



Municipality of Anchorage

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Mayor Mark Begich

Planning Department

June 4, 2008

DRAFT Economic Impact Analysis for the Title 21 Rewrite Executive Summary and Addendum

Development Strategies, Inc., under contract with the Municipality of Anchorage, prepared a draft Economic Impact Analysis (EIA) of the Title 21 Rewrite. The EIA is a technical report intended to assist with the review of the Title 21 Rewrite Public Hearing Draft. It focuses on the potential impacts of certain proposed land use regulations in the Public Hearing Draft. The main EIA report was made available on February 29.

When the draft report was released, a part of the analysis addressing the potential impacts on maximum building size was not yet complete. The Planning Department, with Development Strategies, Inc., released the EIA Executive Summary and Addendum on June 3. The Executive Summary provides the key findings of the overall EIA, including the main chapters and the new Addendum. The Addendum completes the EIA report by measuring the impacts of the proposed land use regulations on land development potential, in terms of maximum building capacity (measured in gross floor area).

The website at http://www.muni.org/planning/Econ_Impact_Analysis-T21.cfm contains complete draft EIA Report materials available for review. Documents include:

- Executive Summary (new)
- Draft EIA Report
- Draft EIA Addendum (new)
- Maps of Appraised Property Value and FAR (new)
- EIA Model Tests (economic impact comparisons of current to proposed Title 21, based on example developments)

Copies of the February 29 draft report and the new Executive Summary and Addendum are available at the following locations:

- Planning and Development Center, Planning Department Public Counter, 4700 Elmore Road
- City Hall, Municipal Clerk's Office, Room 250 on 2nd Floor, 632 West 6th Avenue.

A second Planning and Zoning Commission public hearing on the draft EIA is rescheduled to a tentative date of Monday, August 4. Please check the website for the final date. The first public hearing was held on April 7. Comments may be submitted by e-mail to Title21@muni.org or through the Zoning Cases Online system at the following link: <http://www.muni.org/Zoning/index.cfm>. Click on the icon and input case number **2008-056**.

Comments may also be mailed, hand-delivered, or faxed using the delivery/contact information below:

By mail: Physical Planning Division
Planning Department
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650

Hand-delivery: Planning Department Counter
Planning and Development Center
4700 Elmore Road (formerly Bragaw Street)

Fax: 343-7927

If you have questions about the Title 21 Rewrite EIA, please contact the Planning Department by e-mail at Title21@muni.org or call 343-7921.

Community, Security, Prosperity

ECONOMIC IMPACT ANALYSIS: EXECUTIVE SUMMARY AND ADDENDUM

TITLE 21 LAND USE REGULATIONS REWRITE Anchorage, Alaska

Prepared for
Municipality of Anchorage
Planning Department



June 2, 2008

DRAFT

DEVELOPMENT STRATEGIES®

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1.0 EXECUTIVE SUMMARY

As part of the implementation of the *Anchorage 2020: Anchorage Bowl Comprehensive Plan*, the Municipality of Anchorage initiated a rewrite of Title 21 of the municipal ordinances that regulate land development or, more simply, an update to the city's zoning code. The proposed Title 21 Rewrite—now a Public Hearing Draft—will modernize the city's zoning code, provide new tools that support innovative mixed-use and infill developments, and be more efficient and user-friendly for citizens and developers. But the Rewrite has also raised questions about the potential economic impacts on property owners and real estate developers who would be subject to changes imposed by the new code.

To evaluate these potential impacts, the Municipality contracted with Development Strategies, Inc. to prepare an Economic Impact Analysis (EIA) of the Title 21 Rewrite. The EIA focuses on certain land use regulations proposed in the Title 21 Public Hearing Draft. The EIA is a technical study that measures two types of potential economic impacts of the proposed regulations, as compared to current code:

- a. impacts on land values when considering land development potential, based on land values of allowed uses and maximum building sizes; and
- b. impacts on development costs related to compliance with the proposed regulations, based on evaluation of representative site development examples.

The EIA focuses on the commercial, industrial, and high-density, multi-family zoning districts in the Anchorage Bowl, which have the most significant changes proposed in the rewrite. These districts include the B-3, general business district, I-1, light industrial district, I-2, heavy industrial district, R-O, residential office district, and R-4, multi-family residential district. The scope of the analysis is limited to the immediate and direct economic impacts of compliance on an individual property. It does not examine the potential impacts to the property over the longer lifetime of the development or potential impacts on adjacent properties or the economic value of the community as a whole.

KEY FINDINGS

The main finding of the EIA is that the overall economic impacts of the Title 21 Rewrite are, in general, not significantly different from the current code. The significant findings of the EIA analysis of Anchorage's property data and representative development examples follow:

- A neutral impact on property values is anticipated with the proposed code, except for industrially zoned properties where non-industrial uses would be more limited compared to the current code.
- The vast majority of parcels in the Anchorage Bowl are currently not reaching their economic potential, based on land value and floor area ratio (FAR) analyses.
- Most development is limited by market forces, not by zoning regulations.
- A shift to new zoning will have a generally neutral impact on development costs.
- Increased development costs related to improved landscaping, private open space and pedestrian enhancements are in most cases offset or outweighed by savings from reduced parking requirements.

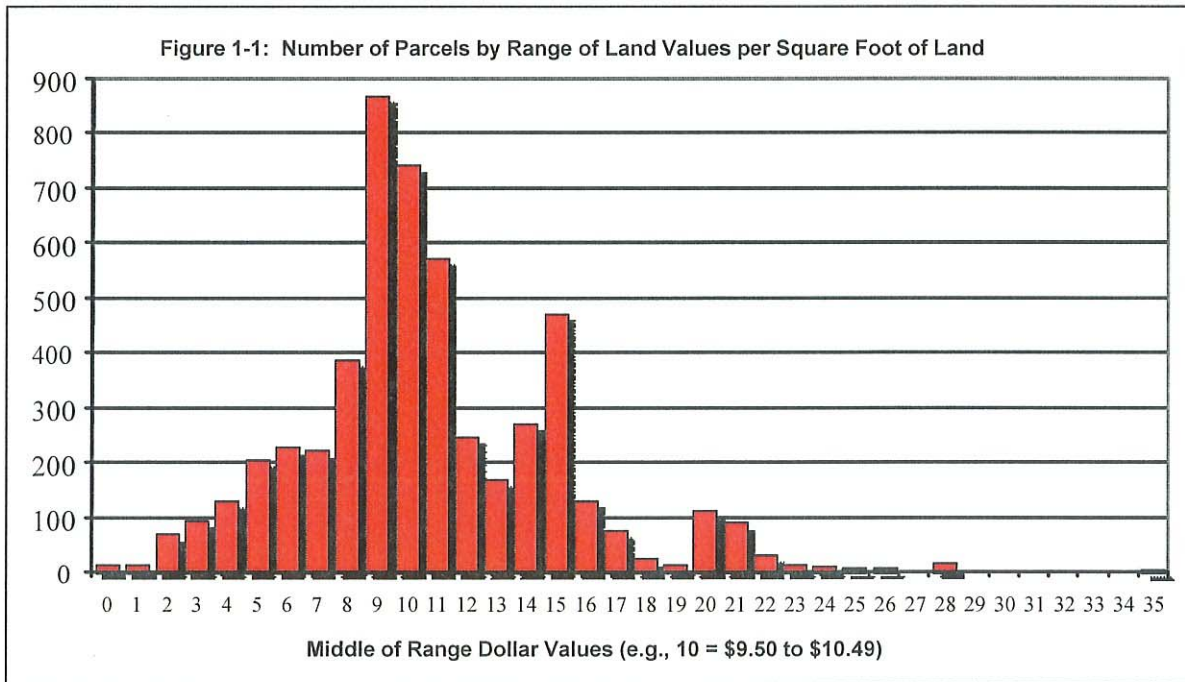
- Generally, the same size or larger buildings are enabled under the proposed zoning. Potential impacts caused by proposed height limits would typically be offset or outweighed by parking reductions. Exceptions include the proposed R-O, I-2 and B-3 districts where new height limits and/or increased landscaping requirements are proposed but fewer parking reductions are provided, and in the NMU district where specific FAR restrictions may impact some types of commercial projects.
- The development cost comparisons and maximum floor area ratio comparisons identified opportunities for improvements in the proposed code that are being acted upon by the Planning Department.

LAND VALUE COMPARISONS

Land values for the subject zoning districts were obtained from the Municipal Assessor’s 2007 property database. While these values do not necessarily reflect actual market value, they are assumed to represent relative values. The actual dollar amounts, therefore, are far less important than relative values between parcels. The Assessor’s database also contains information on building size, property size, and land use. This allowed comparisons of land value and floor-area-ratios (FARs) within the five selected zoning districts (B-3, I-1, I-2, R-O, R-4).

The database contains 77 separate land use designations on 5,154 land parcels encompassing 5,014 acres for the five selected zoning districts in the Anchorage Bowl. The average taxable value of land is \$9.52 per square foot, and the median value is \$9.90 per square foot.

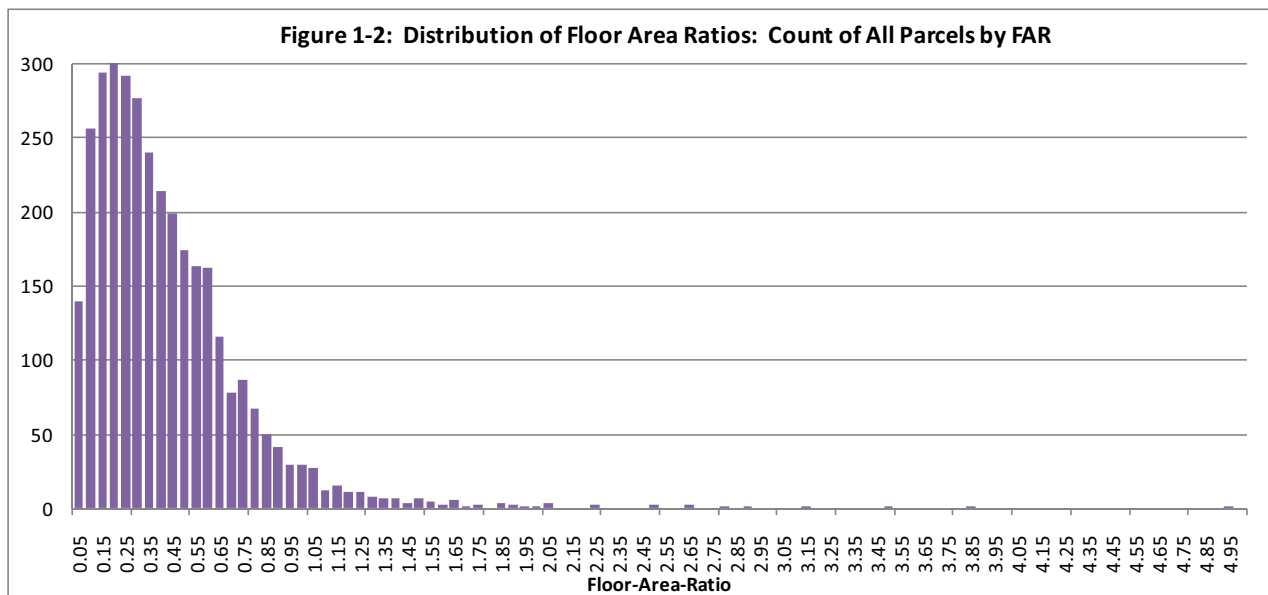
There is an imperfect, although statistically useful, “bell curve” distribution of these land values (Figure 1-1). As would be expected, there are relatively few parcels at the extreme ends (low and high) and a higher number of parcels in the middle ranges. However, the distribution is not perfectly normal, as can be seen by the spike in values in the ranges represented by 14 and 15 (i.e., between \$13.50 and \$14.49 and between \$14.50 and \$15.49 per square foot) and by the higher density of values in the lower ranges (skewed to the left). But the bell curve distribution that might otherwise be expected is generally apparent.



The chief finding of the land value analysis is that almost every parcel in the database can be said to have a value less than its full potential. This is determined, in part, by comparing the bulk of values to both the highest achieved values and the bell curve distribution. A few parcels with identical zoning and land uses have achieved markedly higher values than others, so it is safe to say that the lower-achieving properties could expand in value if better market conditions prevailed. That is, zoning itself is not the cause of one property having a lower value than another.

The analysis of prevailing Floor Area Ratios (FARs) in the Anchorage Bowl provides further support that property values have not achieved their highest potential. FAR represents the size or bulk of a building relative to the size of its lot. To find the FAR of a property, the gross square feet of the building’s floor area is divided by the gross square feet of the individual parcel on which the building sits. Larger FARs indicate bigger buildings relative to the size of the lot, which imply greater opportunities to generate income from the property. Sometimes market conditions encourage larger buildings, but the zoning will not allow it. In such cases, it might be concluded that zoning causes a negative economic impact. Other times, the zoning allows much larger buildings than are present but market conditions make larger structures infeasible. In such cases, it is not zoning that is hindering a property owner’s ability to achieve more income.

A bell curve distribution of the floor area ratios of the 3,343 non-vacant parcels in the Assessor’s database is provided in Figure 1-2 below. The distribution clearly shows a skewing of FARs toward smaller numbers, or a concentration of lower FAR values. While there are some relatively large FARs shown on the right side of the graph, these are few in number. The implication of this distribution is that some parcels in the subject zoning districts have been able to achieve relatively high FARs while most have not; if some can do it, why not a great many more? The distribution of values suggests that economic and market conditions are hindering the construction of larger buildings, not the existing zoning.



The distribution of land values per square foot and the distribution of FARs suggest that there is plenty of development potential within existing and proposed zoning. Still, there may be cases where the potential for more intense development or higher value use types may be restricted by the proposed zoning code.

For instance, some parcels in I-1 and I-2 districts may be negatively impacted by proposed restrictions against higher value land uses. Presently, I-1 and I-2 zoning, intended for industrial uses, allow a very wide range of non-residential and non-industrial uses, including some of the highest valued uses in the Bowl such as retail shopping centers. Under the proposed I-2, however, most retail will not be allowed or will be greatly discouraged. Thus, a current owner of an I-2 property with an industrial building (with a relatively low land value) might aspire to one day construct a high-value retail shopping center on the site. Under the proposed I-2 regulations, however, that same owner might no longer be able to aspire to a shopping center; thus the property's future potential economic value might be said to be reduced. This is not universal for all current I-1 and I-2 properties. Some of those parcels will be allowed to re-zone to "higher value" districts which can retain or even improve potential values. But a few of those parcels that would be retained in I-1 and I-2 might claim a loss in potential economic value.

Some B-3 properties will also face more restrictive zoning, notably along the Old Seward Highway corridor. Many current B-3 properties in other locations will be encouraged to rezone to more flexible districts (such as the proposed mixed-use districts), but those in the Old Seward Highway corridor are proposed to remain only in the proposed B-3 district, which would provide fewer land use opportunities. As it turns out, however, disallowed uses in the proposed B-3 exhibit significantly lower land values than those uses that would remain. Thus, a B-3 property is not likely to lose future potential value because of fewer land use options.

Land use restrictions are not the only changes proposed for B-3. Others include building height and FAR limitations. Thus, a B-3 owner in the Old Seward Highway corridor might not claim loss of future value based on land use restrictions, but might claim that a substantially taller or larger building would no longer be possible, thus also diminishing future potential economic gains. The present distribution of FARs (Figure 1-2), however, suggests that present owners are greatly under-achieving their potential FARs today. To claim significant loss in potential FARs, therefore, would seem to be virtually baseless for the foreseeable future. Further discussion on potential impacts to FAR in B-3 and other districts is provided at the end of this executive summary and in the EIA report Addendum.

In sum, private property in the subject districts in the Anchorage Bowl today demonstrates land values and FARs that are substantially less than could be achieved (and have been achieved in a few cases) under both existing and proposed zoning. These data indicate that current Title 21 regulations are generally not hindering economic growth and suggest that the proposed Title 21 regulations would not significantly restrict growth potential.

DEVELOPMENT COST COMPARISONS

The second part of the EIA compares the cost of complying with current Title 21 regulations to the projected costs of complying with the proposed regulations. These costs are built into the EIA model, a spreadsheet-based, input-output program developed specifically for this analysis. Essentially, key data for a proposed real estate development are input into the model which then calculates various outputs that measure economic impacts. The outputs are based on the current adopted Title 21 compared with the Public Hearing Draft Title 21 Rewrite (the version released in August and September 2007).

To illustrate the workings of the model, three detailed scenarios are described in the report covering (1) an office building in Midtown, (2) a residential multi-family project south of Downtown, and (3) an industrial warehouse project in South Anchorage. All three are actual projects that are built and operational, although the analysis made some minor adjustments to site and building dimensions to better illustrate the model's usefulness.

DEVELOPMENT STRATEGIES

The model is designed to evaluate and compare each of the five existing zoning districts to any one of the likely proposed districts that would replace it. The same five zoning districts are included in the model as were evaluated for land values and floor area ratios. If the new regulations are adopted, properties in these districts will likely be placed in one of nine proposed districts. The nine proposed districts include the existing five districts in revised form plus four new districts: R-4A Multi-Family Residential Mixed-Use; NMU Neighborhood Mixed-Use; CMU Community Mixed-Use; and RMU Regional Mixed-Use. As illustrated below, the pairings resulted in 17 different development scenarios that were tested by the model.

The pairings represent the kinds of changes that are likely to be made if a new Title 21 and Anchorage Bowl land use plan map are approved. For example, certain properties now in B-3 could become B-3 (revised), NMU, CMU, RMU, or R-4A. The model calculates the costs of complying with the current zoning compared to the proposed zoning.

The EIA model, for each of the 17 scenarios, estimates two potential impacts associated with compliance with the new regulations: (1) anticipated costs in dollars, and (2) anticipated land requirements in square feet.

The results of the cost comparisons varied among the 17 scenario tests, as shown in Figure 1-3 on the following page. The overall monetary cost of required site improvements (comprised of required landscaping, parking, loading, open space, snow storage and pedestrian walkways) is less under the proposed zoning in each of the 17 scenarios. These site cost savings result primarily from the lower parking space requirements in the proposed code. The cost of providing for vehicle access and parking accounts for the majority of costs incurred to improve a site.

Zoning District "Pair Comparisons"	
Existing Zoning District	Proposed Zoning District
B-3	B-3
	NMU
	CMU
	RMU
	R-4A
R-O	R-O
	R-4A
R-4	R-4
	R-4A
I-1	I-1
	I-2
	B-3
	CMU
	RMU
I-2	I-1
	I-2
	CMU

Land requirements under the proposed code for the commercial office site with surface parking would be reduced in the proposed mixed-use districts compared to the current B-3 (Figure 1-3). This is mainly due to lower parking requirements in the proposed mixed-use districts, and comes despite a substantial increase in a landscaping requirement related to utility easements. Meanwhile, there would be a moderate overall increase in land area requirements for the commercial office and industrial warehouse sites in the proposed B-3, I-1 and I-2 districts, as the proposed code provides fewer parking reductions in these districts to offset the increased landscaping and pedestrian facility requirements.

In contrast, land requirements under the proposed code for the residential multi-family development example evaluated for the EIA would substantially exceed the land requirements of the current code. These added obligations of land are, like the previous examples, also related to parking and landscaping. For the office and industrial examples, all parking is “at grade” on the land’s surface. Because the proposed code requires less parking than the current code, the all-surface-parking scenarios require less land.

In the multi-family example, the developer designed a larger building by providing structured parking underneath, while leaving a small number of surface spaces for visitors. The reduced parking requirements of the proposed code, therefore, would result in less structured parking but not in less surface parking than with the current code. Because the surface parking would therefore consume the same amount of

land under both current and proposed codes, the proposed code’s greater perimeter/utility easement landscaping requirements result in a net increase in land needed. The trade-off is the substantial dollar cost savings under the proposed code through being able to provide fewer structured parking spaces, which are far more expensive to build than surface lot spaces. As illustrated in the Residential Multifamily Site test results of Figure 1-3 below, the cost savings for developments that use structured parking are balanced by a simultaneous *increase* in the land area required to comply with landscaping requirements.

Figure 1-3
Land and Development Cost Impacts Comparing Current to Proposed Title 21
Based on Model Tests for Cost of Zoning Compliance on Example Development Scenarios

Current Zoning	Proposed Zoning	Example Development Scenario	Percent Change in Monetary Cost of Site Development (not including building)	Percent Change in Land Area Required for Site Development (not including building)
B-3	B-3	Commercial Office Site	- 9%	+ 4%
B-3	NMU	Commercial Office Site	- 16%	- 4%
B-3	CMU	Commercial Office Site	- 14%	- 4%
B-3	RMU	Commercial Office Site	- 16%	- 4%
B-3	R-4A	Residential Multifamily Site	- 36%	+ 27%
R-O	R-O	Residential Multifamily Site	- 31%	+ 74%
R-O	R-4A	Residential Multifamily Site	- 44%	+ 43%
R-4	R-4A	Residential Multifamily Site	- 36%	+ 43%
R-4	R-4	Residential Multifamily Site	- 32%	+ 42%
I-1	I-1	Industrial Warehouse Site	- 17%	+ 2%
I-1	I-2	Industrial Warehouse Site	- 17%	+ 2%
I-1	B-3	Industrial Warehouse Site	- 18%	+ 17%
I-1	CMU	Industrial Warehouse Site	- 29%	- 21%
I-1	RMU	Industrial Warehouse Site	- 29%	- 21%
I-2	I-1	Industrial Warehouse Site	- 15%	+ 11%
I-2	I-2	Industrial Warehouse Site	- 15%	+ 11%
I-2	CMU	Industrial Warehouse Site	- 27%	- 14%

Because the cost comparison results summarized in Figure 1-3 measure the impacts of only three individual development scenario examples, they are not intended to provide a definitive, comprehensive finding as to the performance of the proposed zoning for all kinds of uses and development projects. This report could not test every possible development; however, the scenarios selected are intended to be representative examples of anticipated land uses and development types. They are meant to provide a general indication of potential impacts and help identify where there may be issues with certain provisions in the proposed code.

MAXIMUM DEVELOPMENT POTENTIAL

Theoretically, the larger the building, the more value it creates for the owner. As discussed above, most existing development in the Bowl has a lower floor area ratio (the total floor area of the building relative to the land area of its lot) than allowed under current zoning. Higher floor area ratios (FARs) can be achieved in each zoning district, but market conditions have kept the vast majority of properties from achieving their full economic potential. Even so, this EIA analyzes the potential impacts of proposed limitations on allowable building height and FAR within the B-3, R-O, R-4, I-1, I-2 and mixed use districts. This analysis is provided in the EIA Addendum (attached).

To test these impacts, a “supplemental model” was developed as an extension to the main EIA model, to help determine the largest possible building that could be constructed on a site given the site’s zoning and dimensions, for both current and proposed code. The supplemental model assumes that most buildings will have maximum height limitations—something that is not the case in the current Title 21 regulations. The model imposes an effective height limit of 75 feet based on the predominance of low-to-medium rise building types in the Anchorage Bowl. Building and fire code requirements change above certain height thresholds, and it is anticipated that most new buildings in the districts being tested in the EIA would remain low-to-medium rise in scale. However, the height parameters, parking configurations, and other characteristics of projects being tested can be altered in the model as circumstances require.

The supplemental model was applied to the same three development scenarios as before: the low-medium rise office building in Midtown, the high-density, multi-family project south of Downtown, and the industrial warehouse in South Anchorage.

The proposed zoning districts offer a mixture of potential economic impacts for the sites evaluated. In some cases, the proposed zoning district would allow a larger building than is allowed today, assuming the same type of use and project development category. For two of the scenarios evaluated (office and warehouse), the reduced parking requirements more than compensate for the height limits recommended in the mixed-use and industrial districts. This is a positive impact, even if hypothetical.

In other cases, however, the proposed regulations would reduce the possible size of the building and/or restrict the largest building possible to something that is smaller than allowed under today’s regulations. This can be interpreted as a negative impact because the property owner, even with an existing building that is smaller in size than currently allowed, would not be able to construct a future building larger than is allowed today. For example, somewhat reduced parking requirements in the proposed B-3, I-2 and R-O districts did not completely compensate for the proposed height limits and landscaping increases. Thus, if the proposed regulations are approved, it is possible that some property owners would likely want to be rezoned to one of the mixed use districts in order to achieve potential positive impacts.

In the NMU district, the proposed maximum FAR to be allowed by right would restrict the size of office buildings to less than what the current B-3 zone would allow. Bonus incentives would be available to increase FAR. However the incentives are weighted toward mixed-use rather than stand-alone offices.

The proposed regulations may or may not increase the possible overall size of high density residential buildings with structured parking, depending on how large a building floor area bonus that a particular project is eligible for under the proposed code. In cases where the maximum FAR was the same between current and proposed codes, the test cases indicate that the reduced parking requirement allowed the same sized building to contain more residential and commercial floor space and fewer parking spaces. Therefore, although total maximum FAR might remain the same, the FAR of the income-generating portion of the development appeared to be larger under the proposed code, generating a positive economic impact.

DEVELOPMENT STRATEGIES

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SUMMARY

Land Value - The report's analysis of property values demonstrates that, in general, land values and floor area ratios (building sizes) in the subject zoning districts are substantially less than could be achieved if market conditions were more amenable. More value could be obtained even under current zoning if market conditions encouraged property owners to create larger buildings or establish more higher-value land uses to generate more income.

It appears from the analysis that the current Title 21 regulations are generally not hindering economic growth and that, likewise, the proposed Title 21 regulations would, in general, not significantly restrict growth potential. In some areas zoned I-1 or I-2 there may be a loss in future potential economic value due to proposed land use restrictions against retail commercial establishments that show higher land values. The data indicate that there will not be significant economic impacts from land use regulations in the proposed B-3 or mixed-use districts.

Development Cost - The EIA model reveals that there are many land and monetary cost impacts within any given project. Some of these are negative, some are positive, some are neutral. Most notably, the negative effects are caused by greater land area demands of the proposed Title 21 for landscaping, especially in relation to utility easements. There will also be increased dollar and land costs for open spaces and pedestrian ways that enhance the aesthetics and functions of the site. More land and more costs will generally be involved for these site enhancements. But these are usually offset by reduced requirements for automobile parking. The proposed code simply would require substantially less parking than is now the case, based on research on parking demand by the Planning Department. Thus, property owners would be faced with lower demands on land and lower costs to develop parking. *The EIA model determines that the net effects of these internal impacts are generally neutral or, at worst, only slightly negative, based on the development examples evaluated.*

In certain cases, there may be onerous net demands or impacts, although the modeling for this report could not anticipate every possible development scenario.

Maximum Development Potential – The supplemental EIA model measures the effect of proposed zoning regulations, such as height limits and maximum FARs in the B-3 and mixed-use districts, on maximum FAR potential relative to current zoning regulations and market possibilities. *The testing revealed that, with a few exceptions, there would be no substantial negative impact on maximum development potential with the proposed regulations, based on the examples evaluated.* In those cases where negative impacts from proposed height limits and landscaping increases were not offset by reduced parking requirements, a rezoning to one of the new mixed-use districts could result in a positive economic impact for the property owner.

The analyses of potential impacts on land values, development costs, and maximum building size also helped identify where there may be issues with certain provisions in the proposed code. The results of the tests will be used by the Planning Department to evaluate the Title 21 Rewrite and possibly recommend changes to the draft code. Further testing of additional development examples may be necessary. Where the initial tests and possible further testing reveal weaknesses in the proposed code, Planning will need to document and address them as part of the Title 21 Rewrite public approval process now underway.

ADDENDUM – PART I

SUPPLEMENTAL MODEL OF MAXIMUM DEVELOPMENT POTENTIAL IN A DISTRICT

Theoretically, the larger the building, the more value it creates for the owner, meaning a larger building could be more economically preferred than a smaller one.¹ This Addendum to the EIA report examines the supplemental EIA model which attempts to predict the effect of the proposed Title 21 Rewrite zoning regulations on the maximum possible floor area ratio (FAR) of a building. The supplemental model can help to determine (1) what this maximum potential might realistically be and (2) whether the proposed Title 21 regulations would increase or decrease this potential.

As discussed in Chapter 3 of the EIA report, most existing development in the Anchorage Bowl has a lower FAR than what is allowed under current zoning. Higher FARs can be achieved in each zoning district, but market conditions have kept the vast majority of properties from achieving their full size potential. Even so, this Addendum analyzes the potential impacts of proposed limitations on allowable building height and FAR within the B-3, R-O, R-4, I-1, I-2 and mixed use districts.

To test these impacts, a “supplemental model” was developed as an extension to the main EIA model to help determine the largest possible building that could be constructed on a site given the site’s zoning and dimensions, under both the current and proposed codes. Along with the potential impacts of proposed land use limitations (as discussed in EIA section 3.5) and the costs of proposed development standards (covered by Chapter 4), the test results from the supplemental model should contribute to an overall estimation of the potential impacts of the Title 21 Rewrite on the economic potential of property in each of the subject zoning districts.

AD1-1. BACKGROUND AND PURPOSE OF THE SUPPLEMENTAL MODEL

The EIA model in Chapter 4 of the EIA report compares the code requirements of selected zoning districts in the current Title 21 regulations to selected districts proposed for the Title 21 Rewrite. To do this, many details of the zoning requirements are built into the main EIA model which, in turn, requires certain inputs about the type and size of a proposed development. Key outputs are the amount of land required to comply with the zoning and the likely dollar costs of compliance.

The land requirement is a function of both the size and use of the building. Land demands such as parking and private open space can be derived from the known size and use of a particular building. As noted earlier, almost all of the test examples revealed that the subject development projects presently utilize more land than what is actually required by zoning; in other words, there is “left over land” after complying with zoning for a given building size. A larger building could have been constructed on these sites to more fully utilize the land resources.²

¹ This does not mean that all owners will construct the largest allowable structure on their properties. Market forces will determine the size actually built but, if market forces would allow a larger structure than the proposed zoning code would allow, there may be a negative economic impact for the property owner.

² Sometimes, owners will build a smaller-than-allowed building in order to allow for future on-site growth. When the business grows, it will need more floor area and would be able to add on to the existing building to accommodate that growth rather than buy more land.

These tests in Chapter 4 are “static” in that they do not change any of the parameters of the buildings and the usage of the sites. They simply test the project “as is” rather than suggest how large a building might be constructed. A more dynamic modeling would enable the EIA model to test for maximum build-out potential of a site rather than compare just a fixed set of parameters.

The “supplemental model” was created to allow 1), input of data on a given project in the main model (as has been done in the previous tests), and 2), to use the results of the main model to test the effects on land utilization for different sized structures. The supplemental model depends on the main model, so a proposed project scenario must first be evaluated in the main model.

The principal purpose of the supplemental model is to determine the largest possible building that could be constructed on the site given the site’s zoning (both for the current code and the proposed code) and dimensions. Property value and potential income from the property are partly determined by the type of uses—and the amount of such uses (measured in square feet of building floor area)—that are allowed by zoning. A larger building theoretically enables the owner to earn higher incomes and profits, so it may be in the interest of the owner to achieve the largest building possible. Of course, there are market and economic factors to consider; while the site might accommodate a larger building, the present market may not be conducive. But understanding the full building potential of the site can be useful to the owner in planning for financial rates of return.

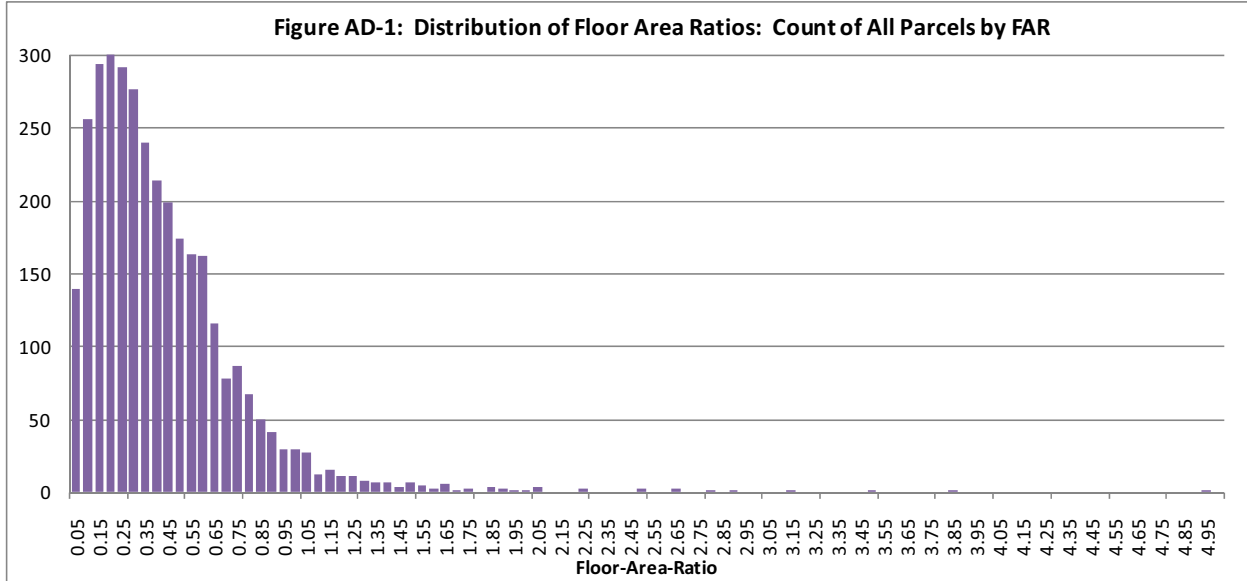
As discussed in Chapter 3, the maximum building potential is typically expressed as the floor area ratio (FAR), which compares the amount of floor area in a building to the amount of land area of its site. Because the size of a building helps determine the income it generates, FAR is used as a proxy for the amount of income the building might generate. A larger building on a fixed site generates a higher FAR which, in turn, suggests a more valuable building for the owner.

This is not to say that size is the only determinant of the future income generating potential of a building. For example, under present market conditions, the taxable property value of some commercial retail and warehouse distribution uses may depend in part on the “economic through-put”, or the volume of goods flowing through a particular establishment. If there develops a strong demand for a distribution warehouse and the type of inventory that it handles, such a property may have a greater income-generating potential than a property elsewhere with a similarly sized building with a different use and lower through-put. However, this analysis focuses primarily on building size as it is a factor that could be impacted by existing and proposed zoning requirements, and is a good indicator of value barring the availability of other information.

In addition to simply reporting the maximum allowed building size, the supplemental model can also show that, comparatively, the maximum building size that is possible under the proposed Title 21 regulations might be less than under current regulations. In the scenarios tested to this point, the monetary costs and land area requirements of existing projects are simply compared between one zoning code and another. But one of the codes might enable a building to be larger than the other. If the proposed regulations would reduce the potential size of a structure from what is now possible under current zoning, then an owner might claim a negative economic impact because the proposed regulations would reduce the property’s *potential* to generate more income even if the property is not yet reaching its potential. Conversely, if the proposed code would allow a larger building than is allowed today, the owner can claim a positive economic impact regarding potential income generation.

Recall the bell curve depiction of the distribution of FARs of existing development in the Anchorage Bowl from Chapter 3 (Figure 3-5), reproduced below as Figure AD-1. While it is very difficult to determine the maximum FARs that can be achieved in all zoning districts (principally due to the current

“unlimited” building heights allowed in Title 21), it is possible to show that some parcels have been able to achieve markedly higher FARs than the bulk of the others. This suggests that most parcels in the five tested zoning districts have not yet achieved their maximum building size potential; some parcels have larger FARs, so others should also be able to achieve higher FARs. While the need to satisfy such zoning requirements as parking and landscaping affects the ability to achieve maximum building size potential, low existing FARs are primarily indicative of market conditions that inhibit the vast majority of properties from achieving higher FARs in each district. The conclusion from Chapter 3 is that a great deal more building expansion might be achieved well before the Anchorage Bowl reaches zoning restrictions on the size of buildings.



The EIA supplemental model therefore enables property owners to (1) determine what this potential might realistically be and (2) whether the proposed Title 21 regulations would increase or decrease this maximum potential.

AD1-2. HOW THE SUPPLEMENTAL MODEL WORKS

The supplemental model requires the manual adjustment of several key factors, including the square feet of the building’s footprint and the number of stories of the building. By adjusting either or both of these factors upward, the hypothetical building becomes larger (taller, wider, more square feet), which in turn increases the need for parking and several other land-requirement factors. The supplemental model estimates how these land-requirement factors would expand in response to a larger building. Increasingly larger building factors (again, the footprint and/or stories) can be input until the model indicates that the site is fully utilized (100%) to comply with zoning.

At 100% site utilization, adding to the size of the hypothetical building would require a larger site. Decreasing the building size would mean less than full utilization of the site. In economic theory, the property owner would seek the largest building possible in order to maximize income potential. The largest building possible in a given zoning district is when the site is fully utilized to comply with zoning—no more, no less.

The supplemental model, however, provides only an approximation of the “largest building possible.” This is because of the many and varied details involved with zoning regulations and because a re-sized building requires re-planning of its floor plates and uses, thus precipitating certain refinements that only the main model can test. If the supplemental model’s output suggests that a larger building is possible, the property owner, architect, planner, etc., can tentatively re-configure the plans for the building and the site in order to accommodate the “largest building possible.” That information could then be re-entered into the main model in order to fully test for many of the details of the zoning district in question.

AD1-3. PROJECT DEVELOPMENT CATEGORIES AND EFFECTIVE BUILDING HEIGHT LIMITS

An important assumption in the supplemental model is that buildings will have maximum height limitations—something that is not actually the case under the current Title 21 regulations. All of the five current zoning districts evaluated in the EIA model allow unlimited heights for buildings, except for rare cases near residential properties in the two industrial districts. An unrestricted height limit, however, is almost impossible for a quantitative computer model to evaluate in terms of the “largest building possible” since, in theory, the size is also unlimited as long as all zoning requirements are met.

That said, the model imposes an effective height limit based on the predominance of low-medium rise building types in the Anchorage Bowl. The majority of developments in the Bowl (though certainly not all) consist of, and are expected to continue to consist of, “low-to-medium rise buildings” surrounded by surface parking.³ For purposes of the supplemental model, this type of development is classified as having no more than five commercial stories or no more than 75 feet in height (assuming 15 feet of height per story). Building and fire code requirements become more burdensome above this height threshold, and it is anticipated that most new buildings outside of the Downtown and Midtown business cores will stay below it. This matches what appears to be the predominant height pattern in most other cities the same size range as Anchorage, and even that of much larger cities that have experienced substantial infill and redevelopment.

The supplemental model requires the user to indicate a broad “Project Development Category” that enables the model to default to certain quantifiable height limits. Therefore it replaces any “unlimited height” restrictions with the 75-foot restriction if the user manually selects a classification of “low-to-medium rise building.” Eliminating the “unlimited” allowance in favor of a fixed height limit enables the model to operate within quantifiable bounds and is justified by the predominant scale of buildings in the Bowl.

The height parameters, parking configurations, and definitions of projects can, of course, be altered in the model as circumstances require. In fact, the model provides four “low-to-medium rise” project development category choices, defined below, plus two “high rise” choices and one “single story” choice. These choices enable the model to test the maximum development potential of the most common types of development anticipated in the Bowl. For example, project development category #1 can be used to model the largest possible “big box” store in a B-3 zoned lot or industrial warehouse on an I-1 zoned lot since such buildings typically have just a single story. The high rise choices push the supplemental model’s height maximum to 300 feet, allowing the user to test for 20-story buildings in situations where high rise structures would be more likely, such as along the A-C Couplet in the center of Midtown.

³ Of the 5,141 parcels in the Municipal Assessor’s database for 2007 that is evaluated in Chapter 3, 3,343 have buildings on them but only 186 have parking structures associated with these buildings.

The project development categories used in the supplementary model are as follows:

1. **Single story building with all surface parking.** This project development category defaults to a maximum of one story. Examples of this category includes such development formats as a retail “box store” or multi-tenant retail building, a typical stand-alone restaurant, or an industrial warehouse or manufacturing plant.
2. **Low-to-medium rise building (up to 75 feet in height) with all surface parking.** This category would result in the smallest possible building in the four “low-to-medium” project development categories because it requires the greatest amount of land for parking. This category includes most of the existing office buildings and many of the multifamily residential developments in the Bowl.
3. **Low-to-medium rise building (up to 75 feet in height) with surface parking plus ground-level parking under the building.** This project development category enables the user to increase the footprint of the building because some of the parking will be under the building. Several Midtown financial buildings on tighter development sites exemplify this parking configuration.
4. **Low-to-medium rise building (up to 75 feet in height) with two parking levels under the building.** This project development category enables the building footprint to be even larger since more of the parking that would otherwise be on the surface would now be under the building. Park Plaza II Apartment Homes, one of the three development scenarios tested for the EIA report, exemplifies this development type.
5. **Low-to-medium rise building (up to 75 feet in height) with separate parking structure.** The footprint can be even greater with this scenario since the structured parking area is not limited by the footprint, as it is when some parking is under the building. Recent low-to-medium rise office buildings that include separate parking structures include the Afognak Native Corporation building on Arctic Boulevard and the office building at 3000 C Street.
6. **High rise building (over 75 feet in height) with all surface parking.** This option requires a minimum building footprint size of 10,000 square feet, based on a combination of structural code requirements and the economic need for efficient use of floor area that is prerequisite for a cost-effective tower. It would be likely to require a relatively large site to accommodate sufficient surface parking for all the floor area in a building that is greater than 75 feet in height.
7. **High rise building (over 75 feet in height) with structured parking.** This option would likely include some surface parking but would enable the building footprint to expand because not as much parking would need to be accommodated on the surface.

These categories do not necessarily cover all of the possible development configurations. More categories might be added in the future as the model is refined after additional testing. However, these general categories cover the most common development configurations in the subject zoning districts that may be affected by the Title 21 Rewrite.

AD1-4. CASE EXAMPLE

A case example is instructive. For this, recall the Alaska USA Federal Credit Union Financial Center at 500 West 36th Avenue, described in Chapter 4, and consider the comparison between its present zoning in B-3 and one of the proposed zoning districts, CMU. The actual Alaska USA building is approximately 92,500 square feet in overall gross floor area (including four stories of offices, a basement and a sizeable rooftop mechanical penthouse).

B-3 does not presently have a height or building size limit explicitly stated in the zoning ordinance so, theoretically, a building of any size is possible (as long as sufficient parking and other requirements are met). But, like most office buildings in Anchorage outside of Downtown, the building fits the second “project development category” listed above: low-to-medium rise building with all surface parking. This category assumes the building will not cross the 75-foot height threshold in the building and fire code requirements, translating into a low-medium rise office building with five or fewer stories under the current B-3 zoning. The building, including its mechanical penthouse, is 74 feet high according to its building permit.

The proposed CMU zone, on the other hand, has a height limit of 60 feet (four stories), effectively capping the size of the largest building possible. As indicated in the main model and reported in section 4.3 of the EIA report, the proposed code would allow the rooftop mechanical penthouse to exceed the 60-foot height limit by up to 15 feet, but only if the appurtenance covers less than one-third the roof area of the building. Since the actual mechanical penthouse covers approximately two-thirds of the roof area of the Alaska USA building, the proposed code would count it toward the building height calculations, rendering the building 75 feet in height and higher than the CMU district would allow. Had the mechanical penthouse been smaller in area, such as 5,000 square feet, it would be considered an appurtenance exempted from the CMU maximum height calculation, and the building would comply with CMU height limitations.

On the face of it, therefore, one might expect that CMU would allow a smaller low-medium rise building (four commercial stories) than the current B-3 (five commercial stories, based on the project development type). But CMU has a lower parking requirement, so it might be possible to have a larger footprint in CMU than B-3, perhaps compensating for the lower height limit.

As the building now exists,⁴ it requires 91.4% of the site to comply with zoning rules, according to the main EIA model test results from Chapter 4. Under CMU, it would require slightly less land, 88.4%, primarily because of lessened requirements for parking even though landscaping and related requirements would increase. In neither case is the site fully utilized within the constraints of zoning⁵. By hypothetically enlarging the building, therefore, it can be determined how large a building with the same mix of uses (office and storage/mechanical space) and within the same project development category (low-medium rise with all surface parking) could be supported on the site. The supplemental model is set up to do just that.

Before proceeding, it is important to understand a couple of key “assumptions” in the supplemental model:

1. The model assumes that a building could have upper floors that are larger than the ground floor (i.e. footprint). Indeed, the actual Alaska USA building does just that: its footprint is approximately 15,000 square feet while the upper floors have approximately 17,500 square feet each. This is accomplished with upper floor plates cantilevered over the ground floor—in this case over the main entrances. The supplemental model assumes that a site could achieve a 20% premium in floor area over the ground floor (Alaska USA achieves 16.7%). This does not mean that an architect *must* design a building with such a premium, but that the “largest building possible” should incorporate

⁴ Actually, not precisely as the building now exists. For purposes of the main model analysis and illustration, site and building dimensions were “squared off” and are not necessarily exact. So the case study should be considered hypothetical, not actual, though the actual site provides visible guidance as to the accuracy of the model’s outputs.

⁵ The actual development provided more landscaping and pedestrian entrance plazas than required by zoning.

some sort of premium. The 20% premium in the model is arbitrary. It can be customized manually to reflect actual architectural designs. Or it can be adjusted for simplicity to assume that all floors are the same size.

2. Of course, more floor area requires more parking to accommodate the uses in the building. Parking requirements are based on the specific uses. To adjust parking requirements for larger buildings, the supplemental model simply assumes a proportional increase in the amount of floor area for each use that was entered in the main model. For example, the actual Alaska USA building has around 67,000 square feet of office and 25,500 square feet of basement and penthouse mechanical or storage areas. Thus, if the hypothetical building increases by 15% in size, the amount of office space in the building is assumed to increase 15% and, likewise, for all other uses of the building that are identified in the main model. This, of course, increases the requirement for parking by proportional amounts. In reality, the market and the building's designer may not increase such uses in precise proportions. But the supplemental model illustrates approximately how much larger the building could be so that re-design can be undertaken if desired.

An exception is that the supplementary model assumption that all uses in the building increase proportionally can be manually altered in development scenario examples such as Park Plaza II Apartment Homes that have structured parking in the building. Depending on how much the proposed code reduces the parking requirement for the use being tested, the amount of floor area in the building that must be encumbered by first-floor parking garage can be reduced and redistributed equally among the income-generating uses in the building.

3. The supplemental model by default also carries forward the number of basement floors that appeared in the main model test. For example, the Alaska USA building includes a basement, so the supplemental model includes one story of basement area equal in size to the first floor of the building. This obviously allows both the current and proposed codes to yield a larger maximum total building size in terms of floor area. The supplemental model includes a break-out of floor area above grade and below grade. If the purpose is to identify the maximum possible above-grade, the development scenario undergoing testing could be modified to eliminate the basement floor area (see the latter part of Table 2-4 in Part 2 of the Addendum). Basement floor areas devoted to parking, however, are not included in the FAR calculations.
4. A fourth key assumption is that the parking configuration entered into the main model remains the same, though it, like the land uses, increases proportionally. So, if (as is the case here) parking would be entirely on the surface (e.g., no parking structure), then the supplemental model simply increases the number of surface spaces. It does not attempt to reallocate spaces from surface to some sort of parking structure. If the main model mixes a parking structure along with some surface parking, the number of spaces for each type of parking would increase proportionally in the supplemental model.

As discussed above, an exception in the supplementary model to this assumption is that, in developments such as Park Plaza II that have structured parking in the building (eg., first floor and basement parking), the supplementary model gives the flexibility to manually allocate increases or decreases in the required amount of parking among the floors in the building to maximize the size of the building. For example, since the proposed code would require less parking, the model allows for the elimination of the first floor parking from the building without reducing the amount of basement parking. This maximizes the usable floor area of the building by opening up more of the ground floor for active uses such as retail or commercial.

Importantly, a parking structure lessens the amount of land area used for parking, thus increasing the amount of land area that a building could occupy. Most buildings outside of Downtown have all surface parking. However, several low-medium rise buildings in central Midtown, including at 3000 C Street and the Afognak Native Corporation building, have separate parking structures. When testing for “the largest building possible” in the supplemental model, it could, therefore, be useful to also test a project development category that allows structured parking (eg., project development category #5 above). This can be done by manually inserting a parking structure in the main model. The supplemental model is thus capable of testing for both surface and structured parking. If there is no parking structure in the main model, however, the supplemental model will also assume that there is no parking structure.

Using the above assumptions on the Alaska USA case example with the low-medium rise/surface parking project development category, the supplemental model predicts that:

- a. Under the present B-3 zoning, the largest building possible would be about 103,300 square feet, or about 12 percent larger than the actual building. If made 12 percent larger, it might generate 12 percent more income.
- b. Under the proposed CMU zoning, the largest building possible would be about 105,800 square feet, about 14 percent larger than the actual building and about six percent larger than the largest building possible under the present B-3 zoning.

The similarities in these two sizes are noteworthy. The CMU has a height limit (four stories) that effectively keeps the largest building possible to a story less than in B-3 (five stories, based on the project development categories), so the CMU scenario might be expected to predict a smaller building than the current B-3. But the proposed CMU also has a lower parking requirement, which makes it possible to have a larger building footprint in CMU than B-3, compensating for the lower height limit. The CMU scenario creates a necessarily smaller structure than it would if its height limits were the same as B-3, but it also allows a larger structure than it would if its parking requirements were the same as B-3.

Remember, too, that the current B-3 has no explicit height limits, so a building under current zoning might even be larger than suggested above, if not for the low-to-medium rise project development category’s artificial restriction on height.

The artificial height restriction may or may not be an appropriate assumption, depending in part on where in the Bowl the proposed district under comparison with the current B-3 is intended to be applied. For example, if the draft Anchorage Bowl Land Use Plan Map had implied that the CMU district is intended for high intensity regional centers such as in the Midtown business core along the A/C Couplet, then the artificial restriction on the current B-3 district would probably not adequately reflect market possibilities or the community’s intent for the area. Indeed, in a Midtown core location, further hypothetical testing might assume that the Alaska USA Building could be as much as 20 stories high, but this would certainly require structured parking.

If, on the other hand, the proposed CMU district is intended for the more outlying commercial districts that primarily serve neighborhood subareas of the Bowl, then it is probably appropriate to assume that market conditions will keep most buildings below 75 feet in height, regardless of zoning, and the artificial restriction may fit the intent of the community to limit the scale of buildings in these areas for neighborhood compatibility reasons. In other words, because NMU, CMU and RMU districts are intended to be applied in areas outside of central Midtown, most development in areas these three new districts might apply will probably be low-to-medium rise.

The purpose of the supplemental model, again, is to provide a guide for determining the largest size that a structure could achieve on a given site under given zoning requirements, either within the current Title 21 regulations for the five zoning districts analyzed in this report, or those of the nine proposed districts in the Title 21 Rewrite that are analyzed in this report. A larger structure can yield more income and, potentially, more profits for the property owner, depending on economic conditions. Thus, a target of a property owner is to achieve the largest possible floor area ratio.

Seventeen “pair comparisons” were evaluated in the EIA model for this report. In most of these 34 evaluations, the EIA model tests show that the subject sites are not fully utilized for zoning compliance. That is, in all but one example, the buildings could actually be larger than they are today.

AD1-5. SUMMARY FINDINGS: EIA DEVELOPMENT SCENARIOS

Tables AD1-1, AD1-2, and AD1-3 summarize the calculations of the supplemental model based on the three development scenarios used in Chapter 4 of the EIA report. Each table first shows the total floor area of each building as it exists today. These floor areas are then compared to the “largest building possible” in the zoning districts that were included in the EIA model. These hypothetical buildings are presented two ways: (1) as total square feet utilizing 100% to comply with all zoning regulations; and (2) as percents of the existing building. The last column of each table shows the floor area ratio that would result from the largest building possible; this can be compared to the FAR for the actual building shown at the top of each table.

For instance, the **Alaska USA** building (Table AD1-1) is analyzed in the model under only one of the current Title 21 districts—B-3—but four districts of the proposed Title 21—B-3, NMU, CMU, and RMU:

- Under the present B-3 zoning, the maximum sized building allowed would be about 103,326 square feet, or 0.71 FAR on the Alaska USA site. This is 112% of the present building, or 12% larger, suggesting that the present building is not taking full advantage of the site.

Table AD1-1: Largest Building Possible Using Supplementary EIA Model			
Based on Example Development Scenario: ALASKA USA FEDERAL CREDIT UNION FINANCIAL CENTER			
Site Size 3.33 Acres	Actual Building Size 92,500 sq. ft.		Floor Area Ratio 0.64 FAR
Zoning District	Maximum Allowed Building Size (sf)	Percent of Actual Building Size	Maximum Allowed FAR
Current B-3	103,326	112%	0.71
Proposed B-3	94,270	102%	0.65
Proposed NMU	73,450	79%	0.51
Proposed CMU	105,784	114%	0.73
Proposed RMU	105,784	114%	0.73

- Under the *proposed* B-3 district, the largest building would be 94,270 square feet, or 0.65 FAR. This would be 2% larger than the present building, but 9% smaller than what current B-3 zoning would

allow. This can be interpreted as a potential *negative* impact because the proposed B-3 regulations would enable a smaller building than the current B-3 regulations.

- But under the CMU and RMU mixed use districts, the building could be 105,784 square feet (0.73 FAR), or 14% larger than the present building. These mixed-use districts would, therefore, allow a larger building of the same use and development category than does the current B-3 zoning. Thus, if the proposed Title 21 regulations are approved, a site and project like Alaska USA would likely want to be re-zoned to one of the mixed use districts in order to achieve potential *positive* impact.
- The NMU mixed-use district development standards as tested by the supplementary model would allow only a 73,450 square foot building (0.70 FAR). This is markedly smaller than the current B-3 zoning would allow for the same use and development category. However, the maximum FAR allowed by-right in the NMU is proposed to be 0.50 FAR. Although the NMU district would allow up to 1.0 FAR through bonus features, the Alaska USA project as built and tested would only be eligible for a bonus of 0.01 FAR under the proposed FAR bonus menu choices. This results in a maximum allowed FAR of 0.51, or a maximum building size for this project of 73,450 square feet in the NMU. This is 21% smaller than the actual existing building, and 29% smaller than what current B-3 zoning would allow.

The project might have been redesigned to be eligible for more bonus floor area. However the EIA model testing indicates that it would be difficult for the FAR bonus menu choices available in the draft code to garner substantial FAR bonus above 0.50, unless the project were to incorporate underground parking or housing.

The largest possible building size for the **Park Plaza II Apartment Homes** test case (Table AD1-2) would be 2.0 FAR, or around 110,000 sf of floor area under both the existing and proposed R-4 district. Both the current and proposed R-4 exempt the 41,000 sf of underground parking garage from FAR calculations.

Table AD1-2: Largest Building Possible Using Supplementary EIA Model			
Based on Example Development Scenario: PARK PLAZA II APARTMENT HOMES			
Site Size 1.26 Acres	Actual Building Size 144,800 sf. ft.		Floor Area Ratio 1.89 FAR*
Zoning District	Maximum Allowed Building Size (sf)	Percent of Actual Building Size	Maximum Allowed FAR*
Current B-3	147,050	102%	1.93
Current R-O	151,000	104%	2.00
Current R-4	150,970	104%	2.00
Proposed R-O	133,480	92%	1.68
Proposed R-4	150,991	104%	2.00
Proposed R-4A	178,800	123%	2.51
*FAR calculation does not include basement (underground) parking garage floor area.			

The proposed R-4 would allow only 1.0 FAR and 45 feet of building height by-right. However, it provides FAR bonuses for such features as underground parking up to a maximum total 2.0 FAR and a

building height to 60 feet. In the case of Park Plaza II, a high-density project incorporating underground parking, the proposed FAR bonus for underground parking would make it eligible for 2.0 FAR.

The proposed R-4A district would, with FAR bonuses, allow Park Plaza II to be even larger: up to 3.0 FAR and a 90 foot building height. (However, because the supplementary model assumes the project development category to be low-medium rise, it defaults to a maximum potential height of 75 feet.) The model test scenario, in order to illustrate FAR bonuses, assumes that the development provided several bonus features (e.g. affordable housing) that the actual development did not, resulting in a higher maximum FAR result for R-4A than current or proposed R-4. However, because the bonus incentive system means there is a range of possible maximum FARs, in reality the maximum development potential for projects in the R-4A could range anywhere from 1.0 to 3.0 FAR.

The test case indicated that although the maximum building size would be about the same under current and proposed R-4 districts, the reduced parking requirement allowed the same sized building in the proposed R-4 district to contain more residential and commercial floor space and fewer parking spaces. A greater percent of the floor area within the building could be devoted to income-generating uses rather than first-floor parking garage. The current R-4 requires more parking, so that most of the first floor of the building is encumbered by a parking garage. Therefore, although total maximum FAR might remain the same under the proposed R-4, the FAR of the income-generating portion of a high-density residential development might be larger under the proposed code, generating a positive economic impact (See Table 2-1 in Part 2 of the Addendum).

Under the proposed R-O district, Park Plaza II would be unable to achieve the same scale of development that it can under current R-4 or R-O zoning. The proposed R-O district has a 45 foot height limit, effectively eliminating at least one story from the building, would require more landscaping, and would not provide as many parking reductions as in the proposed R-4A. Because the new R-O district would seem to no longer allow as much density as exemplified by Park Plaza II, a property owner in the proposed R-O district might claim a negative economic impact.

In all zoning districts tested, including present zoning, the **Carr Gottstein Distribution Warehouse** building (Table AD1-3) could be substantially larger than it is today (In fact, it may be the intent of the owner to expand the warehouse in the future to meet market demand). The supplemental model testing for maximum development potential assumed that the building will remain in “project development category” #1— a single story building with surface parking, and that the firm’s area requirements for tractor-trailer storage will grow in proportion to increasing warehouse size.

These assumptions may artificially limit the predicted maximum size of the building (A 4-story warehouse without need for tractor-trailer parking would yield a much higher FAR), however it is probably more realistic to assume that for the foreseeable future distribution warehouses in Anchorage will remain primarily one story in height (aside from mezzanines for warehouse administration offices) and involve heavy use of trailer parking and storage.

Table AD1-3: Largest Building Possible Using Supplementary EIA Model			
Based on Example Development Scenario: CG DISTRIBUTION WAREHOUSE			
Site Size	Actual Building Size		Floor Area Ratio
14.56 Acres	239,000 sq. ft.		0.38 FAR
Zoning District	Maximum Allowed Building Size (sf)	Percent of Actual Building Size	Maximum Allowed FAR
Current I-1	284,400	119%	0.45
Current I-2	289,000	121%	0.46
Proposed B-3	276,500	116%	0.44
Proposed I-1	285,850	120%	0.45
Proposed I-2	285,850	120%	0.45
Proposed CMU	299,850	125%	0.47
Proposed RMU	299,850	125%	0.47

Using these assumptions, the largest building possible under the proposed I-1 and I-2 regulations would be slightly more (+1,100 sf) than under the current I-1 regulations, and slightly less (-3,150 sf) than under the current I-2 regulations. These differences are very minor relative to the overall potential size of the building.

The potential increase in building capacity beyond what the current I-1 zoning allows might seem a surprise, because the main EIA model (see Chapter 4) reported that the land area requirements for the existing building would be greater under the proposed I-1 and I-2 than under the current code. Although the proposed code would require less land for parking, it would require more land for landscaping and pedestrian facilities. The supplementary model tests found that landscaping and pedestrian land requirements are fixed, and do not increase as building size increases. On the other hand, parking requirements do increase with the size of a building. Therefore, as the size of a potential building grows, the greater parking requirement of the current code becomes more and more a predominant factor limiting maximum building size. At build-out, the lower parking requirements in the proposed code enable a greater maximum building size than under the current I-1 zoning, and just 1% less than under the current I-2 zoning.

Therefore, adoption of the proposed code could result in a potential positive impact relative to FAR. In the proposed I-2 and B-3 districts, on the other hand, the largest warehouse possible is smaller than what is possible under the current I-2 and I-1 zoning, respectively.

AD1-6. CONCLUSIONS FROM THE SUPPLEMENTAL MODEL OF MAXIMUM DEVELOPMENT POTENTIAL

The supplemental model is a tool for estimating the size of the largest building that could be constructed on a site while still meeting all relevant zoning regulations. For most property in the Bowl, the “largest building possible” is larger than the existing building is today, suggesting that property owners have not taken full advantage of their site’s in terms of floor area ratio. They could have built larger buildings, achieved higher FARs, and possibly earned more annual income, even under current zoning.

The proposed zoning districts offer a mixed bag of *potential* economic impacts. As with current zoning, the proposed zoning would in most cases allow larger buildings than exist today. In some cases, the proposed Title 21 regulations would also allow a larger building than is allowed under current zoning, assuming the same type of use and project development category. For two of the case scenarios evaluated (Alaska USA and CG Warehouse), the reduced parking requirements more than compensate for the height limits recommended in the mixed-use and I-1 industrial districts. This indicates a positive impact in the mixed-use and I-1 industrial zones, even if hypothetical.

In several other cases, however, the proposed regulations would restrict the largest building possible to something that is smaller than allowed under today's regulations. This can be interpreted as a potential negative impact because the property owner, even if the existing building on the property is less than currently allowed, would not be able to construct a future building larger than is allowed today.

Somewhat reduced parking requirements in the proposed B-3, R-O did not completely compensate for the proposed height limits and landscaping increases. Thus, if the proposed Title 21 regulations are approved, it is possible that some property owners would likely want to be re-zoned to one of the mixed use districts in order to achieve a potential *positive* impact. Nor could proposed reductions in warehouse parking requirements completely compensate for proposed landscaping increases in the I-2 district.

In the NMU mixed-use district, the prescribed limitation on maximum FAR allowed by-right—not the proposed 45-foot height limit—restricts the allowable maximum size of the building to less than what the current B-3 zone would allow. If the proposed NMU FAR maximum had been higher than 0.50 FAR, or if the test case scenario had been eligible for FAR bonuses, then the NMU district, even with the proposed height limit, would have allowed a building similar in size to what the current B-3 zone allows. In effect, this result demonstrates that the provision of incentives under the proposed code could potentially result in the mixed-use development outcomes consistent with Anchorage's comprehensive plan.

The proposed NMU district regulations allow up to 1.0 FAR through bonus features. However the incentives are weighted toward mixed-use rather than stand-alone offices. Due in part to this, the Alaska USA case scenario as tested was not eligible for most of the bonus features on the menu in the proposed code. The model testing suggests that commercial developments that do not include housing or underground parking could find it difficult to accrue substantial FAR bonuses in the proposed mixed-use districts. This did not show up as a limiting factor in the CMU or RMU tests of Alaska USA site, because these zones would allow a higher by-right FAR (without bonuses) than most any office building with surface parking is likely to attain.

In the R-4 and R-4A residential districts, the proposed regulations may or may not increase the possible overall size of high density residential buildings with structured parking, depending on how many FAR bonuses a particular project is eligible for in the proposed code. In cases where the FAR potential remained the same, the test cases indicated that the reduced parking requirement allowed the same sized building to contain more residential and commercial floor space and fewer parking spaces. Therefore, although total maximum FAR might remain the same between current and proposed codes, the FAR of the income-generating portion of the development appeared to be larger under the proposed code, generating a positive economic impact.

Because the results of the supplementary model measure the impacts of each individual development scenario, they are not intended to provide a definite, comprehensive finding as to the overall maximum FAR potential of the proposed zoning districts for all kinds of uses and project development categories. The model has tested only one case for each zoning scenario. The relative performance of each zoning

district will vary by type of land use, parking configuration, and location, among other factors. For example, the performance of the proposed B-3 relative to current zoning will almost certainly vary for a retail store or a development with structured parking.

This addendum provides a set of representative, informative examples of maximum FAR potential, and finds that these examples do not indicate a significant economic impact overall. In some cases there may be onerous FAR impacts, but the supplemental modeling could not anticipate every possible development scenario.

There are also potential economic impacts related to maximum building size that are beyond the scope of this EIA, which relate to the positive or negative effects of adjacent zoning. If the zoning regulations affecting maximum building bulk or FAR are changed on adjacent or nearby parcels, such changes may have impacts on the subject parcel, either positive or negative. Height or FAR limitations on one property, for instance, may improve the value of an adjacent property even if the adjacent property's regulations remain unchanged.

While this Addendum could not test every possible development, the model testing truly validates the bulk of the proposed code's objectives. But it also helps to identify where there may be inconsistencies or conflicts with certain provisions in the proposed code. The results of the supplementary model tests are intended to be used by the Planning Department to evaluate the Title 21 Rewrite and possibly recommend changes to the draft code. Where testing reveals potential weaknesses in the proposed code, Planning will need to document them and address them as part of the public approval process now underway.

ADDENDUM – PART II

COMPARISON OF CURRENT AND PROPOSED ZONING DISTRICT FARs

The following narratives summarize key provisions of the proposed code that are likely to affect maximum allowable FAR in the zoning districts studied by the EIA. Each subsection focuses on a current zoning district and the district(s) in the proposed code that would be most likely to replace it in most areas of town. The first subsection compares the maximum FAR potential of the current R-4 to that of the proposed R-4 and R-4A districts. The second subsection compares the current R-O and proposed R-O districts. The third subsection compares the current B-3 district to the proposed B-3, NMU, CMU and RMU districts (a comparison of B-3 to MT is not possible yet because a draft MT zone is not yet available). Finally, current and proposed industrial zoning is compared in the last subsection.

At the end of each section, available supplemental model test results are provided as a table which quantifies the differences in maximum potential FAR for a particular development scenario between the current and proposed zoning districts.

AD2-1. COMPARISON OF CURRENT R-4 TO PROPOSED R-4 AND R-4A

The R-4 district is intended for multi-family residential uses with no limit on the number of units per structure other than the restrictions of various site development standards. The current code has routine regulations on lot coverage, setbacks, and required open space, but there are no restrictions for building height. Instead, the current code restricts development to a FAR of 2.0.

The proposed R-4 district would introduce several provisions that would affect maximum possible FAR allowed by zoning. The maximum FAR allowed by-right would be reduced to 1.0. However, applicants can achieve up to 2.0 FAR through bonus features.

In addition, a height restriction of 60 feet would be imposed by the proposed code. Applicants could achieve a height of 45 feet (4 stories) by-right, or 60 feet (5-6 stories) through bonus features. This height limitation could impact maximum FAR and might be considered a reduction in potential economic value. However, the market has yet to demonstrate that it can support many R-4 properties greater than 5-6 stories or an FAR of 1.0 - 2.0. As shown in figure 3-9 on page 28 of the EIA report, only about 25 out of the 857 properties zoned R-4 have achieved an FAR greater than 1.0. Therefore, these changes do not seem likely to be an impediment to economic capacity in R-4.

The proposed code substantially reduces the parking requirements for multifamily dwellings, and makes most development sites zoned R-4 eligible for further parking reductions. For projects with structured parking, this allows the same sized building (including the residential building and parking structure) to contain more income-generating floor space and fewer structured parking spaces. Therefore, although total maximum FAR might remain the same under current and proposed codes, the FAR of the income-generating portion of the development could be larger under the proposed code, generating a potential positive economic impact.

Like the proposed R-4, the proposed new R-4A district would allow multi-family structures to have a FAR of 1.0 and a height of 45 feet by right. Through bonus features the R-4A would allow up to 3.0 FAR, and up to 90 feet in height, subject to certain development criteria. Despite being primarily a residential district, commercial uses are allowed for up to ten percent of the gross floor area of the site, up to 20 percent with approval through major site plan review, and up to 49 percent with conditional use approval under the procedures described elsewhere in Title 21. The overall mix of uses allows a property owner significant flexibility and should, in fact, raise the market value of property in the district.

Although it is primarily intended to be applied to certain areas currently zoned R-2M, R-3, and R-4, the proposed new R-4A district may also be used to replace certain limited areas of B-3 zoning in Anchorage

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that is developed with housing which, by use and location, is more compatible with R-4A zoning. This helps to preserve B-3 for non-residential uses (its title is “General Business”). Of concern to property owners, however, might be a change in property value because of this change in zoning.

The maximum FAR potential under the current R-4 compared to the proposed R-4 and R-4A zones, based on individual case examples tested through the supplemental EIA model, appears in Table AD2-1. The second-to-last column indicates the overall maximum possible FAR for the example development scenario.

The far right column in the table shows that portion of the overall FAR which can be income-generating residential and/or commercial space, as opposed to above-grade parking garage area. It indicates the FAR of the (potentially) income-generating portion of the building. The reduced parking requirement in the proposed code would allow the high-density Park Plaza II building to contain more residential and commercial floor space and less required parking area within the first floor of the building. Therefore, although the total maximum allowed FAR might remain the same under the proposed R-4 district as in the current R-4 district, the FAR of the income-generating portion of the development can actually be larger under the proposed code, generating a positive economic impact.

Table AD2-1: R-4 and R-4A Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios				
<i>Example Development Scenario</i>	<i>Project Development Category</i>	<i>Zoning District</i>	<i>Maximum Possible FAR</i>	<i>Maximum possible FAR excluding floor area devoted to parking garage</i>
Park Plaza II Apartment Homes	Low-medium rise building with 2 parking levels under building	Current R-4	2.00	1.76
		Proposed R-4	2.00	1.92
		Proposed R-4A	2.51	2.30

AD2-2. COMPARISON OF CURRENT RO TO PROPOSED RO

Under the current Title 21, the Residential/Office (RO) district is a kind of mixed-use district that encourages low-intensity office and/or multi-family residential development. The minimum lot size for smaller multi-family structures is 6,000 square feet. For multi-family structures with 11 or more units, the minimum lot size is 14,000 square feet. All non-residential uses have a minimum lot size of 6,000 square feet.

Building heights under the current code are not restricted. Multi-family dwellings must set aside open space of 100 square feet per dwelling unit, thus encouraging taller structures to maximize the economic potential of a site. Even without a height restriction, however, the FAR is limited to 2.0 for residential structures of 11 dwelling units or more. Structures with fewer units do not have the FAR limitation.

The proposed RO district would eliminate the prescribed 2.0 FAR restriction for apartments. Instead, it would institute a 45-foot height limit and 50% lot coverage limit for all allowed uses. This would effectively limit commercial development to 1.5 FAR (assuming three 15-foot high commercial stories) and residential development to 2.0 FAR (assuming four 10-foot high residential stories).

Table AD2-2: Current and Proposed R-O Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios				
<i>Example Development Scenario</i>	<i>Project Development Category</i>	<i>Zoning District</i>	<i>Maximum Possible FAR</i>	<i>Maximum possible FAR excluding floor area devoted to parking garage</i>
		Park Plaza II Apartment Homes	Low-medium rise building with 2 parking levels under building	Current R-O
		Proposed R-O	1.68	1.68

AD2-3. COMPARISON OF CURRENT B-3 TO PROPOSED B-3, NMU, CMU AND RMU

Currently, building height is unlimited in the B-3 district. There is no prescribed maximum FAR except that “apartment buildings” with 11 or more dwelling units are limited to 2.0 FAR. Theoretically, then, for commercial uses, the allowable FAR under the current code is infinite, assuming all other requirements such as setbacks, easements, parking and landscaping are satisfied. For most existing and anticipated development projects, which are low-medium rise and depend mostly on surface parking lots, these zoning requirements for site development tend to establish effective FAR limits depending on the size of the site; larger sites can have higher FARs because the proportion of land devoted to setbacks, perimeter landscaping and utilities is reduced.

As with current zoning, the proposed B-3 would not have a *prescribed* floor area ratio. The proposed code, however, would restrict the building height to 45 feet, thus limiting the potential FAR for commercial development to less than 3.0 FAR (assuming three 15-foot high stories) and residential to 4.0 FAR (assuming four 9- or 10-foot high stories). In reality the maximum possible FARs would be lower than these even if all the parking were provided underground, because of land requirements for required landscaping, easements, access and setbacks.

In theory, the height limitation in the proposed code could cause negative economic impact on property owners. The concern is that the height restriction in the proposed B-3 adjustments would affect the size of buildings. However, the Anchorage real estate market has yet to support very many properties with even a 1.0 FAR. As shown in figure 3-6 on page 25 of the draft EIA, the vast majority of B-3 zoned properties have less than 0.7 FAR. A handful of properties exceed 1.0 FAR, but these tend to be located in areas that would be eligible for rezoning to one of the proposed new mixed-use districts. Therefore, these changes do not seem likely to be an impediment to economic capacity in areas intended to remain B-3, such as the Old Seward Highway corridor south of Tudor Road. In these areas most property owners have low rise structures and low FARs, and should not be affected by the new Title 21.

Only those who already own properties with taller structures or who aspire to construct high rise structures on their B-3 properties would be affected by the height limits. In most areas of the Anchorage Bowl where such circumstances would arise, it is the intent of the Title 21 Rewrite and draft Anchorage Bowl Land Use Plan Map that B-3 properties (with the exception of the central commercial areas of Midtown such as along the A/C Corridor that would have available higher density MT zoning) would be

rezoned at some point to one of the mixed use, or “MU,” districts. The new MU zones are meant to apply almost exclusively to current B-3 areas. There are three new “mixed used” zoning districts proposed in the Title 21 Rewrite⁶ that may be utilized to replace current zoning districts where property owners choose to re-zone.⁷ These districts are:

- NMU, or “neighborhood mixed use” which encourages a range of retail and institutional uses mixed with multifamily housing.
- CMU, or “community mixed use” which encourages much the same mix of uses as NMU but is proposed as the zoning of choice for the planned town center sites that the goals of *Anchorage 2020* anticipate.
- RMU, or “regional mixed use” which encourages a wider range of uses that would be located where a broad regional market would have relatively easy access—such as at nodes defined by major highway interchanges.

In addition, central areas of Midtown near the A-C Couplet that are currently zoned B-3 would most likely be proposed for rezoning to MT zoning. This type of zoning would have as a basis the recommendations of the *Midtown District Plan*, and is not yet available for testing. It is intended to provide for higher intensity employment and mixed use development than the three mixed-use districts above, providing central Midtown with zoning that provides a level playing field between Downtown and Midtown zoning districts.

Table AD2-3: B-3, NMU, CMU and RMU Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios

Example Development Scenario	Project Development Category	Zoning District	Maximum Possible FAR	Maximum possible FAR excluding floor area devoted to parking garage
Alaska USA Federal Credit Union Financial Center – <i>with basement (actual building included a full-story basement)</i>	Low-medium rise building with all surface parking	Current B-3	0.71	(n/a – development example did not include structured parking)
		Proposed B-3	0.65	
		Proposed NMU	0.51	
		Proposed CMU	0.73	
		Proposed RMU	0.73	
		Proposed MT	n/a	

⁶ As the research for this report was initiated, there were four mixed use districts proposed, including also a Midtown Mixed Use (MMU) district. But this was eliminated by the time this report was being written in favor of other approaches to encouraging and managing a wide mix of land uses in some of the more central commercial areas within Midtown Anchorage. In general, these areas are depicted as “Major City Center” on the draft land use plan map, and will also be depicted on the draft-in-progress Midtown District Plan. As of this writing, such proposed MT zoning regulations for these central commercial areas of Midtown were not available and, therefore, cannot be commented upon.

⁷ The current proposed policy that would give property owners the right to choose a change from existing zoning to one of the new districts is a change from the original intent to impose the new mixed used district regulations in a proactive manner to implement many of the goals of the *Anchorage 2020* plan. This option for choice by property owners minimizes or eliminates any potential of “imposed” economic impacts.

Table AD2-3 Continued: B-3, NMU, CMU and RMU Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios				
Example Development Scenario	Project Development Category	Zoning District	Maximum Possible FAR	Maximum possible FAR excluding floor area devoted to parking garage
Alaska USA Federal Credit Union Financial Center – <i>without a basement (this is a hypothetical test scenario to reflect a typical building pattern)</i>	Low-medium rise building with all surface parking	Current B-3	0.70	(n/a – development example did not include structured parking)
		Proposed B-3	0.62	
		Proposed NMU	0.51	
		Proposed CMU	0.70	
		Proposed RMU	0.70	
		Proposed MT	n/a	

The proposed Title 21 does not limit lot coverage in the three MU districts. That is, no maximum percent of coverage is necessarily prescribed as it is in most other districts. Instead, building scale and massing is proposed to be regulated using a prescribed FAR maximum, which provides some freedom for property owners in site coverage depending on the type and mass of the buildings desired. There are setback requirements which govern placement of the building on the site relative to adjacent properties, but an FAR will give owners much more flexibility in where the “footprint” of the building is and how large it is. The FAR approach to managing lot coverage provides more flexibility in design for the property owner and, thus, is a net likely economic benefit. This may not be true in every case, however, though it would almost certainly be the case in the vast majority of situations.

By-right FAR is limited to 0.50 in the NMU district, while the CMU and RMU districts would allow up to 1.00 FAR by-right. Through bonus incentives development projects in the mixed-use districts can increase the FAR to as much as double what is allowed by-right. The combination of a ceiling on by-right density and bonus incentives that can raise that ceiling is intended to encourage residential development and other special features that may be too difficult for the zoning ordinance to require in all cases, yet are still of benefit to the public and important to the achievement of community goals in mixed-use areas. The amount of bonus FAR for which a particular development is eligible depends on what special features it includes, and on the types of FAR incentive menu choices available.

Parking requirements also can restrict the size and location of the actual building footprint, but these do not preclude inclusion of parking either in the building or in separate garages on site which frees up land for larger footprints instead of for surface parking. Market forces will control such decisions far more than zoning standards under an FAR system.

AD2-4. COMPARISON OF CURRENT I-1 AND I-2 TO PROPOSED I-1 AND I-2

The proposed changes to the I-1 district are relatively minimal; lot coverage and setback requirements would remain the same, but building heights would be restricted to 50 feet. There is no restriction in the current code.

Proposed changes in the landscaping and parking requirements would appear to affect maximum potential building size in the I-1 and I-2 districts. Parking space area requirements would fall, while landscaping related to utility easements, parking lot islands and in some cases site perimeter landscaping would increase.

The proposed code includes some new restrictions to any I-1 district that abuts a residential area. However, this is expected to cause little economic impact for property owners. The current code’s lack of a building height restriction could theoretically allow property owners some greater economic development potential. However, as indicated in Figure 3-7 of the EIA report, the highest FAR in any I-1 district in Anchorage is presently 2.23. The proposed code also does not overtly restrict FAR. Therefore, unless the market changes drastically, the proposed restrictions would most likely not have any economic impact for property owners.

For the I-2 district, there are little to no restrictions related to the size of the building (FAR) in either the current or proposed codes as long as all other requirements of the code are met.

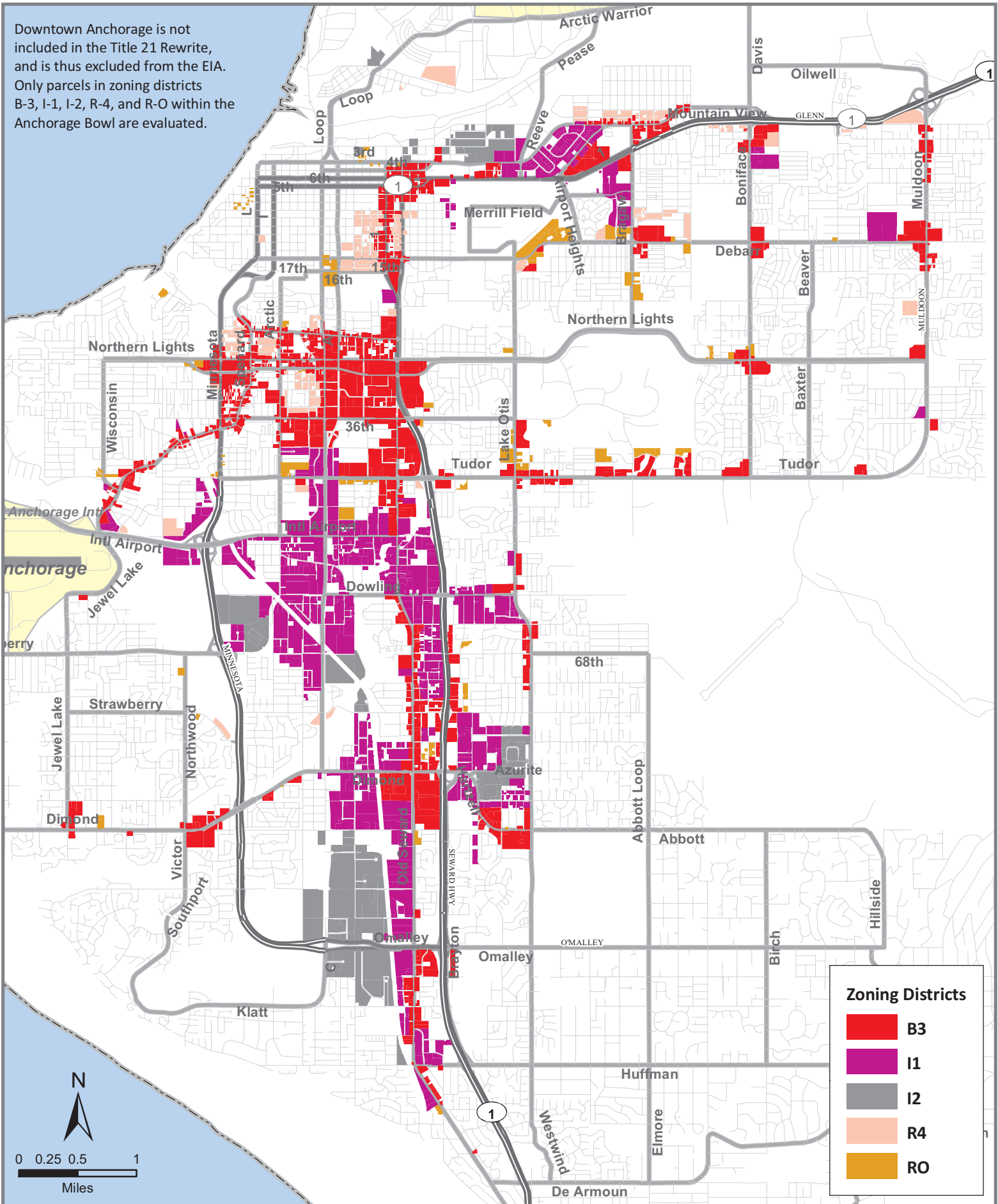
Table AD2-4: I-1 and I-2 Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios

<i>Example Development Scenario</i>	<i>Project Development Category</i>	<i>Zoning District</i>	<i>Maximum Possible FAR</i>	<i>Maximum possible FAR excluding floor area devoted to parking garage</i>
Carr Gottstein Distribution Warehouse	Low-medium rise building with all surface parking (large warehouse)	Current I-1	0.45	(n/a – development example did not include structured parking)
		Current I-2	0.46	
		Proposed I-1	0.45	
		Proposed I-2	0.45	

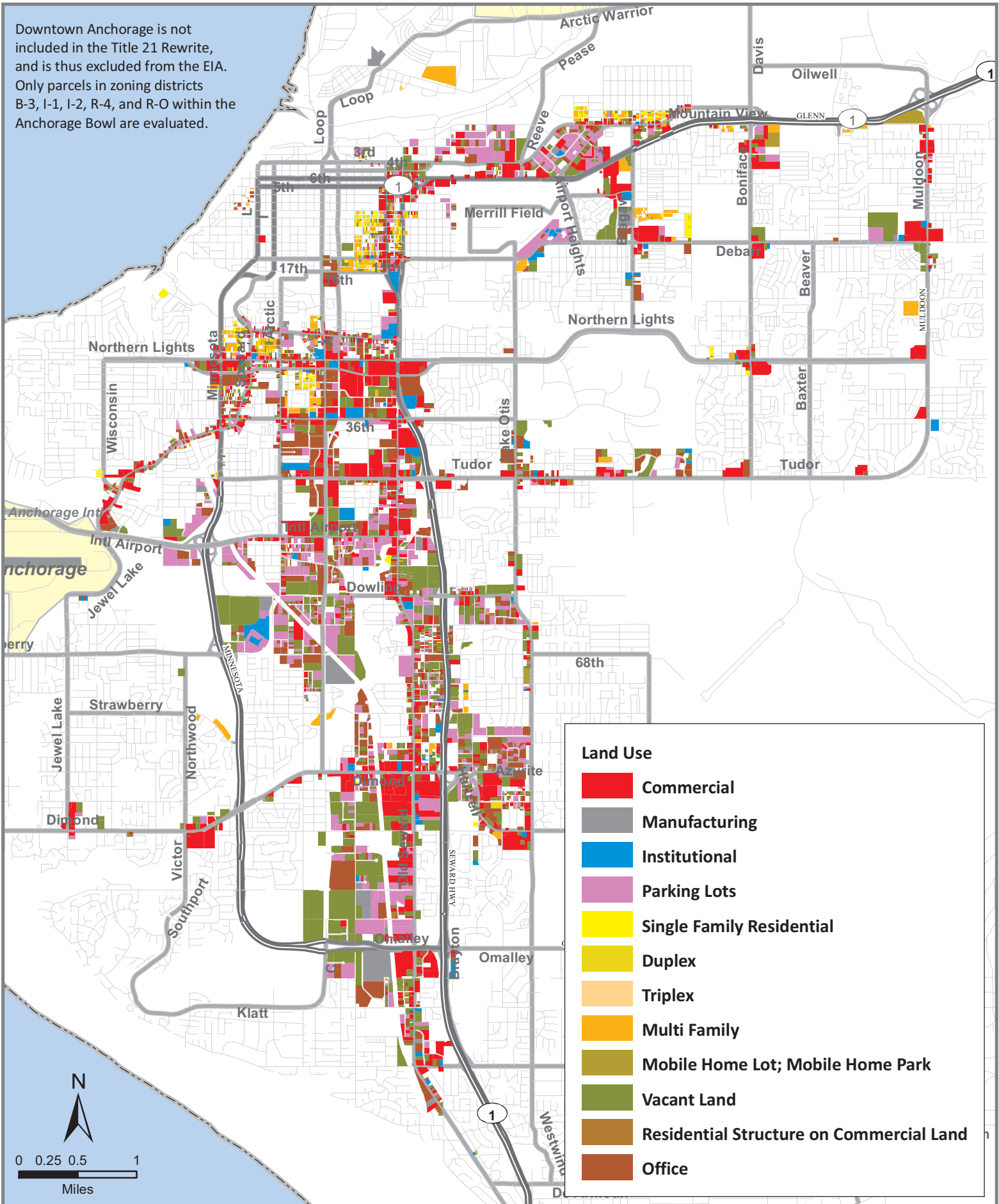
Maps:

**Zoning Districts
Current Land Use
Land Value per Square Foot of Land
Floor Area Ratios (FAR)**

Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



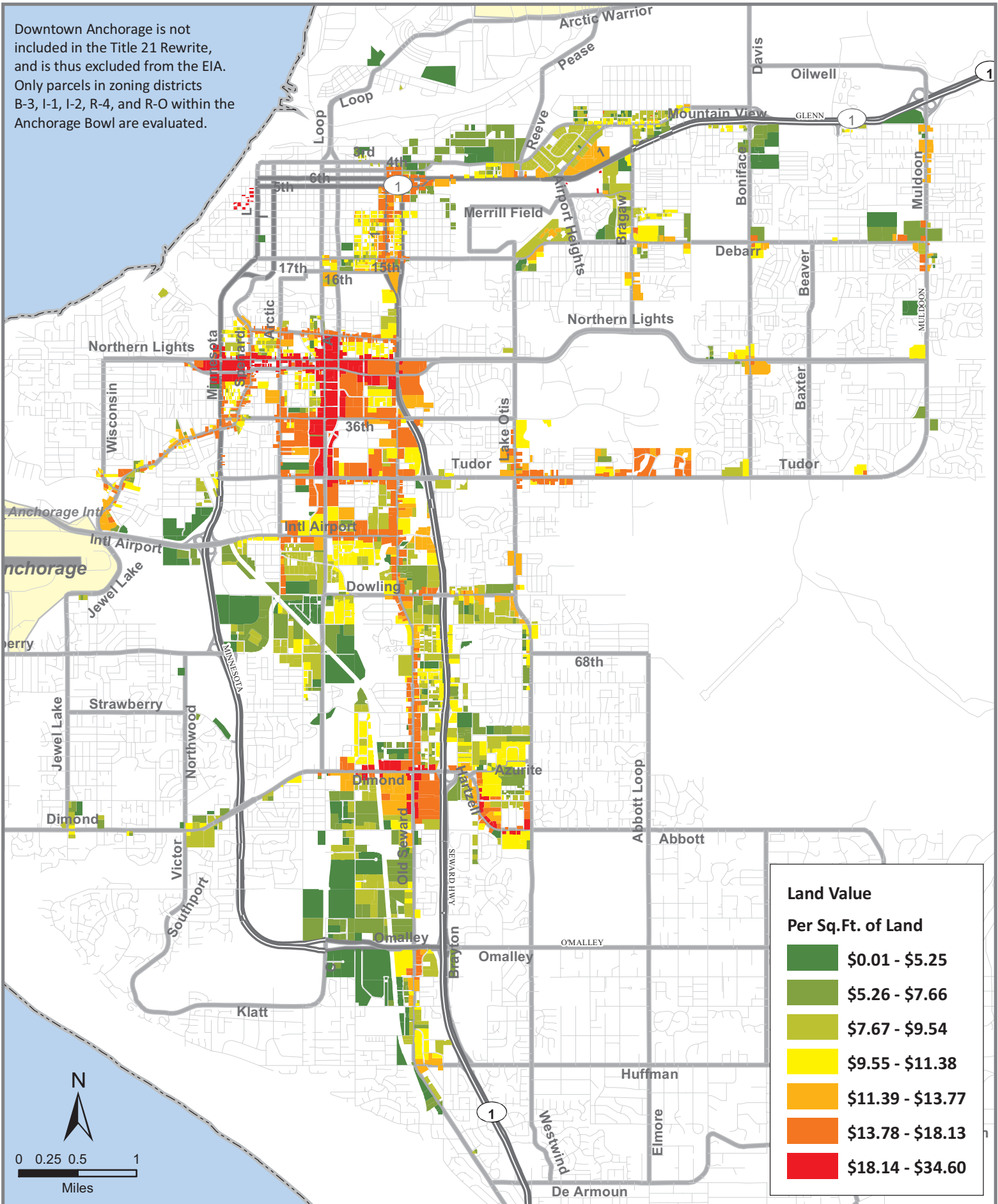
Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



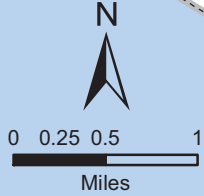
Land Use

- Commercial
- Manufacturing
- Institutional
- Parking Lots
- Single Family Residential
- Duplex
- Triplex
- Multi Family
- Mobile Home Lot; Mobile Home Park
- Vacant Land
- Residential Structure on Commercial Land
- Office

Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



Land Value Per Sq.Ft. of Land	
	\$0.01 - \$5.25
	\$5.26 - \$7.66
	\$7.67 - \$9.54
	\$9.55 - \$11.38
	\$11.39 - \$13.77
	\$13.78 - \$18.13
	\$18.14 - \$34.60



LAND VALUE PER SQUARE FOOT OF LAND

(B-3, I-1, I-2, R-4 and R-O Zoning Districts Only)

Economic Impact Analysis, Anchorage, Alaska

Draft

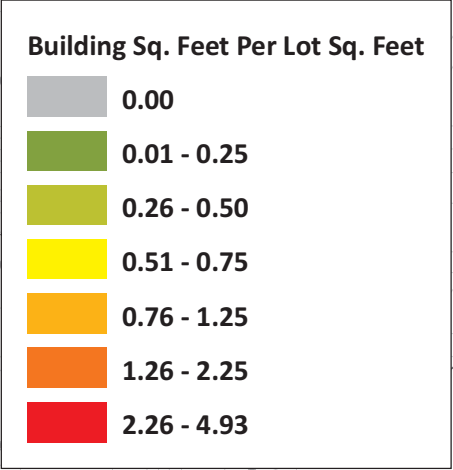
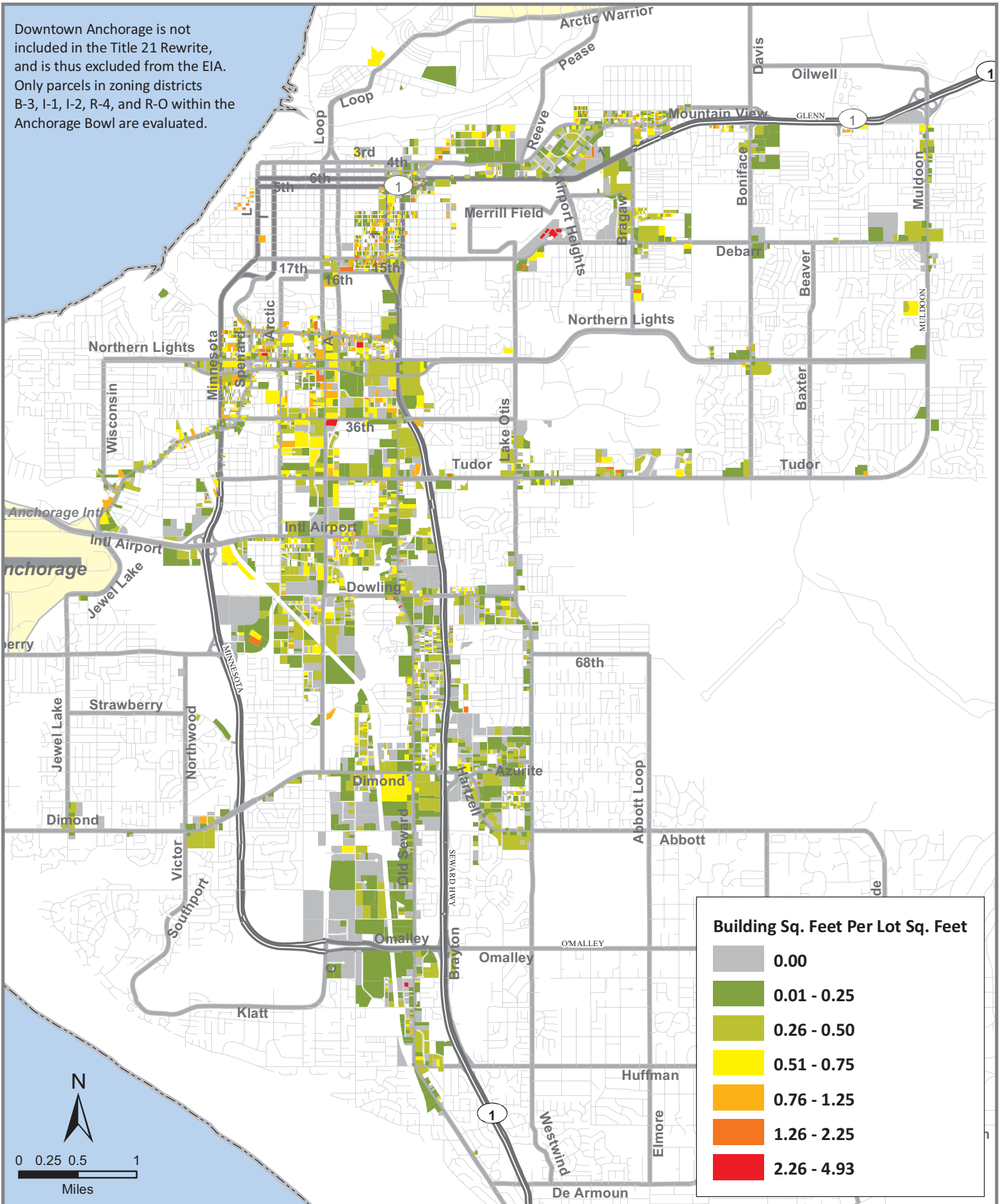
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DEVELOPMENT STRATEGIES

CONSULTANTS IN REAL ESTATE, COMMUNITY, AND ECONOMIC DEVELOPMENT

June 2008

Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



FLOOR AREA RATIOS (FAR)

(B-3, I-1, I-2, R-4 and R-O Zoning Districts Only)

Economic Impact Analysis, Anchorage, Alaska

Draft

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DEVELOPMENT STRATEGIES

CONSULTANTS IN REAL ESTATE, COMMUNITY, AND ECONOMIC DEVELOPMENT

June 2008

Appendix C:

EIA Supplementary Model Tests

Three sets of pages 12-23 are a continuation of Tests 3, 10, and 11 in Appendix B of the February 29, 2008 draft document.

SUPPLEMENTARY MODEL: DETERMINING LARGEST BUILDING POSSIBLE			
Name of Project:	Alaska USA Federal Credit Union	Current Code B-3	Proposed Code CMU
Project Development Category (drop down menu, select one)	Low-to-Medium Rise Building (up to 75 feet in height), all surface parking		
Proposed Building Footprint <i>To be altered and tested by user for largest building possible.</i>	15,195 square feet	18,890 square feet	
Maximum Allowable Stories <i>Effective number of stories (if greater than proposed, attic area may be too large)</i>	5.00 5.00	4.00 4.00	
<i>Warning notice appears if proposed stories exceed maximum possible stories.</i>			
Amount of Site Area Utilized	144,798 square feet	144,854 square feet	
Percent of Site Area Utilized	<i>Increase the size of the 99.9% footprint or number of stories.</i>	<i>Increase the size of 100.0% the footprint or number of stories.</i>	
Maximum Possible Building Size	103,326 square feet	105,784 square feet	
Maximum Possible Floor Area Ratio	0.71	0.73	

	Current Code B-3	Proposed Code CMU
Summary Site Area Requirements Including Building Footprint		
Land Area in Square Feet	15,195 square feet	18,890 square feet
Building Footprint (from line 4, above)	111,200 square feet	82,849 square feet
Parking	12,043 square feet	25,126 square feet
Setbacks and Perimeter Landscaping	5,560 square feet	8,285 square feet
Parking Interior Lot Landscaping	800 square feet	800 square feet
Loading Area	Same as Parking	Same as Parking
Lighting	square feet	square feet
Private Open Space	- square feet	6,729 square feet
Snow Storage	- square feet	- square feet
Pedestrian Connections	- square feet	2,174 square feet
Other Facilities	- square feet	- square feet
TOTAL	144,798 square feet	144,854 square feet
Total Site Area	144,900 square feet	144,900 square feet
Summary of Building Size Parameters and Calculations		
Height per Story	15 feet	15 feet
Maximum Building Height Allowed by Zoning	Unlimited feet	60 feet
Maximum Building Height in the Project DevelopmentCategory	75 feet	60 feet
Maximum Possible Stories	5 stories	4 stories
Maximum Possible Stories - accounting for attic or sloping roof	5 stories	4 stories
Optional Cantilevered Space Ratio - Upper Floors	20%	20%
Maximum Possible Floor Area of Building above grade	88,131 square feet	86,894 square feet
Basement Floor Area Assumption (one basement level)	15,195 square feet	18,890 square feet
Basement Floor Area - underground parking only	- square feet	- square feet
Largest Building Possible (gross floor area above and below grade)	103,326 square feet	105,784 square feet
Largest Building Possible, accounting for any specific FAR limitations in the district	103,326 square feet	105,784 square feet
Maximum Possible Floor Area Ratio (FAR does not include underground parking)	0.71	0.73
Maximum Possible Floor Area Ratio (FAR) excluding parking garage floor area	0.71	0.73
Actual Existing Building Size (approximate):		
Planned Floor Area above grade	77,500 square feet	77,500 square feet
Planned Floor Area below grade	15,000 square feet	15,000 square feet
Planned Floor Area below grade - underground parking only	- square feet	- square feet
Planned Building Size (gross floor area above and below grade)	92,500 square feet	92,500 square feet
Planned Floor Area Ratio (FAR) (FAR does not include underground parking areas)	0.64	0.64

FOR USE WITH DETERMINING LARGEST BUILDING POSSIBLE ONLY. DO NOT MAKE ALTERATIONS BELOW.

Proposed Uses on the Site	Current Code	Square Feet	Square Feet GFA per Dwelling Unit	Proposed Code
RESIDENTIAL				
Dwellings, Multifamily or Mixed-use - Efficiency	-	-	600	-
Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	800	-
Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	1,000	-
Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	1,400	-
<i>Total Dwelling Units</i>	-	-	-	-
Dwellings from above that are qualified as Affordable Housing	-	-	Square Feet in ea. Affordable Unit	-
Efficiency	-	-	600	-
1 Bedroom	-	-	700	-
2 Bedroom	-	-	800	-
3 Bedroom	-	-	1,100	-
TOTAL Affordable Units	-	-	-	-
<i>Added building floor area allowed (up to 0.5 added FAR)</i>	-	-	3 sq. ft. per affordable housing sq. ft.	-
<i>Potential bonus square feet from housing square feet (up to 0.5 added FAR)</i>	-	-	2 sq. ft. per housing sq. ft.	-
Bonus Potential: Affordable Housing	-	-	-	-
Bonus Potential: Housing Square Feet	-	-	-	-
HOTEL				
<i>Total Hotel Rooms</i>	-	1,000	-	-
COMMERCIAL USES				
Office - business, professional and financial	-	74,842	-	76,622
Office - health and medical	-	-	-	-
Health Club, Fitness	-	-	-	-
Restaurant	-	-	-	-
Retail, grocery	-	-	-	-
Retail, general - general, convenience store, building materials	-	-	-	-
Retail, other - pharmacy, video rental, liquor store, wholesale,	-	-	-	-
Retail, large goods - furniture, home appliance, flooring	-	-	-	-
Retail, large shopping mall	-	-	-	-
Manufacturing, small	-	-	-	-
Manufacturing, large	-	-	-	-
Warehouse, small	-	-	-	-
Warehouse, large	-	-	-	-
Accessory storage/mechanical area	-	28,484	-	-
Total Commercial Square Feet	-	103,326	-	29,162
<i>Total Structured Parking</i>	-	-	-	105,784
STRUCTURED PARKING	-	-	-	-
<i>Total Square Feet</i>	-	103,326	-	105,784

98 Proposed Building Dimensions		Proposed Code			
FLOORS	Number of Floors: Current Code	Floor Height (ft)	Floorplate Size	No. of Floors	Floorplate Size
99	First Floor	1	15,195 square feet	1	18,890
100	Second Floor and/or Mezzanine	1	18,234 square feet	1	22,668
101	Third Floor	1	18,234 square feet	1	22,668
102	Fourth Floor	1	18,234 square feet	1	22,668
103	Fifth Floor	1	18,234 square feet	1	22,668
104	Number of Additional Floors	-	-	-	-
105	Mechanical Storage Penthouse	-	-	-	-
106	Attic or Sloping Roof (Above Eave)	-	-	-	-
107	Total Floors Above Grade	5	10,130 square feet	4	-
108	Basement Floors (Below Grade)	1	15,195 square feet	1	18,890
109					
110					
111	GROSS FLOOR AREA				
112	Gross Floor Area (based on floor dimensions)		103,326 square feet	105,784	square feet
113	Gross Floor Area of proposed uses (from previous page)		103,326 square feet	105,784	square feet
114	Gross Floor Area excluding below grade structured parking		103,326 square feet	105,784	square feet
115	Gross Floor Area excluding all structured parking		103,326 square feet	105,784	square feet
116	Net Floor Area (useable or leasable) excluding parking		87,827 square feet		
117	Floor Area Efficiency		85%		
118					
119	BUILDING HEIGHT				
120	Height of Proposed Building (based on floor dimensions)		75 feet	60	feet
121	Allowable Height	B-3	Unlimited feet		
122	Proposed Code	CMU	60 feet		
123					
124					
125	LOT COVERAGE				
126	Gross Building Footprint		15,195 square feet		
127	Minimum Building Footprint Requirement		5,000 square feet		
128	Gross Footprint as Percent of Site Area		10.5%		
129	Maximum Allowed Lot Coverage	B-3	Unrestricted		
130	Proposed Code	CMU	Unrestricted		
131					
132	BUILDING LOCATION				
133	Building Location Relative to Perimeter Lot Lines		Current Code	Proposed Code	
134	Near Front Lot Line, not set back behind vehicle area?	No	No	Yes	This lot line abuts a street and has the primary front setback feet
135	Length of Façade near Front Lot Line	0	0	137	
136	Near Side Lot Line, not set back behind vehicle area?	No	No	No	This lot line is located clockwise from the "Front Lot Line"
137	Length of Façade near Side Lot Line	0	0	0	
138	Near Other Side Lot Line, not set back behind vehicle area?	No	No	No	This is located counter-clockwise from the "Front Lot Line"
139	Length of Façade near Other Side Lot Line	0	0	0	
140	Near Rear Lot Line, not set back behind vehicle area?	Yes	Yes	No	This lot line is located opposite from the "Front Lot Line"
141	Length of Façade near Rear Lot Line	123	123	0	
142					
143	FLOOR AREA RATIO (FAR)				
144	Current Code	B-3	Unrestricted	Maximum Floor Area Allowed:	NA sq. ft.
145	Proposed FAR		0.71	Proposed Floor Area	103,326 sq. ft.
146	Proposed Code	CMU			
147	Maximum FAR By right		1.00	Maximum Floor Area By right:	144,900 sq. ft.
148	Maximum FAR with bonuses		2.00	Maximum Floor Area with Bonuses:	289,800 sq. ft.
149	Allowable FAR with bonuses proposed		1.01	Allowable floor area in this case:	145,900 sq. ft.
150	Proposed FAR		0.73	Proposed floor area:	105,784 sq. ft.

149	How many public streets border this property?			
150	Two, corner lot			
151				
152				
153	Types of Streets along Boundaries			
154	Primary front lot line	Arterial Street	Street Name	Driveways
155	Secondary street frontage	Local Street	West 36th Avenue	2
156	Not Applicable	Not Applicable	Centerpoint Drive	1
157	Not Applicable	Not Applicable	None	-
158			None	-
159	Lot Dimensions in Feet			
160	Front lot line	630 feet	This lot line abuts a street and has the primary front setback	
161	Side lot line	230 feet	This lot line is located clockwise from the "Front Lot Line"	
162	Other side lot line	230 feet	This is located counter-clockwise from the "Front Lot Line"	
163	Lot line opposite front line (rear)	630 feet	This lot line is located opposite from the "Front Lot Line"	
164	Other	630 feet	This is an additional lot line for testing irregular shaped lots.	
165	Estimated land area			
166	144,900 square feet			
167	(accept the calculation or enter exact) 3.33 acres			
168	Adjacent and Abutting Properties			
169	Front lot line	Adjacent	Current Code	Zoning
170	Side lot line	Adjacent	B-3	Proposed Code
171	Other side lot line	Abutting	B-3	CMU
172	Lot line opposite front line (rear)	Abutting	B-3	B-3
173			B-3	CMU
174				
			Land Use	District
			Non-Residential	Non-Residential
			Non-Residential	Non-Residential
			Non-Residential	Non-Residential
			Non-Residential	Non-Residential

175 Parking Requirements and Land Utilization for Parking		B-3 General Business		Total Spaces
Current Title 21				
176	Dwellings, Multifamily or Mixed-use - Efficiency			-
177	Dwellings, Multifamily or Mixed-use - 1 Bedroom			-
178	Dwellings, Multifamily or Mixed-use - 2 Bedroom			-
179	Dwellings, Multifamily or Mixed-use - 3 Bedroom			-
180	Hotel Visitor Accommodations			-
181	Office - business, professional and financial			249.5
182	Office - health and medical			-
183	Health Club, Fitness			-
184	Restaurant			-
185	Retail, grocery			-
186	Retail, general - general, convenience store, building materials			-
187	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores			-
188	Retail, large goods - furniture, home appliance, flooring			-
189	Retail, large shopping mall			-
190	Manufacturing, small			-
191	Manufacturing, large			-
192	Warehouse, small			-
193	Warehouse, large			-
194	Accessory storage/mechanical area			-
195	Total parking required			278
196				spaces
197				
198	Parking space distribution			
199	Surface parking			
200	Within building, above ground	1	Number of levels:	278
201	Within building, below ground	1	Number of levels:	111.6%
202	Above grade structure	1	Number of levels:	0.0%
203	Below grade structure	1	Number of levels:	0.0%
204	Off-site			0.0%
205	TOTAL			278
206	Total Land Area Requirement	111,200	square feet	400
207		2.55	acres	-
208	Percent of Gross Site Area	77%		-
209				400

Proposed Title 21	Spaces required per 1,000 GSF (non-resid.) or dwelling or per hotel room	40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - RMU, CMU, or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking		10% Reduction for Transit Pass Benefits or Parking Cash-out		Total Parking Spaces Required (with Reductions)
		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	
210 The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.														
211														
212 Dwellings, Multifamily Efficiency	1.00	100%	90%	100%	90%	90%	95%	100%	100%	100%	100%	100%	100%	-
213 Dwellings, Multifamily 1 Bedroom	1.20	100%	90%	100%	90%	90%	95%	100%	100%	100%	100%	100%	100%	-
214 Dwellings, Multifamily 2 Bedroom	1.60	100%	90%	100%	90%	90%	95%	100%	100%	100%	100%	100%	100%	-
215 Dwellings, Multifamily 3 Bedroom	2.10	100%	90%	100%	90%	90%	95%	100%	100%	100%	100%	100%	100%	-
216 Hotel	0.90	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
217 Office, business, professional and financial	2.86	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	187.18
218 Office, health and medical	4.00	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
219 Health Club, Fitness	4.44	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
220 Restaurant	10.00	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
221 Retail, grocery	4.00	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
222 Retail, general	3.33	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
223 Retail, other	2.50	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
224 Retail, large goods	1.25	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
225 Retail, large shopping mall	3.33	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
226 Manufacturing, small	1.00	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
227 Manufacturing, large	0.67	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
228 Warehouse, small	0.80	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
229 Warehouse, large	0.67	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	-
230 Accessory storage/mechanical area	0.80	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	100%	19.95
Total parking required														207
231														
232														
233 Parking space distribution														
234 Surface parking														
235 Within building														
236 Within building, below ground														
237 Above grade structure														
238 Below grade structure														
239 Off-site														
TOTAL														
240														
241 Total Land Area Requirement	82,849	square feet												
242	1.90	acres												
243 Percent of Gross Site Area	57.2%													
244														
245 Bonus Potential: Below Ground Parking														
246 Number of Below Ground Spaces														
247 Square feet of below ground parking														
248 Added building floor area allowed at														
249														

Gross Land Area per Space	
207	400 square feet
-	square feet
-	square feet
-	square feet
-	square feet
-	square feet
207	400 square feet

Number of levels:	1
Number of levels:	1
Number of levels:	1

82,849	square feet
1.90	acres
57.2%	

2 sq. ft. per sq. ft. of below ground parking

250 Minimum Setback Requirements		Current Code B-3		Proposed Code CMU			
251	<i>Types of Streets along Boundaries</i>						
252	Arterial Street	10 feet		0 feet			
253	Side lot line	5 feet		0 feet			
254	Local Street	10 feet		5 feet			
255	Not Applicable	0 feet		5 feet			
256	Not Applicable						
257 Site Perimeter Utility Easements		Current Code B-3		Proposed Code CMU			
258	<i>Linear utility easements along perimeter of site.</i>						
259	Front lot line	10 feet		10 feet			
260	Side lot line	10 feet		10 feet			
261	Other side lot line	20 feet		20 feet			
262	Lot line opposite front line (rear)	10 feet		10 feet			
263	Minimum Perimeter Landscaping Setbacks from Adjacent Uses	Current Code B-3		Proposed Code CMU			
264		Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)	Adjacent Zoning	Site Perimeter Landscaping Level	Minimum Perimeter Landscaping Width (feet)	Landscaping Width with Utility Easement
265	Front lot line	B-3	6	CMU	None	0	0
266	Side lot line	B-3	0	CMU	None	0	0
267	Other side lot line	B-3	0	B-3	L2	8	24
268	Lot line opposite front line (rear)	B-3	0	CMU	None	0	0
269							
270	Minimum Parking Lot Perimeter Landscaping Setbacks	Current Code B-3		Proposed Code CMU			
271		Adjacent Zoning	Perimeter Landscaping Length (feet)	Adjacent Zoning	Perimeter Landscaping Level	Parking Landscaping Length (feet)	Landscaping Width with Utility Easement
272	Front lot line	B-3	630	CMU	L2	8	493
273	Side lot line	B-3	216	CMU	L2	8	214
274	Other side lot line	B-3	216	B-3	L2	8	214
275	Lot line opposite front line (rear)	B-3	507	CMU	L2	8	630
276							
277	Combined Minimum Landscaping and Setback Requirements from Lot Lines	Current Code B-3		Proposed Code CMU			
278		Landscaping	Building Setback	Landscaping...with easements	Building Setback		
279	Front lot line	6	10	8	14	10	feet
280	Side lot line	8	10	8	14	10	feet
281	Other side lot line	8	20	8	24	24	feet
282	Lot line opposite front line (rear)	8	10	8	14	10	feet
283							
284	Setback, Easement and Perimeter Landscaping Site Area Requirements	Current Code B-3		Proposed Code CMU			
285	Front lot line	3,492	square feet	7,982	square feet		
286	Side lot line	1,536	square feet	2,804	square feet		
287	Other side lot line	1,728	square feet	5,520	square feet		
288	Lot line opposite front line (rear)	5,287	square feet	8,820	square feet		
289	TOTAL	12,043	square feet	25,126	square feet		
290							

291	Parking Interior Lot Landscaping Requirements				
292	Number of surface parking spaces	278 spaces	B-3	207 spaces	Proposed Code CMU
293	Surface parking land area	111,200 square feet		82,849 square feet	
294	Percent of parking area for landscaping	5%		10%	
295	Required Landscaping Area (in addition to surface parking area)	5,560 square feet		8,285 square feet	
296					
297	Loading Area Requirements				
298	Berth Type	B	B-3	B	Proposed Code CMU
299	Number of Berths Required	2		2	
300	Land Area per Berth	400 square feet		400 square feet	
301	Total Loading Area Land Area Requirement	800 square feet		800 square feet	
302					
303	Lighting Requirements				
304	Surface parking land area	111,200 square feet	B-3	82,849 square feet	Proposed Code CMU
305					
306					
307					
308					
309	Private Open Space Requirements				
310	Required for Residential Dwellings	-	B-3	-	Proposed Code CMU
311	Required for Non-residential Uses	-		5,289 square feet	
312	Required in return for Parking Reductions	-		1,440 square feet	
313	Total Required Private Open Space	-		6,729 square feet	
314	Amount provided on or in the building(s)	-		-	sq. ft.
315	Amount provided on the land	-		6,729	sq. ft.
316	Total Private Open Space Provided	-		6,729 sq. ft.	
317	<i>Acres</i>	-		0.15	acres
318	<i>Percent of Site</i>	-		4.6%	
319	Excess Private Open Space Provided (R-4)			-	sq. ft.
320	Bonus floor area allowed:			-	sq. ft.
321	1 sq. ft. of floor area per			-	sq. ft. of added floor area
322	1 sq. ft. of excess private open space			-	sq. ft. of added floor area
323					
324	Snow Storage Area Requirement				
325	20% of multi-family surface parking requirements		B-3	-	Proposed Code CMU
326	less			less	
327	25% of private open space provided on the land			-	square feet
328	Total Snow Storage Requirement			-	square feet
329				-	acres
330	<i>Percent of Site</i>			0.0%	
331					
332					

Pedestrian Connections Requirements		Current Code B-3	Proposed Code CMU
333	Required Walkways	No Pedestrian Requirements	2,174 square feet
334	Bus Stop (may be required for transit-related parking reduction)	No (Accept default or enter yes or no)	- square feet
335	Required in return for a Parking Reduction?	No	- square feet
336	Is it located along an Arterial class street?	No	-
337	Additional area for on-site transit facilities	0	-
338	Primary Pedestrian Walkways		- linear feet of primary pedestrian walkway
339			- square feet of primary pedestrian walkway
340			- square feet of bonus floor area
341	Bonus floor area allowed at		
342		5 square feet per lin. ft.	
343	<i>Pedestrian Connections Square Feet</i>		2,174 square feet
344	<i>Pedestrian Connections in Acres</i>		0.05 acres
345	<i>Percent of Site</i>		2.5%
346			
347			
348	Other Facilities or Undeveloped Areas (Optional)	Area (sf) - Current Code	Area (sf) - Proposed Code
349	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type. Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas.	-	-
350	The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.	-	-
351		-	-
352		-	-
353		-	-
354			Total Area in Square Feet

	Summary Site Area Requirements	Current Code B-3	Proposed Code CMU
355	Land Area in Square Feet		
356	Building Footprint	15,195 square feet	18,890 square feet
357	Parking	111,200 square feet	82,849 square feet
358	Setbacks, Easements and Perimeter Landscaping	12,043 square feet	25,126 square feet
359	Parking Lot Interior Landscaping	5,560 square feet	8,285 square feet
360	Loading Area	800 square feet	800 square feet
361	Lighting	Same as Parking	Same as Parking
362	Private Open Space	- square feet	6,729 square feet
363	Snow Storage	- square feet	- square feet
364	Pedestrian Connections	- square feet	2,174 square feet
365	TOTAL	144,798 square feet	144,854 square feet
366	Total Site Area	144,900 square feet	144,900 square feet
367			0% higher
368	Percent of Total Site Area		
369	Building Footprint	10.5%	13.0%
370	Parking	76.7%	57.2%
371	Setbacks, Easements and Perimeter Landscaping	8.3%	17.3%
372	Parking Lot Interior Landscaping	3.8%	5.7%
373	Loading Area	0.6%	0.6%
374	Lighting	NA	NA
375	Private Open Space	0.0%	4.6%
376	Snow Storage	0.0%	0.0%
377	Pedestrian Connections	0.0%	1.5%
378	TOTAL	99.9%	100.0%
379	Total Site Area	100.0%	100.0%

Summary Cost Requirements		Current Code	B-3	Proposed Code	CMU	Pct. of Current
381	Parking Construction					
382	Surface parking	\$2,224,000		\$1,657,000		75%
383	Within building, above ground	\$0		\$0		
384	Within building, below ground	\$0		\$0		
385	Above grade structure	\$0		\$0		
386	Below grade structure	\$0		\$0		
387	Off-site	\$0		\$0		
388	Total Parking Construction	\$2,224,000		\$1,657,000		75%
389						
390	Setbacks, Easements and Perimeter Landscaping					
391	Current Code	\$94,500		\$141,900		
392	Proposed Code - perimeter landsc.			\$25,200		
393	Proposed Code - easement landsc.			\$167,100		177%
394	Proposed Code - total					
395						
396						
397	Parking Lot Interior Landscaping					
398	Current Code	\$43,600		\$93,800		215%
399	Proposed Code					
400						
401	Site Enhancement Landscaping					
402	Current Code	\$100		\$100		100%
403	Proposed Code					
404						
405	Loading Area					
406		\$16,000		\$16,000		100%
407	Lighting					
408	Current Code	\$9,200		\$8,200		89%
409	Proposed Code					
410	Private Open Space					
411	Current Code	\$0		\$76,200		
412	Proposed Code					
413						
414	Snow Storage					
415		\$0		\$0		
416	Pedestrian Connections					
417		\$0		\$24,600		
418	COST OF SITE DEVELOPMENT (Including structured parking)					
419		\$2,387,400		\$2,043,000		86%
420	COST OF BUILDING CONSTRUCTION					
421		\$16,833,000		\$17,674,000		105%
422	TOTAL COST OF DEVELOPMENT					
		\$19,220,400		\$19,717,000		103%

SUPPLEMENTARY MODEL: DETERMINING LARGEST BUILDING POSSIBLE			
Name of Project:	Park Plaza II Apartment Homes	Current Code R-4	Proposed Code R-4
Project Development Category (drop down menu, select one)	Low-to-Medium Rise Building (up to 75 feet in height), two parking levels under the building		
Proposed Building Footprint <i>To be altered and tested by user for largest building possible.</i>	15,710 square feet	18,964 square feet	
Maximum Allowable Stories <i>Effective number of stories (if greater than proposed, attic area may be too large)</i>	7.00 6.00	6.00 5.00	
<i>Warning notice appears if proposed stories exceed maximum possible stories.</i>			
Amount of Site Area Utilized	54,597 square feet	54,805 square feet	
Percent of Site Area Utilized	<i>Increase the size of the footprint or number of stories.</i> 99.3% footprint or number of stories.		
Maximum Possible Building Size	150,970 square feet	150,991 square feet	
Maximum Possible Floor Area Ratio	2.00	2.00	

	Current Code R-4	Proposed Code R-4
Summary Site Area Requirements Including Building Footprint		
Land Area in Square Feet	15,710 square feet	18,964 square feet
Building Footprint (from line 4, above)	27,600 square feet	14,000 square feet
Parking	3,017 square feet	9,133 square feet
Setbacks and Perimeter Landscaping	1,380 square feet	700 square feet
Parking Interior Lot Landscaping	400 square feet	400 square feet
Loading Area	Same as Parking	Same as Parking
Lighting	6,490 square feet	8,763 square feet
Private Open Space	- square feet	- square feet
Snow Storage	- square feet	2,845 square feet
Pedestrian Connections	- square feet	- square feet
Other Facilities	54,597 square feet	54,805 square feet
TOTAL	55,000 square feet	55,000 square feet
Total Site Area		
Summary of Building Size Parameters and Calculations		
Height per Story	10 feet	10 feet
Maximum Building Height Allowed by Zoning	Unlimited feet	60 feet
Maximum Building Height in the Project Development Category	75 feet	60 feet
Maximum Possible Stories	7 stories	6 stories
Maximum Possible Stories - accounting for attic or sloping roof	6 stories	5 stories
Optional Cantilevered Space Ratio - Upper Floors	20%	20%
Maximum Possible Floor Area of Building above grade	109,970 square feet	109,991 square feet
Basement Floor Area Assumption (one basement level)	41,000 square feet	41,000 square feet
Basement Floor Area - underground parking only	41,000 square feet	41,000 square feet
Largest Building Possible (gross floor area above and below grade)	150,970 square feet	150,991 square feet
Largest Building Possible, accounting for any specific FAR limitations in the district	150,970 square feet	150,991 square feet
Maximum Possible Floor Area Ratio (FAR does not include underground parking)	2.00	2.00
Maximum Possible Floor Area Ratio (FAR) excluding parking garage floor area	1.78	1.92
Actual Existing Building Size (approximate):		
Planned Floor Area above grade	103,800 square feet	103,800 square feet
Planned Floor Area below grade	41,000 square feet	41,000 square feet
Planned Building Size (gross floor area above and below grade)	144,800 square feet	144,800 square feet
Planned Floor Area Ratio (FAR) (FAR does not include underground parking areas)	1.89	1.89

FOR USE WITH DETERMINING LARGEST BUILDING POSSIBLE ONLY. DO NOT MAKE ALTERATIONS BELOW.

Proposed Uses on the Site	Current Code	Square Feet	Square Feet GFA per Dwelling Unit	Proposed Code
RESIDENTIAL				
Dwellings, Multifamily or Mixed-use - Efficiency	30	17,924	600	32
Dwellings, Multifamily or Mixed-use - 1 Bedroom	62	49,637	800	67
Dwellings, Multifamily or Mixed-use - 2 Bedroom	23	22,980	1,000	25
Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	1,400	-
<i>Total Dwelling Units</i>	<i>115</i>	<i>90,541</i>	<i>97,712</i>	<i>124</i>
Square Feet in ca. Affordable Unit				
Bonus Potential: Affordable Housing				
Dwellings from above that are qualified as Affordable Housing				
Efficiency	10	6,256	600	5
1 Bedroom	5	3,649	700	5
2 Bedroom	5	4,170	800	-
3 Bedroom	-	-	1,100	21
TOTAL Affordable Units	21	14,075	3 sq. ft. per affordable housing sq. ft.	
<i>Added building floor area allowed (up to 0.5 added FAR)</i>		<i>27,500</i>		
Bonus Potential: Housing Square Feet				
<i>Potential bonus square feet from housing square feet (up to 0.5 added FAR)</i>		<i>27,500</i>	<i>2 sq. ft. per housing sq. ft.</i>	
HOTEL				
	Current Code	Square Feet GFA per hotel room		Proposed Code
<i>Total Hotel Rooms</i>	-	1,000		-
COMMERCIAL USES				
		Square Feet		
Office - business, professional and financial		1,724		1,860
Office - health and medical		-		-
Health Club, Fitness		5,745		6,200
Restaurant		-		-
Retail, grocery		-		-
Retail, general - general, convenience store, building materials		-		-
Retail, other - pharmacy, video rental, liquor store, wholesale,		-		-
Retail, large goods - furniture, home appliance, flooring		-		-
Retail, large shopping mall		-		-
Manufacturing, small		-		-
Manufacturing, large		-		-
Warehouse, small		-		-
Warehouse, large		-		-
Accessory storage/mechanical area		-		-
Total Commercial Square Feet		7,469		8,060
STRUCTURED PARKING				
Parking, above grade in the building or a separate structure		10,850		3,500
Structured parking below grade or in the basement		41,000		41,000
Total Square Feet		149,860		150,272

98 Proposed Building Dimensions		Proposed Code			
FLOORS	Number of Floors	Floor Height (ft)	Floorplate Size	No. of Floors	Floorplate Size
99	First Floor	1	15,710 square feet	1	18,964 square feet
100	Second Floor and/or Mezzanine	1	18,852 square feet	1	22,757 square feet
101	Third Floor	1	18,852 square feet	1	22,757 square feet
102	Fourth Floor	1	18,852 square feet	1	22,757 square feet
103	Fifth Floor	1	18,852 square feet	1	22,757 square feet
104	Number of Additional Floors	1	18,852 square feet	1	22,757 square feet
105	Mechanical Storage Penthouse	-	- square feet	-	- square feet
106	Attic or Sloping Roof (Above Eave)	-	- square feet	-	- square feet
107	Total Floors Above Grade	6	- square feet	8	- square feet
108	Basement Floors (Below Grade)	1	41,000 square feet	1	41,000 square feet
109					
110					
111	Gross Floor Area (based on floor dimensions)	150,970	square feet	150,991	square feet
112	Gross Floor Area of proposed uses (from previous page)	149,860	square feet	150,272	square feet
113	Gross Floor Area excluding below grade structured parking	108,860	square feet	109,272	square feet
114	Gross Floor Area excluding all structured parking	98,010	square feet	105,772	square feet
115	Net Floor Area (useable or leasable) excluding parking	83,308	square feet		
116	Floor Area Efficiency	85%			
117					
118	Height of Proposed Building (based on floor dimensions)	68 feet		58 feet	
119	Allowable Height	Unlimited feet			
120	Current code	R-4			
121	Proposed Code	R-4			
122					
123					
124	Gross Building Footprint	15,710	square feet		
125	Minimum Building Footprint Requirement	5,000	square feet		
126	Gross Footprint as Percent of Site Area	28.6%			
127	Maximum Allowed Lot Coverage	Unrestricted			
128		Unrestricted			
129					
130	Building Location Relative to Perimeter Lot Lines	Current Code	Proposed Code		
131	Near Front Lot Line, not set back behind vehicle area?	Yes	Yes		
132	Length of Façade near Front Lot Line	125	138		
133	Near Side Lot Line, not set back behind vehicle area?	Yes	Yes		
134	Length of Façade near Side Lot Line	125	138		
135	Near Other Side Lot Line, not set back behind vehicle area?	No	No		
136	Length of Façade near Other Side Lot Line	0	0		
137	Near Rear Lot Line, not set back behind vehicle area?	No	No		
138	Length of Façade near Rear Lot Line	0	0		
139					
140	Current Code	R-4			
141	Maximum FAR Allowed	2.00	Maximum Floor Area Allowed:	110,000	sq. ft.
142	Proposed FAR	1.98	Proposed Floor Area	108,860	sq. ft.
143	Proposed Code	R-4			
144	Maximum FAR By right	1.00	Maximum Floor Area By right:	55,000	sq. ft.
145	Maximum FAR with bonuses	2.00	Maximum Floor Area with Bonuses:	110,000	sq. ft.
146	Allowable FAR with bonuses proposed	2.00	Allowable floor area in this case:	110,000	sq. ft.
147	Proposed FAR	1.99	Proposed floor area:	109,272	sq. ft.
148					

150	How many public streets border this property?	
151	Three, two corners, no rear street	
152		
153	Types of Streets along Boundaries	
154	Primary front lot line	Collector Street
155	Secondary street frontage 1	Arterial Street
156	Secondary street frontage 2	Local Street
157	Not Applicable	Not Applicable
158		
159	Lot Dimensions in Feet	
160	Front lot line	275 feet
161	Side lot line	200 feet
162	Other side lot line	200 feet
163	Lot line opposite front line (rear)	275 feet
164	Other	feet
165	Estimated land area	
166	55,000 square feet	
167	1.26 acres	
168	Adjacent and Abutting Properties	
169		
170	Front lot line	Adjacent
171	Side lot line	Adjacent
172	Other side lot line	Adjacent
173	Lot line opposite front line (rear)	Abutting
174		

175 Parking Requirements and Land Utilization for Parking		R-4 Multiple Family Residential		Total Spaces
Current Title 21				
176	Dwellings, Multifamily or Mixed-use - Efficiency			41.8
177	Dwellings, Multifamily or Mixed-use - 1 Bedroom			104.2
178	Dwellings, Multifamily or Mixed-use - 2 Bedroom			46.0
179	Dwellings, Multifamily or Mixed-use - 3 Bedroom			-
180	Hotel Visitor Accommodations			-
181	Office - business, professional and financial			5.7
182	Office - health and medical			-
183	Health Club, Fitness			19.1
184	Restaurant			-
185	Retail, grocery			-
186	Retail, general - general, convenience store, building materials			-
187	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores			-
188	Retail, large goods - furniture, home appliance, flooring			-
189	Retail, large shopping mall			-
190	Manufacturing, large			-
191	Manufacturing, small			-
192	Warehouse, large			-
193	Warehouse, small			-
194	Accessory storage/mechanical area			-
195	Total parking required			217 spaces
196				
197				
198	Parking space distribution			
199	Surface parking			
200	Within building, above ground	1	Number of levels:	69
201	Within building, below ground	1	Number of levels:	31
202	Above grade structure	1	Number of levels:	117
203	Below grade structure	1	Number of levels:	-
204	Off-site	1	Number of levels:	-
205	TOTAL			217
206	Total Land Area Requirement	27,600	square feet	
207		0.63	acres	
208	Percent of Gross Site Area	5.0%		
				Gross Land Area per Space
				400 square feet
				16.4% square feet
				62.0% square feet
				0.0% square feet
				0.0% square feet
				114.9% square feet

209

210	Parking Requirements and Land Utilization Proposed Title 21 The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.	required per 1,000 GSF (non-resid.) or per dwelling or per hotel room	40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - NMU, CMU, RMU or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking		10% Reduction for Transit Pass Benefits or Parking Cash-out		Total Parking Spaces Required (with Reductions)
			No	Yes	No	Yes	No	Yes	No	Yes	No	No			
211	Dwellings, Multifamily Efficiency	1.00	100%	90%	100%	95%	100%	100%	95%	100%	100%	100%	100%	27.57	
212	Dwellings, Multifamily 1 Bedroom	1.20	100%	90%	100%	95%	100%	100%	95%	100%	100%	100%	100%	68.70	
213	Dwellings, Multifamily 2 Bedroom	1.60	100%	90%	100%	95%	100%	100%	95%	100%	100%	100%	100%	33.93	
214	Dwellings, Multifamily 3 Bedroom	2.10	100%	90%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
215	Hotel	0.90	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
216	Office, business, professional and financial	2.86	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	5.05	
217	Office, health and medical	4.00	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
218	Health Club, Fitness	4.44	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	26.18	
219	Restaurant	10.00	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
220	Retail, grocery	4.00	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
221	Retail, general	3.33	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
222	Retail, other	2.50	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
223	Retail, large goods	1.25	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
224	Retail, large shopping mall	3.33	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
225	Manufacturing, small	1.00	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
226	Manufacturing, large	0.67	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
227	Warehouse, small	0.80	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
228	Warehouse, large	0.67	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
229	Accessory storage/mechanical area	0.80	100%	100%	100%	95%	100%	100%	95%	100%	100%	100%	100%	-	
230	Total parking required													161	
231	Parking space distribution														
232	Surface parking														
233	Within building														
234	Within building, below ground														
235	Above grade structure														
236	Below grade structure														
237	Off-site														
238	TOTAL														
239	Total Land Area Requirement	14,000	square feet												
240		0.32	acres												
241	Percent of Gross Site Area	25.5%													
242	Bonus Potential: Below Ground Parking														
243	Number of Below Ground Spaces														
244	Square feet of below ground parking														
245	Added building floor area allowed at														
246															
247															
248															
249															

35	27%	400	square feet
10	8%	-	square feet
117	89%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
162	124%	127	square feet

1	Number of levels:
1	Number of levels:
1	Number of levels:

14,000	square feet
0.32	acres
25.5%	

117 spaces
40,950 square feet
55,000 square feet (up to 1.0 added FAR)

2 sq. ft. per sq. ft. of below ground parking

Minimum Setback Requirements		Current Code R-4	Proposed Code R-4
250	<i>Types of Streets along Boundaries</i>		
251	Front lot line	10 feet	10 feet
252	Collector Street	5 feet	5 feet
253	Arterial Street	10 feet	10 feet
254	Local Street	5 feet	5 feet
255	Lot line opposite front line (rear)		
256			
Site Perimeter Utility Easements		Current Code R-4	Proposed Code R-4
257	<i>Linear utility easements along perimeter of site.</i>		
258	Front lot line	0 feet	0 feet
259	Side lot line	0 feet	0 feet
260	Other side lot line	0 feet	0 feet
261	Lot line opposite front line (rear)	10 feet	10 feet
262			
Minimum Perimeter Landscaping Setbacks from Adjacent Uses		Current Code R-4	Proposed Code R-4
263	Adjacent Uses	Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)
264			
265	Front lot line	PLI-p	0
266	Side lot line	R-O	0
267	Other side lot line	R-4	0
268	Lot line opposite front line (rear)	R-4	0
269			
Minimum Parking Lot Perimeter Landscaping Setbacks		Current Code R-4	Proposed Code R-4
270	Adjacent Zoning	Perimeter Landscaping Length (feet)	Perimeter Landscaping Width (feet)
271			
272	PLI-p	8	8
273	R-O	8	8
274	R-4	10	8
275	R-4	10	8
276			
Combined Minimum Landscaping and Setback Requirements from Lot Lines		Current Code R-4	Proposed Code R-4
277		Landscaping	Building Setback
278	Front lot line	8	10
279	Side lot line	0	5
280	Other side lot line	0	10
281	Lot line opposite front line (rear)	0	10
282			
283			
Setback, Easement and Perimeter Landscaping Site Area Requirements		Current Code R-4	Proposed Code R-4
284	Front lot line	2,390 square feet	2,283 square feet
285	Side lot line	627 square feet	3,006 square feet
286	Other side lot line	0 square feet	0 square feet
287	Lot line opposite front line (rear)	0 square feet	3,850 square feet
288			
289	TOTAL	3,017 square feet	9,133 square feet
290			

291	Parking Interior Lot Landscaping Requirements	Current Code R-4	Proposed Code R-4
292	Number of surface parking spaces	69 spaces	35 spaces
293	Surface parking land area	27,600 square feet	14,000 square feet
294	Percent of parking area for landscaping	5%	5%
295	Required Landscaping Area (in addition to surface parking area)	1,380 square feet	700 square feet
296			
297	Loading Area Requirements	Current Code R-4	Proposed Code R-4
298	Berth Type	B	B
299	Number of Berths Required	1	1
300	Land Area per Berth	400 square feet	400 square feet
301	Total Loading Area Land Area Requirement	400 square feet	400 square feet
302			
303	Lighting Requirements	Current Code R-4	Proposed Code R-4
304	Surface parking land area	27,600 square feet	14,000 square feet
305			
306			
307			
308			
309	Private Open Space Requirements	Current Code R-4	Proposed Code R-4
310	Required for Residential Dwellings	11,490 square feet	12,400 square feet
311	Required for Non-residential Uses	- square feet	403 square feet
312	Required in return for Parking Reductions	- square feet	960 square feet
313	Total Required Private Open Space	11,490 square feet	13,763 square feet
314	Amount provided on or in the building(s)	5,000 sq. ft.	5,000 sq. ft.
315	Amount provided on the land	6,490 sq. ft.	8,763 sq. ft.
316	Total Private Open Space Provided		13,763 sq. ft.
317	<i>Acreas</i>		0.20 acres
318	<i>Percent of Site</i>		15.9%
319	Excess Private Open Space Provided (R-4)		- sq. ft.
320	Bonus floor area allowed:		- sq. ft. of added floor area
321	1 sq. ft. of floor area per		
322	1 sq. ft. of excess private open space		
323			
324	Snow Storage Area Requirement	Current Code R-4	Proposed Code R-4
325	20% of multi-family surface parking requirements	No Requirement	255 square feet
326	less		less
327	25% of private open space provided on the land		2,191 square feet
328	Total Snow Storage Requirement		- square feet
329	<i>Percent of Site</i>		- acres
330			0.0%
331			
332			

Pedestrian Connections Requirements		Current Code - R-4	Proposed Code R-4
333	Required Walkways	No Pedestrian Requirements	825 square feet
334	Bus Stop (may be required for transit-related parking reduction)		900 square feet
335	<i>Required in return for a Parking Reduction?</i>	Yes (Accept default or enter yes or no)	137.5
336	<i>Is it located along an Arterial class street?</i>	Yes (Enter yes or no)	
337	<i>Additional area for on-site transit facilities</i>	600 square feet	
338	Primary Pedestrian Walkways		160 linear feet of primary pedestrian walkway
339			1,920 square feet of primary pedestrian walkway
340			800 square feet of bonus floor area
341	Bonus floor area allowed at		2,845 square feet
342			0.07 acres
343	<i>Pedestrian Connections Square Feet</i>		5.2%
344	<i>Pedestrian Connections in Acres</i>		
345	<i>Percent of Site</i>		
346			
347			
348	Other Facilities or Undeveloped Areas (Optional)	Area (sf) - Current Code	Brief Description of Facility
349	Area of site encumbered by other facilities not necessarily required by the zoning ordinance	-	0
350	but needed by the use type. Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas.	-	0
351	The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.	-	0
352		-	
353		-	Total Area in Square Feet

	Summary Site Area Requirements	Current Code R-4	Proposed Code R-4
355	Land Area in Square Feet		
356	Building Footprint	15,710 square feet	18,964 square feet
357	Parking	27,600 square feet	14,000 square feet
358	Setbacks, Easements and Perimeter Landscaping	3,017 square feet	9,133 square feet
359	Parking Lot Interior Landscaping	1,380 square feet	700 square feet
360	Loading Area	400 square feet	400 square feet
361	Lighting	Same as Parking	Same as Parking
362	Private Open Space	6,490 square feet	8,763 square feet
363	Snow Storage	- square feet	- square feet
364	Pedestrian Connections	- square feet	2,845 square feet
365	TOTAL	54,597 square feet	54,805 square feet
366	Total Site Area	55,000 square feet	55,000 square feet
367	Percent of Total Site Area		0% higher
368	Building Footprint	28.6%	34.5%
369	Parking	50.2%	25.5%
370	Setbacks, Easements and Perimeter Landscaping	5.5%	16.6%
371	Parking Lot Interior Landscaping	2.5%	1.3%
372	Loading Area	0.7%	0.7%
373	Lighting	NA	NA
374	Private Open Space	11.8%	15.9%
375	Snow Storage	0.0%	0.0%
376	Pedestrian Connections	0.0%	5.2%
377	TOTAL	99.3%	99.6%
378	Total Site Area	100.0%	100.0%
379			

Summary Cost Requirements		Current Code	R-4	Proposed Code	R-4	Pet. of Current
381	Parking Construction					
382	Surface parking	\$8,000 per space	\$552,000	\$280,000	51%	
383	Within building, above ground	\$35,000 per space	\$1,085,000	\$350,000	32%	
384	Within building, below ground	\$60,000 per space	\$7,028,600	\$7,020,000	100%	
385	Above grade structure	\$0	\$0	\$0		
386	Below grade structure	\$60,000 per space	\$0	\$0		
387	Off-site	\$0 per space	\$0	\$0		
388	Total Parking Construction		\$8,665,600	\$7,650,000	88%	
389						
390						
391	Setbacks, Easements and Perimeter Landscaping					
392	Current Code	\$7.85 per square foot	\$23,700	\$83,800		
393	Proposed Code - perimeter landsc.	\$11.32 per square foot		\$3,500		
394	Proposed Code - easement landsc.	\$2.00 per square foot		\$87,300	368%	
395	Proposed Code - total					
396						
397	Parking Lot Interior Landscaping					
398	Current Code	\$7.85 per square foot	\$10,800	\$7,900	73%	
399	Proposed Code	\$11.32 per square foot				
400						
401	Site Enhancement Landscaping					
402	Current Code	\$1.20 per square foot	\$500	\$400	80%	
403	Proposed Code	\$2.00 per square foot				
404						
405	Loading Area	\$20.00 per square foot	\$8,000	\$8,000	100%	
406						
407	Lighting	\$0.08 per square foot	\$2,300	\$1,400	61%	
408	Proposed Code	\$0.10 per square foot				
409						
410	Private Open Space					
411	Current Code	\$ 7.85 per square foot	\$78,500	\$99,200	126%	
412	Proposed Code	\$ 11.32 per square foot				
413						
414	Snow Storage	\$11.32	\$0	\$0		
415						
416	Pedestrian Connections	\$11.32 per square foot	\$0	\$32,200		
417						
418	COST OF SITE DEVELOPMENT (Including structured parking)		\$8,789,400	\$7,886,400	90%	
419						
420	COST OF BUILDING CONSTRUCTION		\$15,063,000	\$15,816,000	105%	
421						
422	TOTAL COST OF DEVELOPMENT		\$23,852,400	\$23,702,400	99%	

SUPPLEMENTARY MODEL: DETERMINING LARGEST BUILDING POSSIBLE			
Name of Project:	Carr Gottstein Distribution Warehouse	Current Code I-1	Proposed Code I-1
Project Development Category (drop down menu, select one)	Single Story Building, all surface parking		
Proposed Building Footprint <i>To be altered and tested by user for largest building possible.</i>	284,400 square feet	284,400 square feet	285,850 square feet
Maximum Allowable Stories <i>Effective number of stories (if greater than proposed, attic area may be too large)</i>	1.00	1.00	1.00
	1.00	1.00	1.00
<i>Warning notice appears if proposed stories exceed maximum possible stories.</i>			
Amount of Site Area Utilized	634,336 square feet	634,336 square feet	634,110 square feet
Percent of Site Area Utilized	100.0%	Increase the size of the footprint or number of stories.	Increase the size of the footprint or number of stories.
Maximum Possible Building Size	284,400 square feet	284,400 square feet	285,850 square feet
Maximum Possible Floor Area Ratio	0.45	0.45	0.45

	Current Code I-1	Proposed Code I-1
Summary Site Area Requirements Including Building Footprint		
Land Area in Square Feet	284,400 square feet	285,850 square feet
Building Footprint (from line 4, above)	120,800 square feet	82,514 square feet
Parking	17,603 square feet	41,454 square feet
Setbacks and Perimeter Landscaping	6,040 square feet	8,251 square feet
Parking Interior Lot Landscaping	3,200 square feet	3,200 square feet
Loading Area	Same as Parking	square feet
Lighting	- square feet	- square feet
Private Open Space	- square feet	- square feet
Snow Storage	- square feet	- square feet
Pedestrian Connections	- square feet	9,516 square feet
Other Facilities	202,293 square feet	203,324 square feet
TOTAL	634,336 square feet	634,110 square feet
Total Site Area	634,400 square feet	634,400 square feet
Summary of Building Size Parameters and Calculations		
Height per Story	25 feet	25 feet
Maximum Building Height Allowed by Zoning	Unlimited feet	50 feet
Maximum Building Height in the Project Development Category	25 feet	25 feet
Maximum Possible Stories	1 stories	1 stories
Maximum Possible Stories - accounting for attic or sloping roof	1 stories	1 stories
Optional Cantilevered Space Ratio - Upper Floors	20%	20%
Maximum Possible Floor Area of Building above grade	284,400 square feet	285,850 square feet
Basement Floor Area Assumption (one basement level)	- square feet	- square feet
Basement Floor Area - underground parking only	- square feet	- square feet
Largest Building Possible (gross floor area above and below grade)	284,400 square feet	285,850 square feet
Largest Building Possible, accounting for any specific FAR limitations in the district	284,400 square feet	285,850 square feet
Maximum Possible Floor Area Ratio (FAR does not include underground parking)	0.45	0.45
Maximum Possible Floor Area Ratio (FAR) excluding parking garage floor area	0.45	0.45
Actual Existing Building Size (approximate):		
Planned Floor Area above grade	239,000 square feet	239,000 square feet
Planned Floor Area below grade	- square feet	- square feet
Planned Floor Area below grade - underground parking only	- square feet	- square feet
Planned Building Size (gross floor area above and below grade)	239,000 square feet	239,000 square feet
Planned Floor Area Ratio (FAR) (FAR does not include underground parking areas)	0.38	0.38

FOR USE WITH DETERMINING LARGEST BUILDING POSSIBLE ONLY. DO NOT MAKE ALTERATIONS BELOW.

Proposed Uses on the Site	Current Code	Square Feet	Square Feet GFA per Dwelling Unit	Proposed Code
RESIDENTIAL				
Dwellings, Multifamily or Mixed-use - Efficiency	-	-	600	-
Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	800	-
Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	1,000	-
Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	1,400	-
<i>Total Dwelling Units</i>	-	-	-	-
Dwellings from above that are qualified as Affordable Housing	-	-	Square Feet in ea. Affordable Unit	-
Efficiency	-	-	600	-
1 Bedroom	-	-	700	-
2 Bedroom	-	-	800	-
3 Bedroom	-	-	1,100	-
TOTAL Affordable Units	-	-	3 sq. ft. per affordable housing sq. ft.	-
<i>Added building floor area allowed (up to 0.5 added FAR)</i>	-	-	<i>2 sq. ft. per housing sq. ft.</i>	-
<i>Potential bonus square feet from housing square feet (up to 0.5 added FAR)</i>	-	-	-	-
Bonus Potential: Affordable Housing	-	-	-	-
Bonus Potential: Housing Square Feet	-	-	-	-
HOTEL	-	-	-	-
<i>Total Hotel Rooms</i>	-	1,000	-	-
COMMERCIAL USES	-	-	-	-
Office - business, professional and financial	-	7,140	7,176	-
Office - health and medical	-	-	-	-
Health Club, Fitness	-	-	-	-
Restaurant	-	-	-	-
Retail, grocery	-	-	-	-
Retail, general - general, convenience store, building materials	-	-	-	-
Retail, other - pharmacy, video rental, liquor store, wholesale,	-	-	-	-
Retail, large goods - furniture, home appliance, flooring	-	-	-	-
Retail, large shopping mall	-	-	-	-
Manufacturing, small	-	-	-	-
Manufacturing, large	-	-	-	-
Warehouse, small	-	-	-	-
Warehouse, large	-	277,260	278,674	-
Accessory storage/mechanical area	-	-	-	-
Total Commercial Square Feet	-	284,400	285,850	-
STRUCTURED PARKING	-	-	-	-
Parking, above grade in the building or a separate structure	-	-	-	-
Structured parking below grade or in the basement	-	-	-	-
Total Square Feet	-	284,400	285,850	-

98 Proposed Building Dimensions		Proposed Code	
FLOORS		No. of Floors	Floorplate Size
99	First Floor	1	284,400 square feet
100	Second Floor and/or Mezzanine	0	square feet
101	Third Floor	0	square feet
102	Fourth Floor	0	square feet
103	Fifth Floor	0	square feet
104	Number of Additional Floors	0	square feet
105	Mechanical Storage Penthouse	0	square feet
106	Attic or Sloping Roof (Above Eave)	0	square feet
107	Total Floors Above Grade	1	285,850 square feet
108	Basement Floors (Below Grade)	0	square feet
109			
110			
111	Gross Floor Area (based on floor dimensions)	284,400	square feet
112	Gross Floor Area of proposed uses (from previous page)	284,400	square feet
113	Gross Floor Area excluding below grade structured parking	284,400	square feet
114	Gross Floor Area excluding all structured parking	284,400	square feet
115	Net Floor Area (useable or leasable) excluding parking	241,740	square feet
116	Floor Area Efficiency	85%	
117			
118	Height of Proposed Building (based on floor dimensions)	25	feet
119	Allowable Height	Unlimited	feet
120	Proposed Code	I-1	
121			
122			
123			
124	Gross Building Footprint	284,400	square feet
125	Minimum Building Footprint Requirement	1,000	square feet
126	Gross Footprint as Percent of Site Area	44.8%	
127	Maximum Allowed Lot Coverage	Unrestricted	
128		I-1	
129		I-1	
130	Building Location Relative to Perimeter Lot Lines	Current Code	Proposed Code
131	Near Front Lot Line, not set back behind vehicle area?	No	No
132	Length of Façade near Front Lot Line	0	0
133	Near Side Lot Line, not set back behind vehicle area?	No	No
134	Length of Façade near Side Lot Line	0	0
135	Near Other Side Lot Line, not set back behind vehicle area?	No	No
136	Length of Façade near Other Side Lot Line	0	0
137	Near Rear Lot Line, not set back behind vehicle area?	Yes	Yes
138	Length of Façade near Rear Lot Line	533	535
139			
140	Current Code	I-1	
141	Maximum FAR Allowed	Unrestricted	Maximum Floor Area Allowed:
142	Proposed FAR	0.45	Proposed Floor Area
143	Proposed Code	I-1	
144	Maximum FAR By right	Unrestricted	Maximum Floor Area By right:
145	Maximum FAR with bonuses	Unrestricted	Maximum Floor Area with Bonuses:
146	Allowable FAR with bonuses proposed	Unrestricted	Allowable floor area in this case:
147	Proposed FAR	0.45	Proposed floor area:

149	How many public streets border this property?	
150	Two, corner lot	
151		
152		
153	Types of Streets along Boundaries	
154	Primary front lot line	Arterial Street
155	Secondary street frontage	Local Street
156	Not Applicable	Not Applicable
157	Not Applicable	Not Applicable
158		
159	Lot Dimensions in Feet	
160	Front lot line	1,220 feet
161	Side lot line	520 feet
162	Other side lot line	520 feet
163	Lot line opposite front line (rear)	1,220 feet
164	Other	feet
165	Estimated land area	
166	634,400 square feet	
167	14.56 acres	
168	Adjacent and Abutting Properties	
169		
170	Front lot line	Adjacent
171	Side lot line	Adjacent
172	Other side lot line	Abutting
173	Lot line opposite front line (rear)	Abutting
174		

175 Parking Requirements and Land Utilization for Parking		I-1 Light Industrial		Total Spaces
Current	Title 21	I-1	Light Industrial	
176	Dwellings, Multifamily or Mixed-use - Efficiency			-
177	Dwellings, Multifamily or Mixed-use - 1 Bedroom			-
178	Dwellings, Multifamily or Mixed-use - 2 Bedroom			-
179	Dwellings, Multifamily or Mixed-use - 3 Bedroom			-
180	Hotel Visitor Accommodations			23.8
181	Office - business, professional and financial			-
182	Office - health and medical			-
183	Health Club, Fitness			-
184	Restaurant			-
185	Retail, grocery			-
186	Retail, general - general, convenience store, building materials			-
187				-
188	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores			-
189	Retail, large goods - furniture, home appliance, flooring			-
190	Retail, large shopping mall			-
191	Manufacturing, small			-
192	Manufacturing, large			-
193	Warehouse, small			-
194	Warehouse, large			-
195	Accessory storage/mechanical area			277.3
196	Total parking required			302
197				spaces
198	Parking space distribution			
199	Surface parking			
200	Within building, above ground	1	Number of levels:	400 square feet
201	Within building, below ground	1	Number of levels:	square feet
202	Above grade structure	1	Number of levels:	square feet
203	Below grade structure	1	Number of levels:	square feet
204	Off-site			square feet
205	TOTAL	302		400 square feet
206	Total Land Area Requirement	120,800	square feet	
207		2.77	acres	
208	Percent of Gross Site Area	19%		

209

	Parking Requirements and Land Utilization Proposed Title 21	required per 1,000 GSF (non-resid.) or per dwelling or hotel room	40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - NNU, CMU, RMU or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking		10% Reduction for Transit Pass Benefits or Parking Cash-out		Total Parking Spaces Required (with Reductions)
			No	Yes	No	Yes	No	Yes	No	Yes	No	Yes			
210	The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.														
211															
212	Dwellings, Multifamily Efficiency	1.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
213	Dwellings, Multifamily 1 Bedroom	1.20	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
214	Dwellings, Multifamily 2 Bedroom	1.60	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
215	Dwellings, Multifamily 3 Bedroom	2.10	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
216	Hotel	0.90	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
217	Office, business, professional and financial	2.86	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	20.50
218	Office, health and medical	4.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
219	Health Club, Fitness	4.44	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
220	Restaurant	10.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
221	Retail, grocery	4.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
222	Retail, general	3.33	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
223	Retail, other	2.50	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
224	Retail, large goods	1.25	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
225	Retail, large shopping mall	3.33	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
226	Manufacturing, small	1.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
227	Manufacturing, large	0.67	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
228	Warehouse, small	0.80	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
229	Warehouse, large	0.67	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	185.78
230	Accessory storage/mechanical area	0.80	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
231	Total parking required														206
232															
233	Parking space distribution														
234	Surface parking														
235	Within building														
236	Within building, below ground														
237	Above grade structure														
238	Below grade structure														
239	Off-site														
240	TOTAL														
241	Total Land Area Requirement														
242															
243	Percent of Gross Site Area														
244															
245	Bonus Potential: Below Ground Parking														
246	Number of Below Ground Spaces														
247	Square feet of below ground parking														
248	Added building floor area allowed at														
249															

Gross Land Area per Space	
206	400 square feet
-	square feet
-	square feet
-	square feet
-	square feet
-	square feet
206	400 square feet

Number of levels:	1
Number of levels:	1
Number of levels:	1
Number of levels:	1

82.514	square feet
1.89	acres
73.0%	

2 sq. ft. per sq. ft. of below ground parking

Minimum Setback Requirements		Current Code I-1	Proposed Code I-1
250	Types of Streets along Boundaries		
251	Front lot line	10 feet	10 feet
252	Arterial Street	5 feet	5 feet
253	Local Street	5 feet	0 feet
254	Other side lot line	5 feet	0 feet
255	Lot line opposite front line (rear)	5 feet	0 feet
256			
Site Perimeter Utility Easements		Current Code I-1	Proposed Code I-1
257	Linear utility easements along perimeter of site.	25 feet	25 feet
258	Front lot line	0 feet	0 feet
259	Side lot line	10 feet	10 feet
260	Other side lot line	0 feet	0 feet
261	Lot line opposite front line (rear)	0 feet	0 feet
262			
Minimum Perimeter Landscaping Setbacks from Adjacent Uses			
Adjacent Uses	Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)	Proposed Code I-1
Front lot line	I-1	8	I-1
Side lot line	I-1	0	I-1
Other side lot line	I-1	0	I-1
Lot line opposite front line (rear)	I-1	0	I-1
263	Arterial Street	8	I-1
264	Local Street	0	I-1
265	Non-Residential	0	I-1
266	Non-Residential	0	I-1
267	Non-Residential	0	I-1
268	Non-Residential	0	I-1
269			
Minimum Parking Lot Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
270			
Combined Minimum Landscaping and Setback Requirements from Lot Lines			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
Front lot line	8	0	8
Side lot line	8	348	8
Other side lot line	8	0	0
Lot line opposite front line (rear)	8	348	8
271			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
272			
Combined Minimum Landscaping and Setback Requirements from Lot Lines			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
Front lot line	8	0	8
Side lot line	8	348	8
Other side lot line	8	0	0
Lot line opposite front line (rear)	8	348	8
273			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
274			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
275			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
276			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
277			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
278			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
279			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
280			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
281			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
282			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
283			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
284			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
285			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
286			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
287			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
288			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
289			
Minimum Perimeter Landscaping Setbacks			
Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Proposed Code I-1
I-1	8	0	L2
I-1	8	348	L2
I-1	8	0	L2
I-1	8	348	L2
290			

291	Parking Interior Lot Landscaping Requirements				
292	Number of surface parking spaces	302 spaces	206 spaces		
293	Surface parking land area	120,800 square feet	82,514 square feet		
294	Percent of parking area for landscaping	5%	10%		
295	Required Landscaping Area (in addition to surface parking area)	6,040 square feet	8,251 square feet		
296					
297	Loading Area Requirements				
298	Berth Type	A	A		
299	Number of Berths Required	4	4		
300	Land Area per Berth	800 square feet	800 square feet		
301	Total Loading Area Land Area Requirement	3,200 square feet	3,200 square feet		
302					
303	Lighting Requirements				
304	Surface parking land area	120,800 square feet	82,514 square feet		
305					
306					
307					
308					
309	Private Open Space Requirements				
310	Required for Residential Dwellings	- square feet	- square feet		
311	Required for Non-residential Uses	- square feet	- square feet		
312	Required in return for Parking Reductions	- square feet	- square feet		
313	Total Required Private Open Space	- square feet	- square feet		
314	Amount provided on or in the building(s)	-	-		
315	Amount provided on the land	-	-		
316	Total Private Open Space Provided	-	-		
317	<i>Acres</i>	-	-		
318	<i>Percent of Site</i>	-	-		
319	Excess Private Open Space Provided (R-4)	-	-		
320	Bonus floor area allowed:	-	-		
321	1 sq. ft. of floor area per	-	-		
322	1 sq. ft. of excess private open space	-	-		
323					
324	Snow Storage Area Requirement				
325	20% of multi-family surface parking requirements	No Requirement	- square feet		
326	less		less		
327	25% of private open space provided on the land		- square feet		
328	Total Snow Storage Requirement		- square feet		
329			- acres		
330	<i>Percent of Site</i>		0.0%		
331					
332					

	Current Code	I-1	Proposed Code	I-1
333	Pedestrian Connections Requirements			
334	Required Walkways			
335	Bus Stop (may be required for transit-related parking reduction)			
336	No	(Accept default or enter yes or no)	9,516	square feet
337	No	(Enter yes or no)	-	square feet
338	0	square feet	-	-
339	Primary Pedestrian Walkways			
340	0 square feet per lin. ft.			
341	Bonus floor area allowed at			
342	Pedestrian Connections Square Feet			
343	Pedestrian Connections in Acres			
344	Percent of Site			
345	9,516 square feet			
346	0.22 acres			
347	1.5%			
348	Other Facilities or Undeveloped Areas (Optional)			
349	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type. Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.			
350	202,293	203,324	203,324	Tractor-trailer parking, loading and storage
351	-	-	-	0
352	-	-	-	0
353	202,293	203,324	203,324	Total Area in Square Feet

	Summary Site Area Requirements	Current Code I-1	Proposed Code I-1
355	Land Area in Square Feet		
356	Building Footprint	284,400 square feet	285,850 square feet
357	Parking	120,800 square feet	82,514 square feet
358	Setbacks, Easements and Perimeter Landscaping	17,603 square feet	41,454 square feet
359	Parking Lot Interior Landscaping	6,040 square feet	8,251 square feet
360	Loading Area	3,200 square feet	3,200 square feet
361	Lighting	Same as Parking	Same as Parking
362	Private Open Space	- square feet	- square feet
363	Snow Storage	- square feet	- square feet
364	Pedestrian Connections	- square feet	9,516 square feet
365	TOTAL	432,043 square feet	430,786 square feet
366	Total Site Area	634,400 square feet	634,400 square feet
367	Percent of Total Site Area		0% lower
368	Building Footprint	44.8%	45.1%
369	Parking	19.0%	13.0%
370	Setbacks, Easements and Perimeter Landscaping	2.8%	6.5%
371	Parking Lot Interior Landscaping	1.0%	1.3%
372	Loading Area	0.5%	0.5%
373	Lighting	NA	NA
374	Private Open Space	0.0%	0.0%
375	Snow Storage	0.0%	0.0%
376	Pedestrian Connections	0.0%	1.5%
377	TOTAL	68.1%	67.9%
378	Total Site Area	100.0%	100.0%
379			
380			

381 Summary Cost Requirements		Current Code I-1	Proposed Code I-1	Pct. of Current
382	Parking Construction			
383	Surface parking	\$2,416,000	\$1,650,300	68%
384	Within building, above ground	\$0	\$0	
385	Within building, below ground	\$0	\$0	
386	Above grade structure	\$0	\$0	
387	Below grade structure	\$0	\$0	
388	Off-site	\$0	\$0	
389	Total Parking Construction	\$2,416,000	\$1,650,300	68%
390				
391	Setbacks, Easements and Perimeter Landscaping			
392	Current Code	\$138,100		
393	Proposed Code - perimeter landsc.		\$52,000	
394	Proposed Code - easement landsc.		\$73,700	
395	Proposed Code - total		\$125,700	91%
396				
397	Parking Lot Interior Landscaping			
398	Current Code	\$47,400		
399	Proposed Code		\$93,400	197%
400				
401	Site Enhancement Landscaping			
402	Current Code	\$0		
403	Proposed Code		\$600	
404	Loading Area	\$64,000	\$64,000	100%
405				
406				
407	Lighting Current Code	\$10,000		
408	Proposed Code		\$8,200	82%
409				
410	Private Open Space			
411	Current Code	\$0		
412	Proposed Code		\$0	
413				
414	Snow Storage	\$0		
415				
416	Pedestrian Connections	\$0	\$107,700	
417				
418	COST OF SITE DEVELOPMENT (Including structured parking)	\$2,675,500	\$2,049,900	77%
419				
420	COST OF BUILDING CONSTRUCTION	\$31,923,000	\$31,910,000	100%
421				
422	TOTAL COST OF DEVELOPMENT	\$34,598,500	\$33,959,900	98%