floor Area Ratio (FAR)**

32 \*\*\* \*\*

33 **2. Areas Not Considered in Measuring Floor Area Ratio**

34 Unless otherwise provided in this title, all gross floor area shall be  
35 considered in determining FAR except for the following:

- 36 a. Uninhabitable attics in residential structures;
- 37 b. Residential space in an attic under a roof slope of between 8:12  
38 and 12:12, provided the residential space is limited to one story;
- 39 c. Crawl spaces less than five feet from floor to ceiling;
- 40
- 41
- 42
- 43

- d. Floor area in stories below grade plane [THAT IS DEVOTED TO PARKING OR LOADING];
- e. Detached accessory structures; and
- f. Private open space that meets the standards of 21.07.030.

\*\*\* \*\*

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

**Section 4.** Anchorage Municipal Code section 21.07.030 is hereby amended to read as shown in Exhibit B, attached.

**Section 5.** Anchorage Municipal Code section 21.07.040F. is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**F. Snow Storage and Disposal**

\*\*\* \*\*

**3. Operational Standards**

\*\*\* \*\*

- f. Snow piles stored longer than on a 72 hour temporary basis shall not be placed in required parking spaces or circulation areas.

**4. Snow Storage Areas on New Development Sites**

\*\*\* \*\*

- f. The site plan shall not, unless allowed through an administrative site plan review, designate snow storage areas in required perimeter landscaping[, REQUIRED RESIDENTIAL PRIVATE OPEN SPACE,] or on required trees. Designation of required residential private open space for snow storage shall be permitted[ ONLY ON THE CONDITION THAT THE SNOW PILE AND TRASH ACCUMULATION FROM PLOWED SNOW BE REMOVED AND THE SPACE MADE USABLE BY MAY 1].

\*\*\* \*\*

(AO 2012-124(S), 2-26-13)

**Section 6.** Anchorage Municipal Code section 21.07.060F. is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**F. Pedestrian Amenities**

\*\*\* \*\*

**17. Enhanced Sidewalk Option**

An enhanced sidewalk promotes sidewalk widening and streetscape enhancements to support higher levels of pedestrian activity and access in mixed-use developments. An enhanced sidewalk environment with “main street” style amenities may be provided in lieu of required site perimeter landscaping where it is logical to support a pedestrian zone as

determined through an administrative site plan review, and subject to the following:

- a. The sidewalk width shall be at least 12 feet, and include a pedestrian movement zone, building interface zone, and street interface zone. The street interface zone shall be at least four feet wide along major arterials. At least part of the development's frontage along the enhanced sidewalk shall feature a principal building with a 20-foot maximum setback in compliance with subsection 21.06.030C.5. [A PEDESTRIAN-INTERACTIVE USE MEETING THE STANDARDS OF F.16. ABOVE SHALL BE PROVIDED IN THE BUILDING NEXT TO THE DESIGNATED SIDEWALK.]

\*\*\*      \*\*\*      \*\*\*

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

**Section 7.** Anchorage Municipal Code section 21.07.110 is hereby amended to read as shown in Exhibit C, attached.

**Section 8.** Anchorage Municipal Code section 21.14.040 is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**21.14.040 Definitions**

When used in this title, the following words and terms shall have the meaning set forth in this section, unless other provisions of this title specifically indicate otherwise.

\*\*\*      \*\*\*      \*\*\*

**Entitlement**

Any permit or approval granted under this title, including, but not limited to zoning map amendments, conditional use permits, preliminary or final plat approval, site plan approval, and variances. For purposes of administering and enforcing this title, the term also includes building and land use permits.

**Entrance, Primary**

A principal entry through which people, including customers, residents, or members of the public enter a building. For any commercial or community establishment which serves the visiting public, a primary entrance is open to the public during all regular business hours and directly accesses lobby, reception, retail, or other interior areas designed to receive the public. Fire exits, service doors, vehicle entrances, doors leading directly into a garage or storage space accessory to the use, and employee entrances are not primary entrances. A building or establishment may have more than one primary entrance. For residential dwelling units, the main front entry serving the dwelling(s) is the "primary front entrance."

**Ephemeral Channel**

A natural drainageway that is channelized over part or all of its length and conveys surface water flows for short durations only. Ephemeral channels are transitional to streams but lack the overall geomorphic, hydrologic, and biologic characteristics



commonly associated with stream features. Prolonged flow may occur along very short and isolated segments of an ephemeral channel.

\*\*\*      \*\*\*      \*\*\*

**Street, Dead End**

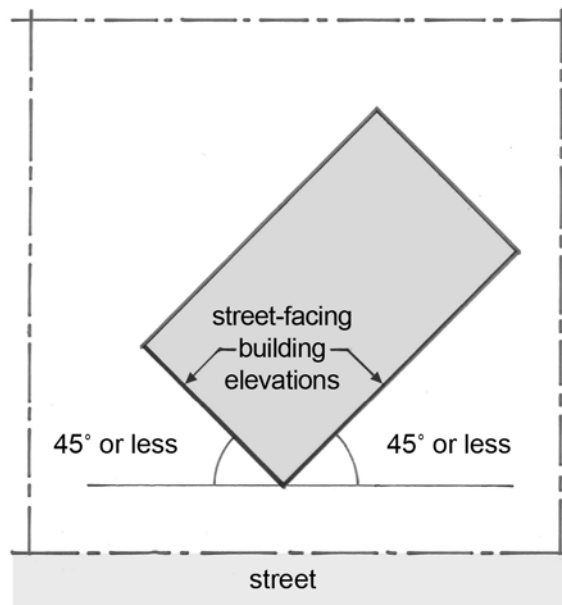
A right-of-way that terminates without a cul-de-sac or a temporary turnaround and the terminus of which has the same width as the width of the right-of-way.

**Street Facing Building Elevation**

The building elevation facing upon the street, comprised of all façade walls that are:

- oriented toward the street at an angle of less than 45[90] degrees; AND
- not separated from the street by another principal structure or site; and
- above the average grade plane of the abutting sidewalk (or street edge), if the average grade plan of the building elevation is eight feet or more below the average grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk).

street facing building elevation



**Street, Half**

A portion of a right of way, including the street pavement that is directly adjacent to a lot's frontage as measured from the ultimate street centerline.

\*\*\*      \*\*\*      \*\*\*

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

1 **Section 9.** This ordinance shall become effective immediately upon passage and approval  
2 by the Assembly.

3  
4 PASSED AND APPROVED by the Anchorage Assembly this \_\_\_\_\_ day of  
5 \_\_\_\_\_, 2015.

6  
7  
8  
9  
10 \_\_\_\_\_  
Chair

11 ATTEST:

12  
13  
14  
15  
16 \_\_\_\_\_  
17 Municipal Clerk

PLANNING AND ZONING COMMISSION CASE 2015-0049  
EXHIBIT A

**TABLE 21.06-1: TABLE OF DIMENSIONAL STANDARDS - RESIDENTIAL DISTRICTS**

*(Additional standards may apply. See district-specific standards in chapter 21.04 and use-specific standards in chapter 21.05.)*

Use	Minimum lot dimensions <sup>1</sup>		Max lot coverage (%)	Minimum Setback Requirements (ft)			Max number of principal structures per lot or tract <sup>2</sup>	Maximum height of structures (ft)
	Area (sq ft)	Width (ft)		Front	Side	Rear		
*** **								
<b>R-4: Multifamily Residential District</b>								
Dwelling, single-family, attached	3,000	35 (40 on corner lots)	40	20	N/A on common lot line; otherwise 5	10	1	35
Dwelling, single-family detached	6,000	50	40		5	10		
Dwelling, townhouse	2,000	20 (30 on corner lots)	60	10	N/A on common lot line; otherwise 5	10	More than one principal structure may be allowed on any lot or tract in accordance with subsection 21.07.110G.2.	35
Dwelling, multi-family	6,000	50	60[50]		5 plus one foot for each 5 feet in height exceeding 35 feet	10		45 <sup>4</sup>
All other uses	6,000	50	60[50]			10		45
<b>R-4A: Multifamily Residential Mixed-Use District</b>								
Dwelling, townhouse	2,000	20 (30 on corner lots)	60	Min: 10 Max: 20 <sup>5</sup> A minimum of 50% of the front building elevation shall be within the maximum front setback (see 21.06.030C.5.)	N/A on common lot line; otherwise 5	15 if adjacent to a residential district (except R-4 or R-4A); otherwise 10	More than one principal structure may be allowed on any lot or tract in accordance with subsection 21.07.110G.2.	35
Dwelling, mixed-use	6,000	50	75[65]		10 if adjacent to a residential district (except for R-4 or R-4A); otherwise 5			45 <sup>6</sup>
Dwelling, multi-family	6,000	50	75[65]					
All other uses	6,000	50	75[65]					45
*** **								

**21.07.030 PRIVATE OPEN SPACE**

**A. Purpose**

1. In residential development, private open space is intended to provide residents with opportunities for active and passive outdoor recreation, relaxation, and enjoyment. Specific residential objectives of this section include:
  - a. Integrate usable open space into the project design and site plan.
  - b. Enhance the livability and value of new developments in existing neighborhoods.
  - c. Create attractive spaces that invite outdoor stays, physical activity, and social interaction, such as gardening, children's play, barbeques, etc.
  - d. Retain vegetated spaces on site and connect to natural surroundings or scenic views where they may exist off site.
  - e. Provide residents with space for their private or common use that is immediately accessible from their residences, and under their surveillance and sense of proprietorship.
2. In nonresidential development, private open space is intended for the general quality of the public domain, and to provide employees and customers with space for active or passive recreation and relaxation.

**B. Applicability and Open Space Requirement**

Development shall be required to set aside private open space according to the following minimum requirements.

1. General: For townhouse-style structures, the required open space may be provided as either individual or common private open space, except where common open space is required in subsection 21.07.110F.2. For multifamily-style construction, at least half the required open space shall be provided as common private open space, and no individual private open space is required. Required open space for residential uses shall not be combined with required open space for nonresidential uses.
2. R-2M districts: 400[480] square feet of private open space per dwelling unit, or an area equal to five percent of the gross floor area of group living uses or nonresidential development.
3. R-3 district: 280[400] square feet of private open space per dwelling unit. [AT LEAST HALF OF THE PRIVATE OPEN SPACE SHALL BE SHARED IN COMMON AMONG THE UNITS.] Group living uses and nonresidential development shall provide an area equal to five percent of the gross floor area for open space.
4. R-4 and R-4A districts: 100[120] square feet of private open space per dwelling unit, AND AT LEAST HALF OF THE PRIVATE OPEN SPACE SHALL BE SHARED IN COMMON AMONG THE UNITS]. Group living uses and nonresidential development shall provide an area equal to five percent of the gross floor area for open space.
5. B-1A, B-1B, B-3, RO, and nonresidential development in residential districts:
  - a. Private open space equal to five percent of the gross floor area of the nonresidential portion of the development shall be provided, up to a maximum requirement of 2,000 square feet.

- b. Where dwelling units are part of the development, an additional 100[120] square feet of private open space per dwelling unit shall be provided[, WHICH SHALL NOT BE COMBINED WITH PRIVATE OPEN SPACE FOR THE NONRESIDENTIAL PORTION OF THE DEVELOPMENT. FOR TOWNHOUSE-STYLE CONSTRUCTION, THE PRIVATE OPEN SPACE MAY BE PROVIDED FOR THE EXCLUSIVE USE OF EACH DWELLING UNIT. FOR OTHER BUILDING TYPES, AT LEAST HALF OF THE PRIVATE OPEN SPACE SHALL BE SHARED IN COMMON AMONG THE UNITS].

6. DT districts: [to be determined through Downtown Plan and regulations processes]

### C. Exemptions

The following are exempt from the private open space requirement:

1. Single-family, two-family, mobile home, and townhouse residential uses;
2. Parks, Public Safety Facility, Transportation Facility, Utility Facility, Telecommunication Facility, Agricultural Uses, Animal Boarding, Large Domestic Animal Facility;
3. Vehicles and Equipment, Manufacturing and Production, Warehouse and Storage, and Waste and Salvage use categories;
4. Any building floor area devoted to parking and/or loading;
5. Any building floor area provided as indoor private open space that meets the standards of subsection D.3[5]. below; and
6. Any nonresidential building with less than 5,000 square feet of gross floor area.

### D. Standards

#### 1. Areas Not Credited

Lands within the following areas shall not be counted towards required private open space areas:

- a. Setbacks with slopes over 10 percent;
- b. Swales with side slopes over 10 percent, and drainage ditches;
- c. Required site perimeter (except as specifically allowed below) and parking lot landscaping;
- d. Public or private streets or street rights-of-way;
- e. Parking facilities, driveways, other motor vehicle circulation areas, loading areas, and refuse collection areas, except as provided in subsection 21.07.060F.18., Parking Courtyards; and
- f. Land covered by structures not intended solely for recreational uses.

#### 2. Private Open Space Areas

In accordance with various open space requirements in subsection B. above, some required open space may be allocated to individual units (individual private open space) and some must be common to all residents/employees/visitors (common private open space).

##### a. *Individual Private Open Space*

- i. Required private open space may be private yard, garden, patio, deck, balcony, or other open space reserved for the exclusive use of a single dwelling unit. It shall be designed for the occupants of a specific

dwelling, and provided immediately adjacent to, and with direct access from the dwelling.

- ii. The minimum inside dimension for such an area used to meet the private open space requirement shall be no less than 15 feet for ground level spaces such as yards, or four [SIX] feet for upper story [ABOVE GROUND LEVEL] spaces such as balconies. The 15-foot dimension may be reduced by three feet where abutting required site perimeter landscaping on the site, as long as the open space and the landscaping are not separated by a fence or other separating feature.
- iii. An unenclosed porch, deck, or stoop that is a minimum of 60 square feet in area, at least 24 inches above the adjacent finished grade, and faces a street, may be counted as individual private open space for the unit to which it is attached.
- iv. Individual private open space for the exclusive use of each dwelling unit shall have a slope of 10 percent or less.
- v. Private open space shall be separated from refuse collection areas by L1 visual enhancement landscaping.

**b. Common Private Open Space**

Private open space areas to be used in common by residents and/or associated with nonresidential uses or mixed uses are intended to be usable spaces that incorporate user amenities facilitating passive or active recreation and relaxation. These areas shall meet the following standards:

- i. At least half of the required common private open space shall be contiguous, up to a maximum of 3,000 square feet.
- ii. Common private open space shall be conveniently accessible to residents or users of the development. The nearest building façade to the open space, any façade sharing a corner with the nearest building façade, or any façade directly facing the open space, shall have a primary entrance. A walkway shall connect common private open space to primary building entrances.
- iii. The minimum inside dimension for an area used to meet the requirement shall be 18 feet for residential uses and 15 feet for nonresidential uses. This dimension may be reduced by three feet where abutting required site perimeter landscaping on the site, as long as the open space and the landscaping are not separated by a fence or other separating feature.
- iv. Common private open space may include lawn areas; picnic areas; gardens; natural vegetation; equipped recreation areas; sports courts; hard surfaced pedestrian spaces such as patios, decks, courtyards, housing courtyards, or plazas; indoor private open space pursuant to D.3[5]. below; and/or roof tops or terraces.
- v. Up to 25 percent of the total required open space area may be developed for active recreation, such as with play equipment or delineated sports field.
- vi. Private open space shall be separated from refuse collection areas by L1 visual enhancement landscaping.

**[PHYSICAL DELINEATION**

A FENCE, HEDGE, EARTH BERM, RAILINGS ON DECKS, AND/OR OTHER CONTINUOUS LINEAR LANDSCAPING FEATURES SHALL DEFINE AND SEPARATE GROUND-LEVEL PRIVATE OPEN SPACE FROM ABUTTING STREETS AND RIGHTS-OF-WAY. SUCH FEATURES MAY BE INCORPORATED AS PART OF REQUIRED PERIMETER LANDSCAPING. A NONRESIDENTIAL PRIVATE OPEN SPACE SUCH AS A PLAZA OR OUTDOOR SEATING AREA SHALL BE EXEMPT FROM THE PHYSICAL DELINEATION REQUIREMENT WHERE IT ABUTS A SIDEWALK OR OTHER PUBLIC PEDESTRIAN SPACE. PRIVATE OPEN SPACE SHALL BE SEPARATED FROM REFUSE COLLECTION AREAS BY L1 VISUAL ENHANCEMENT LANDSCAPING.]

**3. Indoor Private Open Space Option**

Up to 25 percent of the total required private open space for residential uses, and up to 50 percent of the total required private open space for nonresidential uses, may be indoors. Such space:

- a. Shall be located and designed to maximize sunlight access by providing one square foot of transparent window and/or skylight area for each two square feet of floor area of the indoor private open space;
- b. Shall be climate controlled and furnished with features and amenities that encourage its use;
- c. Shall be **available and** accessible to all residents, or to all employees and customers of the development; **[AND]**
- d. **May include areas such as common recreation areas, fitness facilities, common meeting spaces, seating areas, swimming pools, spas, and hot tubs; and**
- e. Shall not be combined with some other function, such as laundry or storage.

**4. Incentive for High Quality Spaces**

The total open space area requirement may be reduced by 25 percent if the largest common open space area meets all the other requirements of this section and the following standards:

- a. Has less than an average five percent slope;
- b. Is well-drained and not wetlands;
- c. Has a minimum inside dimension of **23 [25]** feet for residential uses, or 20 feet for nonresidential uses; and
- d. Receives sunlight access on the majority of the open space for at least four hours per day between the spring and fall equinox.

**5. Ownership**

All private open space areas not reserved for the exclusive use of a single dwelling unit shall be owned jointly or in common by the owners of the development or permanently preserved through some other mechanism satisfactory to the director. While private open space may be platted into separate tracts, those tracts which provide required private open space shall not be sold separately from the development.

**6. Fee In Lieu Prohibited**

The payment of fees in lieu of the set-aside of land for private common open space is prohibited.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

**21.07.110 RESIDENTIAL DESIGN STANDARDS**

**A. Purpose**

The standards of this section 21.07.110 are intended to promote high-quality residential development and construction; protect property values; encourage visual variety and architectural compatibility; and promote an integrated character for the municipality's neighborhoods. Specifically, the standards:

1. Promote new residential developments that are distinctive, have character, and relate and connect to established neighborhoods;
2. Avoid monotony in structure design and site layout by providing variety and visual interest in the exterior design of residential buildings;
3. Enhance the residential streetscape, walkability, and the pedestrian environment by diminishing the prominence of garages and parking lots;
4. Enhance public safety by **promoting lines of sight to residential entries, clearly defining transitions from public to more private residential outdoor spaces, and designing entrances to be prominent** [PREVENTING GARAGES FROM OBSCURING MAIN ENTRANCES OR BLOCKING VIEWS OF THE STREET FROM INSIDE RESIDENCES];
5. Locate active living spaces, entrances, and windows to improve the physical and visual connection from residences to the street, and foster opportunities for casual surveillance of the street and outwardly expressed proprietorship of the neighborhood; [AND]
6. Improve the compatibility of residential development with the residential character of surrounding neighborhoods and protect property values of both the subject property and surrounding development; **and** .
7. **Provide flexible standards that allow for creativity and innovation, site-specific responses, and investment in new housing opportunities.**

**B. Alternatives and Flexibility**

**1. Alternative Equivalent Compliance**

The alternative equivalent compliance procedure set forth in subsection 21.07.010D. may be used to propose alternative means of complying with the intent of this section. Structures over eight units may apply directly to the urban design commission for alternative compliance with plans at least 30 percent complete, that include exterior elevations and dimensions, floor plans, landscaping, and parking plans.

**2. Minor Modifications**

Minor modifications may be applied, pursuant to section 21.03.120, *Minor Modifications*.

**3. Design Innovation Credit**

The decision-making body may approve design innovations not covered by the menu choices, to be used as credit for up to four design features from the menus of this section. The applicant shall demonstrate a specific feature that realizes the intent of the subsection and that:

- a. Achieves an equal or better design solution for the development than would result from application of the basic menu choices; and
- b. Does not adversely affect adjacent properties or streets.



**4. Topography**

Where a standard or menu choice applies to a building elevation facing a street, and the average grade plane of the street-facing side of the building is at least eight feet lower than the average grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk), the standard or menu choice shall only apply to the portion of the elevation that is above the average grade plane of the abutting sidewalk (or street edge).

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

**1. Purpose**

The purpose of these standards is to improve the appearance, livability, compatibility, [OF DESIGN] and functionality of multifamily and townhouse development, recognizing the importance of these elements to supporting [DESIGN IN] the economic success of neighborhoods, [AREAS, THE NEED FOR] more compact and efficient land use and infill housing, and [THE NEED TO ENSURE THE] adequate protection of the surrounding area. These standards are intended to encourage multifamily neighborhood environments which are safe and inviting for walking and cycling, outdoor activity, and transit access, and so reducing vehicle and traffic impacts on denser areas. Specific objectives include:

- a. Promote architectural elements that reduce the perceived mass of larger buildings, avoid blank walls along visible facades, and provide visual variety and human scale elements at/near the ground floor; [PROVIDE VISUAL INTEREST AND ARCHITECTURAL VARIETY IN MULTIFAMILY RESIDENTIAL DEVELOPMENTS THAT AVOIDS FEATURELESS DESIGN, AND REDUCES THE APPARENT BULK OF LARGE BUILDING MASSES;]
- b. Promote sensitive design and site planning for denser compact housing, with respect to surrounding properties, adjacent outdoor activities, and neighborhood scale and context; [OF MULTIFAMILY HOUSING UNITS THAT PRESERVES OR IMPROVES THE CHARACTERISTICS OF SURROUNDING DEVELOPMENT;]
- c. Promote building [DESIGN,] placement[,] and orientation that interfaces with the neighborhood street and engages the pedestrian, to contribute[S] to public safety, attractive street frontages, pedestrian access, and a sense of neighborhood and community;
- d. Promote project design and site planning [BUILDING DESIGN, PLACEMENT, AND ORIENTATION] that considers Alaska's northern climate in terms of weather protection, daylighting, outdoor activity, and access to sunlight;
- e. Provide pedestrian access to building entries that is clearly defined, safe, and inviting for people of all abilities; [PROTECT PROPERTY VALUES OF THE SUBJECT PROPERTY AND SURROUNDING DEVELOPMENT AND PROMOTE ECONOMIC INVESTMENT IN NEIGHBORHOODS;]
- f. Provide relief, including landscaped breaks, from expanses of paved parking, rows of garage doors and townhouse driveways, and unsightly project elements; [IMPROVE THE QUALITY OF LIFE OF RESIDENTS OF MULTIFAMILY RESIDENTIAL DWELLINGS;] and
- g. Promote a safe living environment through "eyes on the street" design elements, such as placement of windows, and transition spaces between the public realm and the more private areas of the development. [PROVIDE FLEXIBLE STANDARDS THAT ALLOW FOR CREATIVITY AND INNOVATION.]

**2. Applicability**

These standards apply to:

- a. [A]Any multifamily structure (three or more units);
- b. The [OR] residential portion of a mixed-use structure;
- c. Any townhouse development;
- d. Any townhouse-style structure, including any attached single-family or two-family use that is constructed in townhouse-style.

This section does not apply in Girdwood.

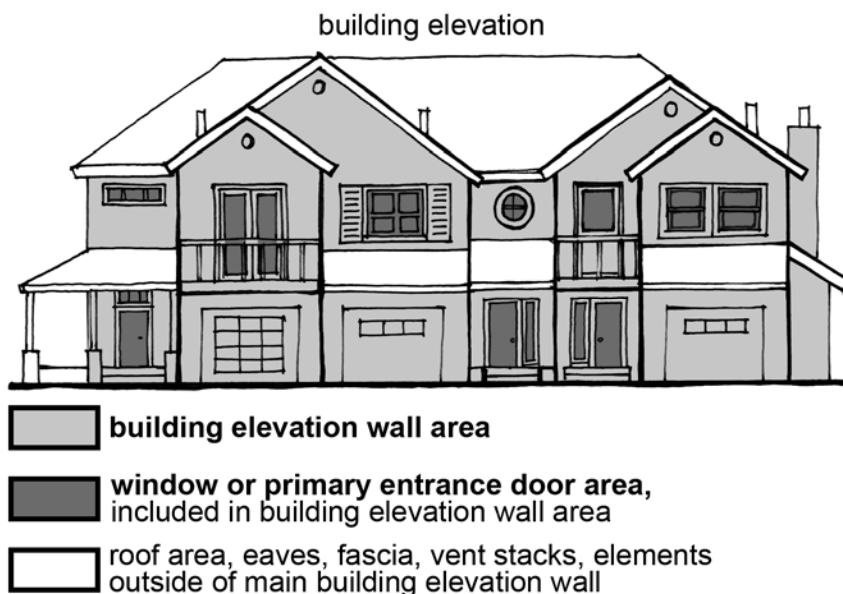
3. **Windows Facing the Street [DAYLIGHTING, VIEWS, AND BUILDING SPACING]**

a. **Windows**

Windows or primary entrance doors shall be provided on each [ANY] building elevation facing a street[, REQUIRED PRIVATE COMMON OPEN SPACE,] or that has primary entrances to dwellings (up to a maximum of two elevations). At least 15 percent of the wall area of the building elevation shall be windows or primary entrance doors. Windows in a garage door do not count towards the minimum area in this section.

b. **Exempt Parts of the Building Elevation**

The façade wall area of stories below grade plane, such as below grade parking, are exempt from the measurement of wall area. The roof, include eaves, fascia, and vent stacks, is also exempt, as illustrated below.



c. **Flexibility in Window Placement**

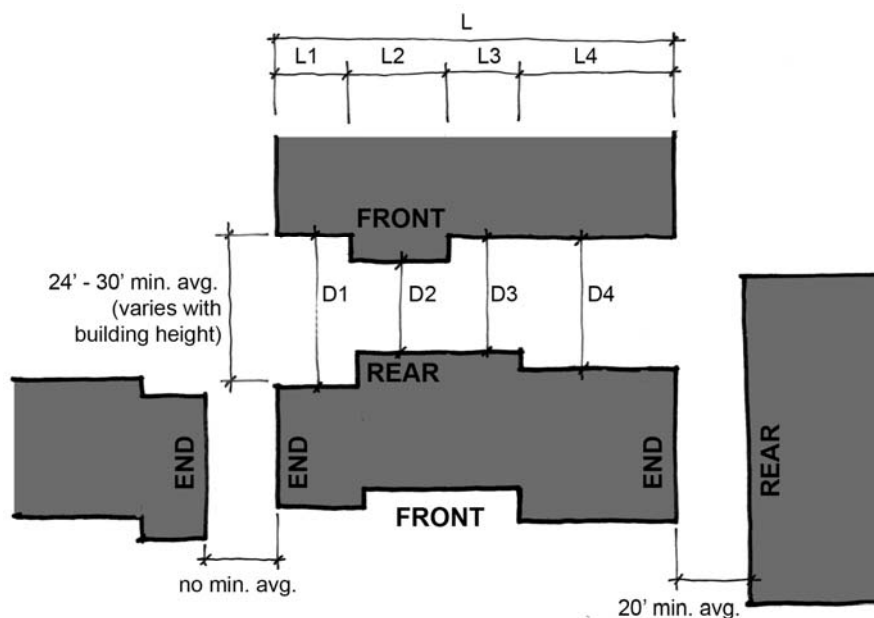
Up to one-third of the required window and entrance wall area may be transferred to another story or side of the structure, at the applicant's choice. Transferred window/entrance area shall be added to a building elevation that already conforms to the 15 percent minimum requirement.

d. **Energy Efficiency Exception**

A reduction in required window area is permitted if demonstrated by calculation by an energy rater certified by the state of Alaska, that the reduction is necessary to achieve an upgraded energy star rating of five star or greater.

**4. Building Spacing**

- a. When the front wall or rear wall of a row of dwelling units faces the front wall or rear wall of another row of dwelling units on the development site, the average distance between shall be a minimum of 24 feet, plus one foot of distance for each foot of building height above 24 feet, up to a maximum requirement of 30 feet.
- b. When the end wall of a row of dwelling units faces the front wall or rear wall of another row of dwelling units on the development site, the average distance between shall be a minimum of 20 feet.
- c. End walls facing end walls are not subject to the building spacing requirement of this section.
- d. Building projections allowed under subsection 21.06.030C.2. are permitted to project into the required space between buildings.
- e. For the purposes of this subsection 21.07.110C.4[3.B.], front walls and rear walls are defined as those walls that are generally perpendicular to party walls between dwelling units. End walls are generally parallel to party walls separating dwelling units, and are located at the end of a row of units. Front and rear walls in a building are typically the primary location of openings for light and air for the dwelling units, while end walls are not.



for articulated facades:  $[(L1xD1)+(L2xD2)+(L3xD3)+(L4xD4)...] / L = \geq \text{min. avg.}$

**[EXCEPTIONS]**

- i. UP TO ONE-THIRD OF THE REQUIRED WINDOW AND ENTRANCE WALL AREA AND/OR REQUIRED SPACING DISTANCE BETWEEN BUILDINGS MAY BE TRANSFERRED TO ANOTHER STORY OR SIDE OF THE STRUCTURE, SUBJECT TO AN ADMINISTRATIVE SITE PLAN REVIEW. TRANSFERRED SPACE SHALL BE ADDED TO PRIVATE OPEN SPACE THAT MEETS THE STANDARDS OF SECTION 21.07.030. IT SHALL BE DEMONSTRATED TO THE DIRECTOR'S SATISFACTION THAT THE TRANSFER RESPONDS TO A SITE SPECIFIC ATTRIBUTE SUCH AS SOLAR ORIENTATION,

PHOTOVOLTAIC PANELS PLACED FOR SOLAR ENERGY COLLECTION, A NOISY ARTERIAL STREET, OR OBJECTIONABLE VIEW, AND THAT MITIGATING FEATURES WILL BE PROVIDED FOR THE AFFECTED WALL OR AREA.

- ii. AN OVERALL REDUCTION IN REQUIRED WINDOW AREA MAY BE APPROVED BY THE DECISION-MAKING BODY IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA, THAT THE REDUCTION IS NECESSARY TO ACHIEVE AN UPGRADED ENERGY STAR RATING OF FIVE STAR OR FIVE STAR PLUS.]

**[RELATIONSHIP TO PARKING**

PARKING SPACES, DRIVEWAYS, AND CIRCULATION AISLES SHALL BE SEPARATED FROM ANY MULTIFAMILY RESIDENTIAL BUILDING FAÇADE BY A LANDSCAPING PLANTING AREA OF AT LEAST FIVE FEET IN WIDTH, AND ALLOWING BREAKS FOR INDIVIDUAL GARAGE ENTRANCES OR (WHERE NOT FACING THE STREET) ROWS OR CLUSTERS OF GARAGE ENTRANCES. THE AREA SHALL BE PLANTED WITH SITE ENHANCEMENT LANDSCAPING OF AT LEAST TEN SHRUBS PER 20 LINEAR FEET OF BUILDING LENGTH. TREES MAY BE USED IN LIEU OF SHRUBS—ONE TREE REPLACING FIVE SHRUBS.]

**5. [RELATIONSHIP TO ]Pedestrian Access [REQUIREMENTS]**

Walkway connections from primary **front** entrances to the street are required in accordance with subsection 21.07.060E.4., except that **[MULTIFAMILY]** developments may provide one of the following alternatives instead:

- a. Primary **front** entrances for individual dwellings may connect to the street by the dwelling unit's individual driveway if such is provided; or
- b. A parking courtyard may be provided in conformance with subsection 21.07.060F.18.

**6. Building and Site Orientation Menu**

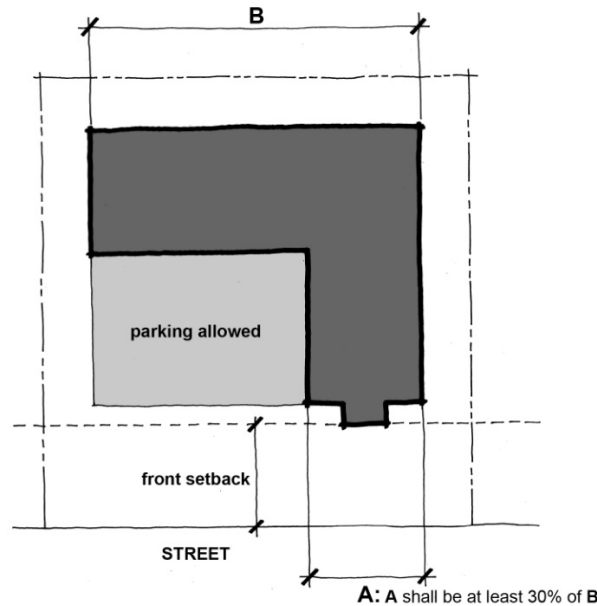
Buildings shall be oriented to surrounding streets, sidewalks, common private open spaces, and the **neighborhood** public realm through at least three of the following menu choices:

- a. **Courtyard Housing**  
Arrange or configure the building(s) to enclose and frame a housing courtyard as described in subsection 21.07.060F.7.
- b. **Orientation of Living Spaces and Windows—Ground Floor**  
Provide windows and/or **[PEDESTRIAN]** entrances **to habitable living spaces** comprising at least **15[20]** percent of the ground-floor wall area of **each** **[ANY]** building elevation **facing****[FRONTING ON]** a street **[OR PRIVATE COMMON OPEN SPACE]** or having a primary **front** entrance **[SERVING MULTIPLE DWELLINGS]**. **Windows in a garage door do not count towards the minimum area in this section.**
- c. **Orientation of Living Spaces and Windows—Overall Development**  
**[AS AN ALTERNATIVE TO 6.B. ABOVE, P]**Provide windows and/or **[PEDESTRIAN]** entrances **to habitable living spaces**, comprising at least **15[20]** percent of the total wall area of all building elevations facing a street **[OR PRIVATE COMMON OPEN SPACE]** or having a **primary****[PRINCIPAL]** front entrance **[SERVING MULTIPLE DWELLINGS]**. **Windows in a garage door do not count towards the minimum area in this section.**
- d. **Orientation of Living Spaces and Windows—Additional Transparency**

Increase the percentage of the wall area comprised of windows and/or pedestrian entrances to 20 percent in subsections 6.b. and/or 6.c. above.

**e. Street Frontage – Parking Beside or Behind the Building**

No more than 70 percent of a street-facing building elevation shall have parking facilities (including garages) between it and the street.

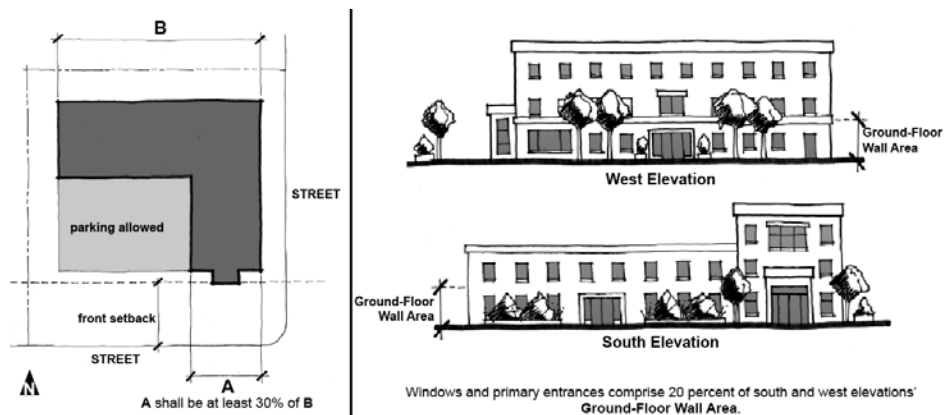


**f. Street Frontage – Limited Parking Width**

As an alternative to 6.e.[C]. above, limit driveways and parking facilities to no more than 50 percent of the total site area between the building and a[THE] street, and garages to no more than 50 percent of the street facing building elevation.

**g. Street Corner Building**

On a corner lot, provide choices 6.e.[B]. and 6.f.[C]. on both street frontages, such that the building (including its habitable floor area with windows) is placed nearest the corner, and any parking facilities are located beside or behind the building away from the street corner. Compliance with this feature counts for meeting two.



**h. Limited Front-Facing Garage Width for Townhouses**

Where garages for individual townhouse-style dwelling units face the street or are on the same building elevation as the primary front entry to the dwellings,

limit the garage door width to no more than 50 percent of the width of each dwelling, or up to 67 percent provided the building façade achieves one more feature than required in subsection C.7., *Building Articulation Menu*.

**i. *Enhanced Sidewalk***

Provide an enhanced sidewalk conforming to subsection 21.07.060F.17. on at least one street frontage that is not less than 100 linear feet.

**j. *[ENTRANCE WITH ]Separated Walkway to the Street***

[PROVIDE A PRIMARY ENTRANCE ON EACH STREET-FACING BUILDING ELEVATION OR A PRIVATE COMMON OPEN SPACE VISIBLE FROM THE STREET, CONNECTED] *Connect all primary entrances* to the street by a clear and direct walkway separated from and not routed through a parking facility.

**k. *Visible Front Entries***

**i.** Place the primary front entrance(s) (at least one shared primary front entrance for a multifamily structure) on a street-facing building elevation, or facing a common private open space that is visible from and has direct access to the street.

**ii.** As an alternative, place the primary front entrance(s) on a façade at an angle of up to 90 degrees from the street, where there is an unobstructed line of sight from the street or sidewalk edge (abutting the site) to the entry door, and a sheltering roof structure no more than 12 feet above the floor of the entry as a permanent architectural feature projecting from the façade.

**l. *Enhanced Front Yard Landscaping***

Provide one level higher of site or parking lot perimeter landscaping along the street frontages (up to a maximum of two frontages) than otherwise required by this title. For example, if L1 landscaping is required, provide L2 landscaping.

**m. *Site Entry Feature***

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

- i.** Landscape treatment with seasonal color and trees, which clearly distinguishes and highlights the site entry.
- ii.** Plaza or courtyard as described in subsection 21.07.060F6. or 7.
- iii.** Identifying building primary entrance form including a covered entry, when the primary entrance is within 40 feet of the site entrance.
- iv.** Special paving, pedestrian scale lighting, and/or bollards.
- v.** Ornamental gate and/or fence.

**7. *Building Articulation [AND VISUAL VARIETY] Menu***

Any building elevation facing a street or having a primary front entrance shall provide at least four features from the menu below. [IF THE APPLICABLE BUILDING ELEVATION IS 42 FEET OR LONGER, THEN A WALL MODULATION CHOICE SHALL BE SELECTED AS ONE OF THE FOUR FEATURES.] This section shall apply to no more than two building elevations, with priority to at least one elevation[S] facing a street [OR WITH THE PRINCIPAL FRONT ENTRANCE(S)]. Each building elevation may use different menu choices.

**a. *Wall Articulation [MODULATION—AT INTERVALS]***

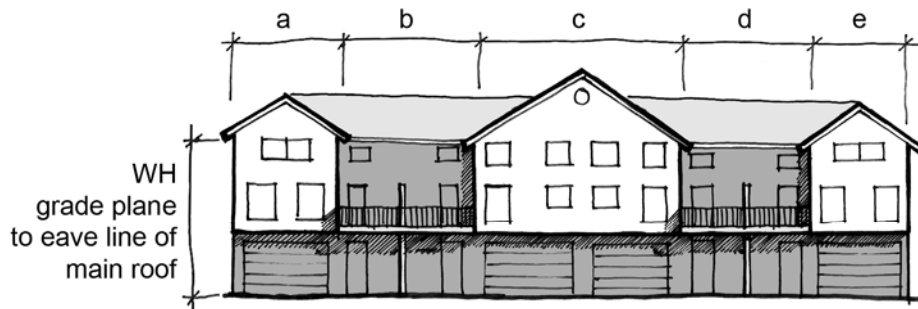


Articulate the building using wall plane projections or recesses, with changes in plane of at least 18 inches in depth. Space at intervals that relate to the location and size of individual dwelling units or living spaces, or to the number of units across the façade, or that are no more than 30 feet on average (spacing may vary). Provide such articulation for the majority of the building wall height. This menu choice counts as two features if the changes in wall plane are at least four feet in depth, or divide the façade into wall planes, each being no less than 150 square feet and no greater than 500 square feet in area. [PROVIDE WALL PLANE PROJECTIONS, RECESSES, OR REVEALS AT LEAST SIX FEET WIDE, WITH A CHANGE IN PLANE OF AT LEAST FOUR FEET, SPACED AT INTERVALS OF NO MORE THAN 32 FEET, EXCEPT ALLOWING FOR:]

- i. [THE MAXIMUM INTERVAL MAY BE INCREASED BY TWO AND ONE HALF FEET FOR EACH FOOT OF ADDITIONAL CHANGE IN WALL PLANE OF THE PROJECTION OR RECESS—UP TO A MAXIMUM INTERVAL OF 42 FEET;
- ii. THE DEPTH OF THE MODULATION MAY BE REDUCED BY TWO AND ONE-HALF FEET WHERE THE WALL MODULATION IS TIED TO A CHANGE IN SIDING MATERIAL, BALCONY, BAY WINDOW, OR ROOFLINE MODULATION, AS DEFINED BELOW;

THE STANDARD APPLIES ON A MINIMUM OF 60 PERCENT OF THE HEIGHT OF THE BUILDING WALL.]

building elevation facing street or having primary front entrance



**a-e: wall plane intervals**

width may vary (see language in a.); height > 50% WH

**wall plane projection**  
 ≥ 18" deep (varies)

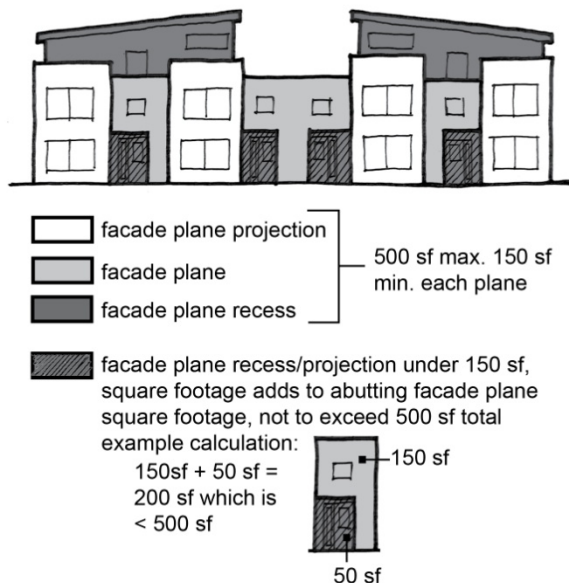
**wall plane**

**WH: Wall Height**

**[WALL MODULATION—SEPARATE FAÇADE PLANES**

AS AN ALTERNATIVE TO 7.A. ABOVE, DIVIDE THE WALL INTO SEPARATE FAÇADE PLANES THAT PROJECT OR RECESS FROM ABUTTING FAÇADE PLANES BY A MINIMUM DEPTH OF 18 INCHES. IN ORDER TO BE CONSIDERED A SEPARATE FAÇADE PLANE, A PORTION OF THE FAÇADE SHALL HAVE A MINIMUM AREA OF 150 SQUARE FEET AND A MAXIMUM AREA OF 500 SQUARE FEET.

building elevation facing street or having primary entrance



**WALL MODULATION—ALTERNATIVE CHOICE**

AN ALTERNATIVE WALL MODULATION DESIGN PREPARED BY A LICENSED ARCHITECT MAY BE USED AS A DESIGN INNOVATION CREDIT, AS PROVIDED IN SUBSECTION 21.07.110B.3.]

- b. **[WALL MODULATION – ]Overall Building Modulation[MASSING]**  
Provide wall plane projections or recesses having a depth equal to[OF] at least 15 percent of the length of the building elevation or 8[12] feet (whichever is less), and whose combined wall area comprises [EXTENDING] at least 25 percent [OF THE LENGTH] of the building elevation wall area[, FOR AT LEAST 60 PERCENT OF THE BUILDING WALL HEIGHT, WITH NO UNINTERRUPTED FAÇADE EXCEEDING 56 HORIZONTAL FEET]. This menu choice counts as two features if the change in plane is double the minimum depth.

[ILLUSTRATE]

- c. **Upper Story Cantilever or Step-Back**  
[PROVIDE AN UPPER STORY C]Cantilever or step-back an upper story for the majority of the building length, with a change of wall plane of at least four feet, or 18 inches if accentuated by a change in siding material or the façade is only two stories in height. [AT LEAST TWO-THIRDS OF THE BUILDING ELEVATION LENGTH SHALL HAVE SUCH CANTILEVER OR STEP-BACK. BUILDING ELEVATIONS THAT RECEIVE CREDIT FOR MENU CHOICE 7.B., WALL MODULATION—SEPARATE FAÇADE PLANES, SHALL NOT RECEIVE CREDIT FOR THIS CHOICE.]
- d. **Variation of Exterior Finishes [CHANGE IN SIDING MATERIAL]**  
Use two or more primary wall siding materials, or a change of color only if the color change is to a different primary or secondary color family and is delineated with trim or a change in wall plane, not including concrete or block foundation.
- e. **Ornamental Features and Detail Elements**  
Use two or more façade detail features at intervals, such as medallions, shutters, columns, pilasters, wall modulations that don't meet subsections 7.a. or 7.b. [THE WALL MODULATION MENU CHOICES] above, balconies that don't meet



7. ~~[H]~~. below, trim that is three and one half inch wide or wider, or other similar features approved by the director.

f. **Balconies**

Incorporate balconies with a depth of at least four feet and repeated [AT LEAST 32 SQUARE FEET IN AREA AND EIGHT FEET WIDE, PROVIDED] at intervals across the building length (spaced as stated in menu choice 7.a. above) [TO DISTINGUISH BETWEEN THE INDIVIDUAL DWELLINGS].

g. **Bay Windows**

Incorporate bay windows [AT LEAST SIX FEET WIDE AND HIGH] extending at least 18 inches from the abutting wall plane, and repeated at intervals across the building length (spaced as stated in menu choice 7.a. above) [OR ANOTHER TYPE OF FENESTRATED PROJECTION WITH WINDOWS OF AT LEAST THE SAME SIZE].

h. **Additional Window Area**

Provide windows and/or primary entrance doors comprising at least 20 percent of the wall area of the building elevation. Windows in a garage door do not count towards the minimum area in this section.

i. **[WIDE SHELTERED] Entry Articulation [PORCHES]**

Enhance the articulation of the primary front entrance with a sheltering roof structure, projecting vestibule, or wall projections/recesses, having a depth of at least four feet for the width of the entry space. [PROVIDE COVERED ENTRY PORCHES AT LEAST 24 SQUARE FEET IN AREA AND SIX FEET WIDE, PROVIDED AT INTERVALS TO DISTINGUISH INDIVIDUAL DWELLINGS.]

j. **Building Elevations Free of Garage Doors**

Provide the building elevation without garage bay doors.

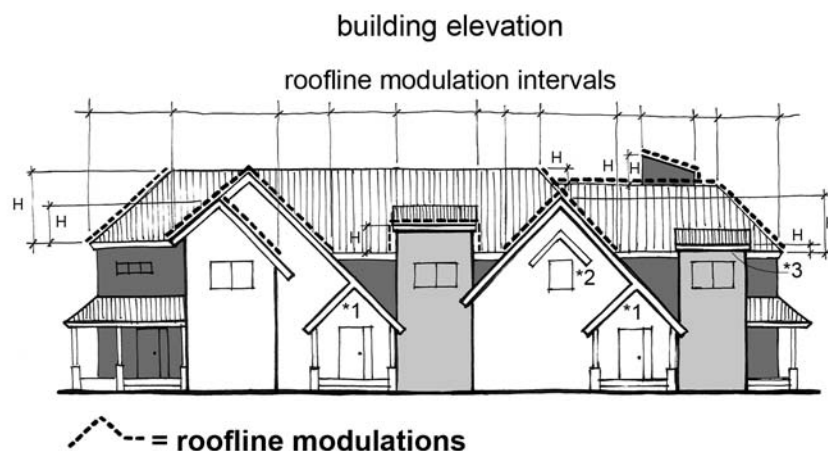
k. **Additional Foundation Landscaping**

Provide a foundation planting bed along at least two-thirds of the foundation wall [(BREAKS ALLOWED FOR GARAGE DOORS AND PEDESTRIAN ENTRANCES) AN AVERAGE OF] with a planting bed at least eight feet in depth [(MINIMUM SIX FEET AT ANY POINT)], and planted with at least two trees and six shrubs per 20 linear feet of building length. [THIS MENU CHOICE DOES NOT APPLY TO BUILDING ELEVATIONS HAVING MORE THAN ONE GARAGE BAY DOOR.]

l. **Roofline Modulation**

Provide variations in roof form, orientation, or height using features [AT LEAST SIX FEET WIDE] such as a terracing parapet, multiple peaks, jogged ridge lines, projecting roof forms and dormers, provided at intervals above the main eave line (spaced as stated in menu choice 7.a. above). [WITH A MAXIMUM OF 32 FEET OF UNINTERRUPTED ROOFLINE OF THE MAIN ROOF FORM BETWEEN ROOF MODULATION ELEMENTS]. The vertical dimension of the roofline variation shall be at least the greater of two feet or 10 percent of the wall height.

**[ILLUSTRATE]**



- \* = feature that does not qualify as roofline modulation**
- 1 - does not break above wall eave height
  - 2 - is a detail feature rather than a roof over building space
  - 3 - has a height (H) above the eave line that is < 2' or < 10% of wall height

**[ROOF FORMS AND ATTIC LIVING SPACES**

PROVIDE A SLOPED ROOF WITH DORMERS AT INTERVALS AND A PITCH NO GREATER THAN 12:12 THAT INCORPORATES LIVING SPACES WITHIN THE ROOF FORM.]

**m. Variation in Building Form or Scale**

Provide a minimum of two kinds of variation in architectural form or scale, such as between individual dwellings in a building, or from one building to the next in the development. Variations may include reversed building elevations, a different pattern or arrangement of building modulation or articulation features, a different dwelling unit layout or design that is evident on the exterior, or a change in scale such as varying the number of stories, the number of units from one building to the next, or the width of abutting units.

**[PRIMARY ENTRANCE TREATMENT MENU**

EACH BUILDING SHALL INCORPORATE AT LEAST THREE OF THE FOLLOWING MASSING, FAÇADE, OR DETAIL FEATURES TO DEFINE AND EMPHASIZE A PRIMARY ENTRANCE:

- n.** ENTRANCE ON A PORCH OR LANDING WITH A MINIMUM INSIDE DIMENSION OF SIX FEET AND SHELTERED BY A ROOF, CANOPY, PORTICO, MARQUEE, OR SIMILAR WEATHER PROTECTION ROOF FEATURE.
- o.** DOUBLE DOORS.
- p.** MASSING FEATURES SUCH AS ARCHITECTURAL BAYS THAT DEFINE OR EMPHASIZE ENTRY LOCATIONS.
- q.** SIDE-LIGHTS (GLAZED OPENINGS TO THE SIDE OF THE DOOR), AND/OR TRANSOM-LIGHTS (GLAZED OPENING ABOVE THE DOOR) IN THE ENTRY DESIGN.
- r.** OUTDOOR ENTRANCE PATIO, PLAZA, OR COURTYARD.

- s. INTEGRATED PLANTERS OR WING WALLS THAT INCORPORATE LANDSCAPED AREAS AND/OR SEATING AREAS.]

8. **Northern Climate Weather Protection and Sunlight Menu**

Building and site design shall respond to Alaska's northern climate, including the effects of snow, ice, low temperatures, wind exposure, and low and seasonal sunlight conditions, which impacts the pedestrian environment and livability of denser compact housing areas, by providing at least four features from the following menu. [THE FEATURES SET FORTH IN M]Menu choices 8.f.[9.E.], Year-Round Access to Sunlight; 8.g.[9.F.], Sunlight Access for Neighbors; 8.i.[9.H.], Sun Trap; 8.j.[9.I.], Atrium; and 8.l.[9.K.], Sunlit and Wind Protected Courtyards shall each count as two features.

a. **Weather Protected Entrance**

Provide outdoor shelter as a permanent architectural feature, that covers at least 24[32] square feet of outdoor entryway space for each [ANY] primary front entrance [THAT SERVES ONE DWELLING, 48 SQUARE FEET FOR ANY PRIMARY ENTRANCE THAT SERVES UP TO FOUR DWELLINGS, AND 64 SQUARE FEET FOR ANY PRIMARY ENTRANCE THAT SERVES MORE THAN FOUR DWELLINGS].

b. **Covered Transition Spaces**

Provide outdoor shelter as a permanent architectural feature that covers at least 40 square feet of outdoor space for each dwelling unit—for front porches, rear patios, balconies, or similar indoor-outdoor transition spaces. Spaces may be provided for each dwelling unit or aggregated for a common space. Spaces that achieve this and menu choice 8.a. above shall receive credit for both.

c. **Sheltered Passenger Loading Zone, Bicycle Parking, or Transit Stop**

Provide pedestrian shelter over a passenger loading zone, accessible parking aisle or route, bicycle parking, or a transit shelter.

d. **Ice-Free Walkway**

Provide an ice-free (snow melting) walkway for a required walkway connection to a primary entrance.

e. **Orientation for Sunlight Access**

Provide windows and/or primary entrances for at least 20 percent of the wall area with a solar orientation and demonstrate each is likely to receive at least six hours of sunlight access on March/September 21. Natural features existing at the time of development, such as trees, shall not be considered as blocking sunlight access, but newly installed evergreen trees [LANDSCAPING MATERIAL] shall be planted so as to minimize blocking of sunlight access.

f. **Year-Round Access to Sunlight**

Ensure that one or more windows of every dwelling in the development will receive sunlight access for at least one hour on December 21. Natural features existing at the time of development, such as trees, shall not be considered as blocking sunlight access, but newly installed evergreen trees [LANDSCAPING MATERIAL] shall be planted so as to minimize blocking of sunlight access.

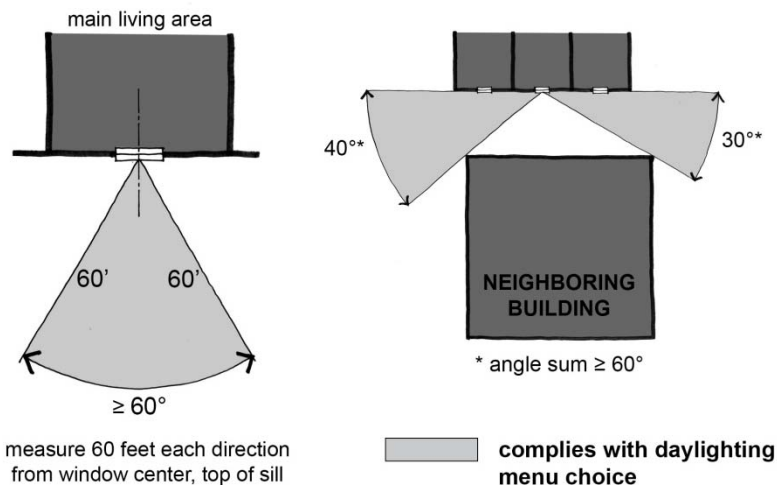
g. **Sunlight Access for Neighbors**

Preserve sunlight access at least six hours daily on March/September 21 to any adjacent lot zoned PR, any sidewalk across the street, and neighboring residentially zoned property, through building placement, massing, and height.

h. **Daylighting**

Provide for apartment daylighting and building spacing as follows: Locate at least one window in the main living area of each dwelling such that an imaginary daylight plane extending from the window and formed by an angle of 60 degrees

that is unobstructed for a horizontal distance of 60 feet. The plane angle shall be measured horizontally from the center of the bottom of the window. As an alternative, two angles with a sum of 60 degrees may be used.



**i. Sun Trap**

Incorporate a sun trap or “pocket” meeting the requirements of subsection 21.07.060F.12, *Sun Pocket*, [ THAT CAPTURES DIRECT AND REFLECTED SUNLIGHT ] as part of a common private open space.

**j. Atrium**

Provide an atrium interior sunlit common private open space or primary entrance area, meeting the requirements of subsection 21.07.060F.11., *Atrium, Galleria, or Winter Garden* [WHICH TAKES ADVANTAGE OF DIRECT AND/OR REFLECTED SUNLIGHT].

**k. Stepped or Terraced Building Forms**

Provide a stepped or terraced building form above the second story that adheres to a daylight plane with a step-back angle no steeper than one foot of rise per one foot of run, to reduce the potential shadowing and wind turbulence effects of a tall building.

**l. Sunlit and Wind Protected Courtyards**

Provide a housing courtyard as described in subsection 21.07.060F.7.

**m. Wind Study**

If subsection 21.07.120C.1. applies, then credit for this feature shall be given.

**[ACCESSORY ELEMENTS**

**n. STORAGE**

A MULTIFAMILY PROJECT SHALL PROVIDE AT LEAST 30 SQUARE FEET OF COVERED, ENCLOSED, AND SECURE BULK STORAGE AREA PER DWELLING UNIT FOR BICYCLES, WINTER TIRES, AND OTHER BELONGINGS THAT TYPICALLY CANNOT BE ACCOMMODATED WITHIN INDIVIDUAL DWELLING UNITS. STORAGE AREAS SHALL NOT INCLUDE CLOSETS ACCESSED FROM WITHIN THE DWELLING, BUT MAY INCLUDE GARAGE FLOOR AREA NOT REQUIRED FOR VEHICLE MANEUVERING OR PARKING. STORAGE AND OTHER ACCESSORY BUILDINGS SHALL BE DESIGNED WITH MATERIALS AND/OR ARCHITECTURAL ELEMENTS THAT ARE RELATED TO THE PRINCIPAL BUILDING(S).

**o. TRASH RECEPTACLES/DUMPSTERS**

WHERE DUMPSTERS ARE ALLOWED, THEY SHALL COMPLY WITH THE REQUIREMENTS OF 21.07.080G.2.

**p. GARAGES**

**i. ATTACHED OR DETACHED GARAGES**

TO THE MAXIMUM EXTENT FEASIBLE, GARAGE ENTRIES AND CARPORTS SHALL NOT BE LOCATED BETWEEN A PRINCIPAL MULTIFAMILY BUILDING AND A REQUIRED STREET FRONTAGE, BUT SHALL INSTEAD BE INTERNALIZED IN BUILDING GROUPS SO THAT THEY ARE NOT VISIBLE FROM ADJACENT STREETS.

**ii. SIZE**

STREET-FACING DETACHED GARAGES AND CARPORTS SHALL BE LIMITED TO SIX SPACES PER STRUCTURE TO AVOID A CONTINUOUS ROW OF GARAGES OR CARPORTS. NO MORE THAN SIX GARAGE DOORS MAY APPEAR ON ANY MULTIFAMILY BUILDING ELEVATION FACING A STREET, AND THE PLANE OF EACH GARAGE DOOR SHALL BE OFFSET AT LEAST TWO FEET FROM THE PLANE OF THE GARAGE DOOR ADJACENT TO IT.

**iii. DESIGN**

DETACHED GARAGES AND CARPORTS SHALL BE INTEGRATED IN DESIGN WITH THE PRINCIPAL BUILDING ARCHITECTURE, AND SHALL INCORPORATE SIMILAR AND COMPATIBLE BUILDING AND ROOF FORMS, SCALE, MATERIALS, COLOR, AND DETAILS.

**q. MECHANICAL AND ELECTRICAL EQUIPMENT**

MECHANICAL AND ELECTRICAL EQUIPMENT SERVING A SINGLE BUILDING SHALL BE SCREENED FROM VIEW AS PROVIDED IN SUBSECTION 21.07.080G.4.]

**[STANDARDS FOR TOWNHOUSE RESIDENTIAL**

**PURPOSE**

THE PURPOSE OF THESE STANDARDS IS TO:

**r.** PROVIDE VISUAL INTEREST AND ARCHITECTURAL VARIETY TO ATTACHED DWELLINGS THAT ENHANCES THE NEIGHBORHOOD CHARACTER;

**s.** DIMINISH THE IMPACTS OF ROWS OF GARAGES AND DRIVEWAYS ON THE PEDESTRIAN ENVIRONMENT AND STREET;

**t.** REDUCE THE APPARENT BULK AND SCALE OF TOWNHOUSE BUILDINGS, AND AVOID LONG UNBROKEN FACADES;

**u.** ENCOURAGE PEDESTRIAN ACCESS TO BE CONVENIENT, VISIBLE, SAFE, AND INVITING; AND

**v.** PROMOTE DAYLIGHTING AND VIEWS, FRONT YARD LANDSCAPING, FRONT ENTRIES, AND WINDOWS FACING THE STREET.

**APPLICABILITY**

THESE STANDARDS SHALL APPLY TO ANY TOWNHOUSE DEVELOPMENT AND ANY TOWNHOUSE-STYLE STRUCTURE, ANY ATTACHED SINGLE-FAMILY USE, AND ANY TWO-FAMILY USE THAT IS CONSTRUCTED IN TOWNHOUSE-STYLE. THIS SECTION DOES NOT APPLY IN GIRDWOOD.

**BUILDING SIZE**

THE MAXIMUM NUMBER OF DWELLINGS ATTACHED IN A SINGLE ROW OR BUILDING SHALL BE:

- w. TWO DWELLINGS IN THE R-2A AND R-2D DISTRICTS.
- x. SIX DWELLINGS IN THE R-2M DISTRICT.
- y. TEN DWELLINGS IN ALL OTHER DISTRICTS IN WHICH THE USE IS ALLOWED.

**DAYLIGHTING, VIEWS, AND BUILDING SPACING**

RESIDENTIAL BUILDINGS SHALL COMPLY WITH SUBSECTION 21.07.110C.3., *DAYLIGHTING, VIEWS, AND BUILDING SPACING*, ABOVE.]

**9. Entryway Treatment**

Primary front entrances shall be given emphasis and physical access as follows. A porch, landing, patio, or other semi-private outdoor entryway space with a minimum dimension of four feet shall be provided that is distinguished from adjacent areas and vehicular parking by a vertical separation or change in surface material. The entrance shall include at least three of [BY] the following:

- a. Outdoor sheltering roof structure such as an overhang, recess, portico, or other permanent architectural feature covering at least 12 square feet. [PLACEMENT ON A STREET-FACING BUILDING ELEVATION, OR WHERE THE ENTRY DOOR IS VISIBLE FROM (IF NOT FACING) THE STREET, OR FACING A COMMON PRIVATE OPEN SPACE SUCH AS AN ENTRY COURTYARD;]
- b. Façade variation through wall modulation (changes in wall plane) or changes in exterior finishes (color or materials) that relate to and emphasize the entry. [A PORCH, LANDING, OR OTHER OUTDOOR TRANSITION SPACE WITH A MINIMUM DIMENSION OF FOUR FEET, AND DISTINGUISHED FROM ABUTTING PARKING SURFACES BY CHANGES IN MATERIAL OR ELEVATION;]
- c. Entry detail elements such as double doors, entry side light or transom windows, or planter boxes. [A SHELTERING ROOF STRUCTURE SUCH AS AN OVERHANG, RECESS, PORTICO, OR OTHER PERMANENT ARCHITECTURAL FEATURE OF AT LEAST 16 SQUARE FEET; AND]
- d. Front steps creating a vertical separation, and/or vertical vegetation or low front fencing, to define the transition from public to more private outdoor entryway space. [CONNECTION TO THE STREET BY WALKWAYS AND/OR THE UNIT'S INDIVIDUAL DRIVEWAY, OR A PARKING COURTYARD AS PROVIDED IN SUBSECTION 21.07.060F.18.]
- e. Landscaping and pedestrian features, not otherwise required by this title, such as integrated planters, pedestrian-scale lighting or accent lighting, or special paving treatments.

**[BUILDING ARTICULATION**

PRINCIPAL BUILDINGS SHALL COMPLY WITH SUBSECTION 21.07.110C.7., *BUILDING ARTICULATION AND VISUAL VARIETY*, ABOVE, EXCEPT THAT THE STANDARD FOR MEETING MENU ITEM C.7.A., *WALL MODULATION*, SHALL BE AS FOLLOWS:

- f. **WALL MODULATION—AT INTERVALS**  
PROVIDE PROJECTIONS, RECESSES, OR REVEALS AT LEAST FOUR FEET WIDE, WITH A CHANGE IN WALL PLANE OF AT LEAST TWO FEET,

PROVIDED AT THE COMMON WALL BETWEEN UNITS OR AT INTERVALS OF NO MORE THAN 24 FEET APART, EXCEPT:

- i. THE MAXIMUM INTERVAL MAY BE INCREASED BY TWO AND ONE HALF FEET FOR EACH FOOT OF ADDITIONAL WIDTH AND CHANGE IN WALL PLANE OF THE PROJECTION OR RECESS—UP TO A MAXIMUM INTERVAL OF 48 FEET.
- ii. THE STANDARD APPLIES ON A MINIMUM OF 60 PERCENT OF THE HEIGHT OF THE BUILDING WALL.]

**[FRONT-FACING GARAGES**

WHERE THE GARAGE OR DRIVEWAY FACES THE STREET OR IS ON THE SAME BUILDING ELEVATION AS THE PRIMARY ENTRY TO THE DWELLING, THE FOLLOWING STANDARDS SHALL BE MET:

- g. THE GARAGE DOOR WIDTH SHALL NOT EXCEED THE GREATER OF 10 FEET OR 50 PERCENT OF THE WIDTH OF THE ELEVATION OF THE DWELLING, EXCEPT AS PROVIDED BELOW.
- h. THE GARAGE DOOR WIDTH MAY BE UP TO 67 PERCENT OF THE WIDTH OF EACH DWELLING, IF THE BUILDING ELEVATION PROVIDES AT LEAST ONE FEATURE MORE THAN THE MINIMUM NUMBER REQUIRED IN SUBSECTION C.7., *BUILDING ARTICULATION*.]

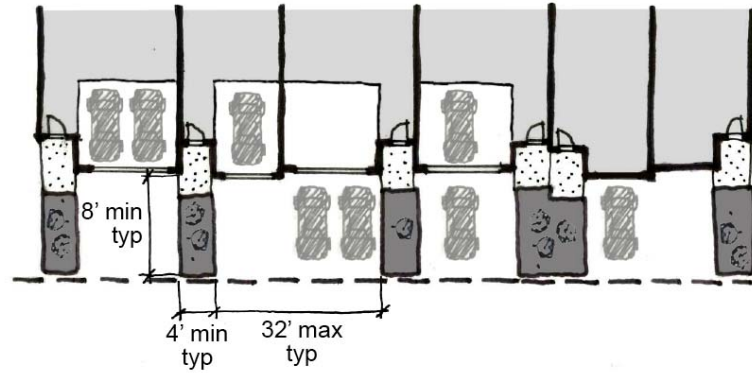
**10. Landscaping**

**a. *Semi-Private Transition Space***

For dwelling units that front onto a street, the area between **an individual unit's** **[THE]** front entry porch or landing and the abutting street shall be planted as provided in **10[8].d.** below. Front driveway width and other motor vehicle parking facilities shall not encroach into this area.

**b. *Front Driveway Separations***

Where **[TOWNHOUSE]** units are served by individual garages or driveways fronting onto the street or on the same building elevation as the primary **front** entry to the dwelling, a landscaping planting area with a width of no less than four feet shall be provided between each individual driveway. The planting area shall extend out from the building façade or front entry landing the full distance to the street, shared driveway, parking bay, or circulation aisle, but in no case extend out less than eight feet from the building garage facade. Driveways may be combined for a maximum of two dwellings, however no driveway or driveway combination shall exceed 32 feet in width without a landscaped break. A parking courtyard may provide an alternative design that departs from this provision in accordance with subsection 21.07.060F.18.



 compliant landscape break

**c. Common Parking Facilities and Driveways**

A foundation planting bed of at least five feet in width shall separate parts of residential building elevations not subject to subsections 10.a. or 10.b. above from [CONFORMING TO THE REQUIREMENTS OF SUBSECTION 21.07.110C.4., RELATIONSHIP TO PARKING, SHALL BE PROVIDED ALONG TOWNHOUSE-STYLE STRUCTURE ELEVATIONS THAT ABUT] common parking and access facilities, including parking bays, circulation aisles, and access driveways shared in common among multiple units.

**d. Landscaping Bed and Planting Material Standards**

i. Landscaping areas required by subsections 10[8].a. and 10[8].b. above shall be planted as follows: [WITH AT LEAST ONE TREE AND FIVE SHRUBS IN FRONT OF EACH DWELLING].

**(A)** Where the building elevation is eight feet or less from the street or driveway, the landscaping areas shall be planted with one tree and five shrubs for every two units. No landscaping area shall be devoid of plant material.

**(B)** Where the building elevation is 20 feet or more from the street or driveway, the landscaping areas shall be planted with one tree and five shrubs in front of each dwelling.

ii. The foundation planting bed area in subsection 10.c. above shall be planted with at least ten shrubs per 20 linear feet of applicable building length. Trees may be used in lieu of shrubs with one tree replacing five shrubs.

iii. Planting beds shall be separated from parking spaces and driveways by landscape edging.

**11. Mechanical and Electrical Equipment Screening [UTILITY METERS, ELECTRICAL CONDUIT, AND OTHER SERVICE UTILITY APPARATUS]**

Mechanical and electrical equipment serving a single building shall be screened from view as required by subsection 21.07.080G.4. [UTILITY METERS AND ROOFTOP MECHANICAL EQUIPMENT SHALL COMPLY WITH THE UTILITY SCREENING REQUIREMENTS IN SUBSECTION 21.07.080G.4.]

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

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**E. Prohibited Structures**

[RESERVED]

**F. Site Design**

**1. Subdivisions**

Subdivisions of land shall comply with the standards of chapter 21.08, *Subdivisions*.

**2. Multiple Structures on One Lot**

**a. Intent**

This section regulates the development of multiple residential structures on a single lot. The section is intended to allow flexibility from the subdivision regulations while still achieving neighborhoods that are healthy, safe, and convenient, and meet the goals of the comprehensive plan. The approval processes and standards are intended to result in a development with a cohesive neighborhood identity, an attractive and functional streetscape, a hierarchy of streets and driveways, convenient and safe pedestrian circulation, sufficient parking near each dwelling unit, usable and well-located open space, a positive image of higher density residential development, and well designed and visually pleasing structures and neighborhoods.

**b. Applicability and Review Process**

i. This section applies to the development of three or more principal residential structures on a single lot. It does not apply to the development of an accessory dwelling unit or a caretaker's unit.

ii. Multiple residential structures on a single lot are permitted in the R-2M, R-3, R-4, R-4A, B-3, and RO districts.

iii. Applicable developments with between three and 30 15 dwelling units shall be approved by administrative site plan review pursuant to subsection 21.03.180C. Applicable developments with 31 16 or more dwelling units shall be approved by major site plan review pursuant to subsection 21.03.180D.

iv. All approvals under this section shall use the approval criteria of subsection 2.c. below, in addition to the general site plan review approval criteria. The decision-making body may place conditions on the development as it may deem necessary to meet the approval criteria.

**c. Approval Criteria**

i. The proposal shall clearly distinguish between streets and driveways. Streets shall allow vehicles to travel into and within the development, and shall be the means for assigning an address to dwelling units. Driveways shall access garages and parking areas. Some small developments may not need a street network.

ii. Dwelling units shall be oriented towards streets (either within the development or along the boundary of the development) or towards a courtyard or similar common open space. Buildings with frontage on both a street and a driveway shall be oriented towards the street. If the development is so small that no internal street network is necessary, then buildings and dwelling units shall be oriented towards the local public streets on the boundaries of the development, or towards common open space.

iii. The area between the front of a unit facing a street and the street shall include landscaping or lawn, so that the streetscape features green space rather than just paved parking areas. Adequate snow storage

area shall be provided. On-street parking shall be accommodated (if provided).

- iv. Developers should make every effort to design and arrange dwelling units in such a manner as to provide “eyes on the street,” take advantage of solar access, and to the extent feasible, provide privacy for neighboring units’ yards.
- v. In addition to sidewalks required by section 21.07.060, pedestrian pathways shall be provided to large open space areas and in the middle of long blocks. Pedestrian circulation should be convenient both within the development and to appropriate neighboring areas outside the development.
- vi. The development is designed to take advantage of any significant natural features on site, and to provide usable open space and recreation areas.

d. ***Development Agreement***

The developer shall enter into a development agreement with the department, using the provisions established in subsection 21.03.100E., *Improvements Associated with Land Use Permits*.

e. ***Minimum Standards***

All development with multiple residential structures on a single lot shall meet the following minimum standards, in addition to the applicable standards of this title.

i. ***Open Space***

For developments with 31 or more dwelling units, at least half of the private open space required by section 21.07.030 shall be provided as common private open space, meeting the standards of section 21.07.030, and designed and placed to serve all residences. The decision-making body may adjust the amount of open space required to be common by up to 10 percent, based on written findings regarding site specific conditions. [A MINIMUM OF 30 PERCENT OF THE SITE SHALL BE RESERVED AS OPEN SPACE WHICH SHALL MEET THE STANDARDS OF SECTION 21.07.030, *PRIVATE OPEN SPACE*. ANY REQUIREMENT IN SECTION 21.07.030 FOR OPEN SPACE FOR THE INDIVIDUAL USE OF A DWELLING SHALL COUNT TOWARDS THE TOTAL 30 PERCENT REQUIREMENT. THE OPEN SPACE SHALL NOT BE SIMPLY THE LOT SETBACKS AND LEFTOVER FRAGMENTS SUCH AS CORNER BITS THAT ARE UNUSABLE FOR OTHER PURPOSES.]

***[BUFFERS FOR NEIGHBORING USES***

COMMON OPEN SPACE WITH L2 BUFFER LANDSCAPING SHALL BE PROVIDED ALONG ANY LOT LINE ABUTTING A RESIDENTIAL NEIGHBORHOOD WHERE THE DENSITY IS LESS THAN HALF THE DENSITY OF THE DEVELOPMENT WITH MULTIPLE RESIDENTIAL STRUCTURES ON A SINGLE LOT.]

ii. ***Building Spacing***

If subsection 21.07.110C.4. does not apply, then the following shall apply: w[W]ithin a development, no portion of any single-, two-, or three-story building shall be closer than 10 feet from any other single-, two-, or three-story building. All portions of any building taller than three stories shall be separated by no less than 20 feet from any other building.

iii. ***Vehicle Plug-In***

Each unit with no garage shall be provided with at least one electrical outlet that is convenient to the required parking space(s).

**3. Driveway Width**

**a. Purpose**

This section limits the width of a driveway at the property line and at the street curb. The intent of these limitations is to provide adequate space for snow storage within the right-of-way, to have space for on-street parking where appropriate, and to discourage the majority of the front area of a lot from being paved and/or used for vehicle parking.

**b. Applicability**

i. This section applies to driveway throat width at the property line and street curb.

ii. Residential driveways are also subject to the municipal driveway standards currently established by the traffic engineer. Where there is a conflict, this section shall govern. Access to streets owned by the state of Alaska requires compliance with state driveway standards, as provided in subsection 21.07.090H.8.d.

iii. When a driveway serves both residential and nonresidential principal uses, the driveway dimensions shall be as required for the nonresidential use, unless approved otherwise by the traffic engineer.

**c. Percent of Lot Frontage**

The total width of driveway entrances to a residential lot from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it.

i. A driveway for multifamily dwellings, mixed-use dwellings, or a group living use may always be at least 14 feet wide.

ii. A driveway for a single-family, two-family, or townhouse dwelling may always be at least ten feet wide, provided the traffic engineer determines snow storage, traffic flow and safety, and the urban context are addressed, and provided townhouse driveways are attached in pairs to the maximum extent feasible.

iii. Flag lots are exempt from the percentage limitations, but shall have a maximum driveway width of 20 feet. Abutting flag lots may share a driveway up to 24 feet wide (12 feet per lot).

**d. Exceptions**

The traffic engineer may approve a departure from the standards of this section, such as a narrower driveway, if documentation prepared by a traffic engineering professional demonstrates to the satisfaction of the traffic engineer that the change is appropriate. Traffic engineer approval shall be contingent on factors such as street classification, street typology, urban context, traffic volume and speed, curb return radii, street travel lane offset from face of curb, pedestrian and bicycle facilities, snow storage, driveway configuration and length, site and project characteristics, number of vehicles expected to use the driveway, and comprehensive plan policies. The traffic engineer may also be more restrictive than the standards of this section, provided the traffic engineer documents the rationale.

**4. Alleys**

a. Access to parking for residential uses shall be from the alley when the site abuts an alley, except that street access is permitted in any of the following situations:

## PLANNING AND ZONING COMMISSION CASE 2015-0049

- i. Access to a townhouse dwelling on a corner lot may be from the street frontage having the secondary front setback or the alley.
  - ii. Due to the relationship of the alley to the street system and/or the proposed housing density of the development, the traffic engineer determines that use of the alley for parking access would be a significant traffic impact or safety hazard.
  - iii. The traffic engineer determines that topography or other natural feature or physical barrier makes alley access infeasible.
  - iv. The alley is not improved and traffic engineer determines that improvement is not feasible.
  - v. A single-family dwelling, two-family dwelling, or townhouse dwelling with two units, with alley access may have a garage or driveway that faces the street if the garage door is no wider than 10 feet and the driveway no wider than 12 feet at any point.
- b. In situations where a group of lots front an entire block on one side of a street between two intersections, abut a mid-block alley, and are being developed together, then parking access to the structures shall be from the alley, and building(s) may encroach into the front setback by up to five feet.
  - c. If a new development includes alleys, the lot depth requirement is reduced by half the width of the alley and the lot area requirement is reduced by 12 percent for those lots that abut an alley. Vehicular access to all dwelling units on lots abutting alleys shall be from the alley, and vehicular access to such units from the street is prohibited.

### **G. Affordable Housing**

#### **1. Purpose**

This subsection provides the minimum acceptable standards for affordable housing units that are intended to be counted towards a bonus incentive or any other requirement of this title, to ensure that affordable housing will provide a benefit to future residents and the community overall.

#### **2. Standards**

Affordable housing units shall meet the following standards in order to be credited towards a requirement, menu choice, or as a special feature bonus incentive of this title.

- a. The affordable housing units shall meet the definition of affordable housing in chapter 21.14;
- b. At least 50 percent of the habitable floor area of affordable housing units shall be located in a story above grade plane, as defined in chapter 21.14, except that the finished surface of the floor above the affordable housing unit shall be a minimum of four feet above grade;
- c. The affordable housing units shall be intermingled with all other dwelling units in the development; and
- d. The exterior appearance of the affordable housing units shall be indistinguishable from the other dwelling units in the development, except where the director determines that the exterior is compatible in appearance and consistent in quality with the other dwelling units.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

# MUNICIPALITY OF ANCHORAGE



Planning & Development Services Dept.  
Development Services Division

Building Safety

## MEMORANDUM

### Comments to Miscellaneous Planning and Zoning Applications

**DATE:** May 8, 2015

**TO:** Erika McConnell, Manager, Zoning and Platting

**FROM:** Ron Wilde, P.E.  
Building Safety

**SUBJECT:** Comments for Case 2015-0049  
Amending Title 21

I am a structural engineer with Building Safety, the muni's building department. The following comments are based on review of countless buildings in Anchorage by Building Safety's structural plan reviewers.

My comments relate to Section 7 on Building Articulation.

The current proposal is a step in the right direction, but does not go far enough.

From a structural engineering perspective four options (a, b, c, and l) purposely offset load paths creating unnecessary complexity for resisting gravity and seismic forces. This can significantly increase costs of construction, engineering, and review. It also increases a building's vulnerability to damage due to seismic forces generated by an earthquake.

Options a, b, and c purposely misalign load paths. Horizontal offsets affect how roof and floor diaphragms relate to the chords and collectors needed to transfer forces into shear walls. Shear walls, in turn, are broken into smaller segments which require more hold-down connectors to prevent overturning.

Vertical offsets are even worse. Bearing walls do not stack one on top of another. Instead they are offset. Horizontal elements such as joists or beams are needed to transfer gravity loads, shear forces, and overturning forces from walls above to offset walls below. Overturning forces from shear walls may end up being resisted at the ends of cantilever joists. Load paths are awkward at best.

Offsets of structural elements are cumbersome and costly. They do not allow load paths to align. The value of the visual effect should be carefully weighed against the added cost and increased vulnerability due to seismic.

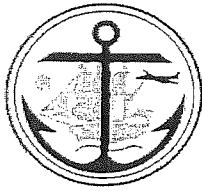
**Option I, Roofline Modulation should be removed entirely from this list**

Cut up rooflines are next to impossible to design for seismic and wind forces, or even proper ventilation. They add significant costs to a structure. Roofs not only transfer seismic and wind forces to the underlying shear walls, but are also subject to uplift forces. Interior shear walls are separated from the roof plywood by attic space making connection between the roof diaphragm and shear walls extremely difficult. The municipality should not be promoting roofline modulation. Please remove this option from the list.

There is a significant cost to obtaining articulation by purposely misaligning structural elements. In a region with deep snow, high seismic and high winds, it seems like other options should be promoted, not these.

I would be happy to discuss this matter further.

Ron Wilde  
343-8371



# MUNICIPALITY OF ANCHORAGE

Development Services Division

Right of Way Section

Phone: (907) 343-8240 Fax: (907) 343-8250

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**DATE:** April 28, 2015  
**TO:** Planning Division, Current Planning Section  
**THRU:** Jack L. Frost, Jr., Right of Way Supervisor  
**FROM:** Frank Kelly, Acting Right of Way Plan Reviewer  
**SUBJ:** Comments on Planning and Zoning Commission case for May 18, 2015.

**RECEIVED**  
MAY 07 2015  
MUNICIPALITY OF ANCHORAGE  
ZONING DIVISION

Right of Way Section has reviewed the following case due April 30, 2015.

**2015-0049 Ordinance amending Title 21 sections 21.04.020, 21.06.020, 21.06.030, 21.07.030, 21.07.040.F, 21.07.060.F, 21.07.110, and 21.14.040. Needed corrections to multi-family & townhouse design standards, open space, and related regulations are being addressed.**

Right of Way Section has no comments at this time.  
Review time 45 minutes.

Municipality Of Anchorage  
ANCHORAGE WATER & WASTEWATER UTILITY

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MEMORANDUM

MAY 05 2015

MUNICIPALITY OF ANCHORAGE  
ZONING DIVISION

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**DATE:** May 5, 2015  
**TO:** Erika McConnell, Supervisor, Planning Section, Planning Division  
**FROM:** Paul Hatcher, Engineering Technician III, AWWU Planning  
**SUBJECT:** **Zoning Case Comments**  
Hearing Date: May 18, 2015  
Agency Comments Due: April 30, 2015

AWWU has reviewed the materials and has the following comments.

**15-0049 TITLE 21 AMENDMENT, An ordinance amending Title 21 sections 21.04.020, 21.06.020., 21.06.030, 21.07.030, 21.07.040F., 21.07.110, and 21.14.040, to address needed corrections to multifamily and townhouse design standards, open space and related regulations, Grid N/A**

1. AWWU has no objection to this Title 21 amendment.

If you have any questions pertinent to public water and sanitary sewer, you may call me at 564-2721 or the AWWU planning section at 564-2739, or e-mail [paul.hatcher@awwu.biz](mailto:paul.hatcher@awwu.biz)





THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

Department of Transportation and  
Public Facilities

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CENTRAL REGION  
Planning & Administrative Services

MAY 05 2015

MUNICIPALITY OF ANCHORAGE  
PLATTING DIVISION

4111 Aviation Avenue  
P.O. Box 196900  
Anchorage, Alaska 99519-6900  
Main Phone: (907)269-0520  
Fax: (907)269-0521  
Web site: dot.state.ak.us

April 30, 2015

Erika McConnell, Planning Section Manager  
MOA, Community Development Department  
Planning Division  
P.O. Box 196650  
Anchorage, Alaska 99519-6650

RE: MOA Zoning Review

Dear Ms. McConnell:

The Alaska Department of Transportation and Public Facilities, ADOT&PF, Central Region Planning section has no comment on the following zoning application:

- **2015-0049; An Ordinance amending Title 21 sections 21.04.020, 21.06.020, 21.06.030, 21.07.030, 21.07.040F, 21.07.060F, 21.07.110, and 21.14.040.**

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron Jongenelen".

Aaron Jongenelen  
Anchorage Area Planner

# MUNICIPALITY OF ANCHORAGE



Community Development Department  
Development Services Division

*Mayor Dan Sullivan*

Private Development Section

**RECEIVED**

MAY 01 2015

## MEMORANDUM

MUNICIPALITY OF ANCHORAGE  
ZONING DIVISION

Comments to Planning and Zoning Commission Applications/Petitions

**DATE:** May 1, 2015

**TO:** Erika McConnell, Current Planning Section Supervisor

**FROM:** Brandon Telford, Plan Review Engineer

**SUBJECT:** Comments for Planning and Zoning Commission  
Public Hearing date: May 18, 2015

**Case 2015-0049** – An ordinance amending Title 21 sections 21.04.020., 21.06.020., 21.06.030, 21.07.030., 21.07.040F., 21.07.060F., 21.07.110, and 21.14.040, to address needed corrections to multifamily and townhouse design standards, open space, and related regulations.

### Department Recommendations:

The Private Development Section has no comment on the ordinance.



**MUNICIPALITY OF ANCHORAGE**  
Traffic Division



MEMORANDUM

**RECEIVED**

DATE: April 30, 2015

MAY 01 2015

TO: Erika B. McConnell, Current Planning Section Supervisor,  
Zoning and Platting Division

**MUNICIPALITY OF ANCHORAGE  
ZONING DIVISION**

THRU: Stephanie Mormilo, PE, Municipal Traffic Engineer  
Kristen Langley, Associate Traffic Engineer

FROM: Dwayne Ferguson, PE, Assistant Traffic Engineer

SUBJECT: Traffic Division comments for the Planning and Zoning Commission  
hearing meeting to be held on Monday, May 18, 2015.

2015-0049 An ordinance amending Title 21 sections 21.04.020, 21.06.020,  
21.06.030, 21.07.030, 21.07.040F, 21.07.060, 21.14.040 to  
address needed corrections to multifamily and townhouse design  
standards, open space and related regulations.

Traffic Engineering has no comment.



**Municipality of Anchorage  
Development Services Department  
Building Safety Division**



**MEMORANDUM**

**RECEIVED**

APR 29 2015

**MUNICIPALITY OF ANCHORAGE  
ZONING DIVISION**

**DATE:** April 29, 2015  
**TO:** Erika McConnell, Manager, Current Planning Section  
**FROM:** Deb Wockenfuss, Civil Engineer, On-Site Water and Wastewater Program  
**SUBJECT:** Comments on Cases due April 30, 2015

The On-Site Water & Wastewater Program has reviewed the following cases and has these comments:

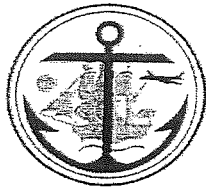
2015-0049      Amend Title 21

No objection

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\_\_\_\_\_



# MUNICIPALITY OF ANCHORAGE

Development Services Division

Right of Way Section

Phone: (907) 343-8240 Fax: (907) 343-8250

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**DATE:** April 28, 2015  
**TO:** Planning Division, Current Planning Section  
**THRU:** Jack L. Frost, Jr., Right of Way Supervisor  
**FROM:** Frank Kelly, Acting Right of Way Plan Reviewer  
**SUBJ:** Comments on Planning and Zoning Commission case for May 18, 2015.

**RECEIVED**

APR 28 2015

MUNICIPALITY OF ANCHORAGE  
PLATTING DIVISION

Right of Way Section has reviewed the following case due April 30, 2015.

**2015-0049** Ordinance amending Title 21 sections 21.04.020, 21.06.020, 21.06.030, 21.07.030, 21.07.040.F, 21.07.060.F, 21.07.110, and 21.14.040. Needed corrections to multi-family & townhouse design standards, open space, and related regulations are being addressed.

Right of Way Section has no comments at this time.  
Review time 45 minutes.