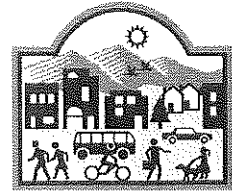




Municipality of Anchorage
Community Development Department
Planning Division



MEMORANDUM

Date: January 3, 2012

To: Planning and Zoning Commission

From: *JTW* Jerry T. Weaver, Jr., Director

Subject: Case 2011-104, Remaining Administration Amendments to Provisionally Adopted Title 21

In November 2011, you received a table of the Administration's proposed amendments to the Provisionally Adopted Title 21 for your review and deliberation. Noted in the table were several placeholders for amendments that were still being worked on by staff. The attached table summarizes these remaining amendments.

It should be noted that while there was no place holder for Amendment #51, upon further review, staff had missed a couple of key sections that also needed to be amended in order to implement the Mayor's direction. Amendment #51 proposes to eliminate the height limit in the RMU District for the Midtown area as directed by the Administration, and the proposed amendments #51.1, #51.2, and #51.3 all increase the allowed floor area ration (FAR) accordingly.

Attachment

Addendum to Proposed Amendments to Title 21 for Planning and Zoning Commission Consideration

Section	Amendment	Purpose/Origin/Notes
51.1	21.04.050D.3.	<p>3. District-Specific Standards</p> <p>a. Development in the RMU district shall comply with section 21.04.050G., <i>Mixed-Use District Development Standards</i>.</p> <p>b. Development in the Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane may have greater building height and bulk (FAR) than elsewhere in the RMU district, as provided in section 21.04.050G.2.c and Table 21.06-3.</p>
51.2	21.04.050G.2.	<p><i>Add new subsection c. as follows:</i></p> <p>c. Floor Area Ratio (FAR) Incentives – Midtown RMU Notwithstanding the limits to the amount of FAR increase established in subsection b., the maximum FAR for development in the RMU district within the Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane may be increased to a total of 7.0 FAR through the bonus provisions in subsection b. The development may exceed the maximum floor area bonus per each special feature. In addition, the following public benefit features are also available in this Midtown area:</p> <p>i. Bonus for Public Parking Five square feet of additional floor area is allowed per square foot of public parking available for public use in the district in addition to the parking spaces for the development required by this title, and which is established by a recorded covenant running with the land.</p> <p>ii. Bonus for Public Benefit Facilities 10 square feet of additional floor area is allowed per square foot of public restroom, sheltered public transit or bicycle parking area, child care use, parks and open area use (not credited by this title as private open space), or lockers and showers for bicycle commuters, which is located at or visually accessible to the ground floor level for public use and established by a recorded covenant running with the land.</p>
51.3	21.06.020C Table 21.06-3	<p><i>In RMU District row, change the max floor area ratio for “All other uses” as follows:</i></p> <p><u>2 in Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane;</u> <u>otherwise 1</u></p>

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Addendum to Proposed Amendments to Title 21 for Planning and Zoning Commission Consideration

Section	Amendment	Purpose/Origin/Notes
54	<p>21.06.030D.8.</p> <p>4. Height Transitions for Neighborhood Compatibility</p> <p>a. Purpose The objective of the height transition standard is to help ensure compatibility between higher intensity development and adjacent lower density residential districts, in terms of building bulk and scale, a degree of sunlight access and ambient daylighting, and the potential for privacy and visual buffering. The standard is not designed to reduce the gross floor area development potential of a subject lot; instead, it is intended to encourage thoughtful positioning of building massing and height on the subject lot with respect to adjacent neighborhoods.</p> <p>b. Applicability This standard shall apply to structures located in any non-residential district (except for the DT districts), the R-4 district, or the R-4A district, <u>that is [AND]</u> within 200 feet of any lot zoned R-1, R-1A, R-2A, R-2D, R-2M, R-2F, R-3, R-5, R-6, R-7, R-8, R-9, or R-10.</p> <p>c. Standard Structures on the subject lot shall not penetrate a daylight plane that rises inward over the subject lot at an angle of five feet of run for every three feet of rise, and starting from a height of 15 feet above existing grade at the nearest lot line of the residential (protected) lot. <u>The standard may be met using one or more of the following options:</u></p> <p>i. <u>Compatible placement of a tall building on the subject lot with respect to the residential neighborhood, by shifting the location of the building to be further away from the adjacent residential property, and providing space for parking facilities or other site elements in the space in-between;</u></p> <p>ii. <u>Compatible massing of a tall building, such as a step-back in building form, by arranging the building mass so that the lower part is closer and the taller part is further away from the adjacent residential property; and/or</u></p> <p>iii. <u>Compatible height transition that meets the intent of the section through an alternative design and/or placement, using the procedure and criteria of section 21.07.010D., <i>Alternative Equivalent Compliance.</i></u></p> <p>[HEIGHT TRANSITIONS ILLUSTRATION DELETED]</p> <p>d. Exceptions</p> <p>i. Height exceptions in subsection D.5. above that have a width of 20 feet or less facing the</p>	<p>At the Mayor's direction, modifications to the transitions section are proposed to describe different methods and examples for achieving an appropriate height transition, and to allow the applicant more discretion for how to achieve the objective.</p> <p>The illustration is also proposed to be deleted from this section, at the Mayor's direction.</p>

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Addendum to Proposed Amendments to Title 21 for Planning and Zoning Commission Consideration

Section	Amendment	Purpose/Origin/Notes
	<p>residential lot are not subject to the height transitions standard.</p> <ul style="list-style-type: none"> <li data-bbox="666 302 1822 391">ii. The director may exempt any portion of a proposed development which, being already completely blocked from the protected property by existing permanent structures or topography, will have no additional impact. <li data-bbox="666 415 1822 537">iii. The director may exempt a proposed development if, because of topography or lot dimensions or configuration, the height transitions provisions would unduly restrict permissible development, and reasonable use cannot otherwise be made of the site of the proposed development. <li data-bbox="666 561 1822 626">iv. Exceptions shall be the minimal action that would afford relief and shall cause the least interference possible with the intended protections for the residential lots. 	
62.	<p><i>Amendments to the connectivity section follow.</i></p>	<p>At the Mayor's direction, the connectivity index is replaced with different vehicular and pedestrian connectivity standards.</p>
62.1	<p>21.07.060D.3.b.</p> <ul style="list-style-type: none"> <li data-bbox="478 724 1822 756">b. <i>Internal Street Connectivity [(CONNECTIVITY INDEX)]</i> <ul style="list-style-type: none"> <li data-bbox="569 756 1822 789">i. [ALL DEVELOPMENT SHALL ACHIEVE A CONNECTIVITY INDEX OF 1.2 OR GREATER. <li data-bbox="569 813 1822 1024">ii. THE CONNECTIVITY INDEX FOR A DEVELOPMENT IS CALCULATED BY DIVIDING ITS LINKS BY ITS NODES. FIGURE 21.07-1, <i>CALCULATION OF CONNECTIVITY</i>, PROVIDES AN EXAMPLE OF HOW TO CALCULATE THE CONNECTIVITY INDEX. NODES (STARS) EXIST AT STREET INTERSECTIONS AND CUL-DE-SAC HEADS WITHIN THE DEVELOPMENT. LINKS (CIRCLES) ARE STRETCHES OF ROAD THAT CONNECT NODES. STREET STUB-OUTS ARE CONSIDERED AS LINKS. IN THE DIAGRAM, THERE ARE 11 LINKS (CIRCLES) AND NINE NODES (STARS); THEREFORE THE CONNECTIVITY INDEX IS 1.22 (11/9 = 1.22). 	

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Section	Amendment	Purpose/Origin/Notes
		<div data-bbox="827 245 1435 808" data-label="Image"> </div> <p data-bbox="801 820 1462 846">FIGURE 21.07-1: CALCULATION OF CONNECTIVITY</p> <p data-bbox="569 868 1822 990">iii. THE CONNECTIVITY INDEX STANDARD OF 1.2 OR GREATER MAY BE REDUCED BY THE DIRECTOR IF THE DEVELOPER DEMONSTRATES IT IS IMPOSSIBLE OR IMPRACTICABLE TO ACHIEVE DUE TO TOPOGRAPHIC CONDITIONS, NATURAL FEATURES, OR ADJACENT EXISTING DEVELOPMENT PATTERNS.]</p> <p data-bbox="569 1015 1822 1079">i. [iv.] Developments, whether subdivisions or not, shall meet the block length requirements of 21.08.030G.</p> <p data-bbox="569 1104 1822 1291">ii. [v.] Whenever cul-de-sac streets are created, at least one 10 foot wide pedestrian access easement shall be provided, to the extent reasonably feasible, between each cul-de-sac head or street turnaround and the closest adjacent street or pedestrian walkway. This requirement shall not apply where it would result in damage to or intrusion into significant natural areas such as stream corridors, wetlands, and steep slope areas, or if the configuration of existing adjacent development prevents such a connection.</p>
62.2	21.07.060D.3.c.	<p data-bbox="467 1307 935 1339">c. External Street Connectivity</p> <p data-bbox="569 1339 1822 1398">i. The arrangement of streets in a development shall provide for the alignment and continuation of existing streets from the boundaries of the development. The arrangement of streets shall</p>

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	<p>provide connections to [OR PROPOSED STREETS INTO ADJACENT LANDS IN THOSE CASES IN WHICH THE] adjacent lands that are undeveloped and intended for future development as required in subsection 3.e. below, or that [IN WHICH THE ADJACENT LANDS] are developed and include opportunities for such connections. This arrangement may be reduced or waived by the decision-making body if the applicant can show how connectivity is provided by a different arrangement of streets. Vehicular and/or pedestrian connections to adjacent municipal parks or municipal lands designated as parks shall be required as determined or unless waived by the director of the parks and recreation department.</p> <p>ii. Street rights-of-way shall be extended to or along adjoining property boundaries such that a roadway connection or street stub shall be provided for development at least every 1,300 [1,500] feet for each direction (north, south, east, and west) to the maximum extent feasible [IN WHICH DEVELOPMENT ABUTS VACANT LANDS]. The director may waive this requirement where the configuration of existing adjacent development, topography, or the presence of sensitive natural areas makes compliance impractical.</p>	
62.3	<p>21.07.060D.3.g.</p> <p><i>Add new subsection 3.g.</i></p> <p>d. Pedestrian Connectivity Where the director and the traffic engineer have determined a vehicular connection required above is not feasible or appropriate, a pedestrian access way shall be provided to the extent reasonably feasible.</p>	
65	<p>21.07.080</p> <p><i>Amendments to the landscaping section follow.</i></p>	At the direction of the Mayor, staff met with various landscape architects.
65.1	<p>21.07.080C</p> <p>C. Landscape Plan</p> <p>All landscaping and screening required under this section 21.07.080 shall be reflected on a landscape plan. All development, except for single-family, two-family, three-family, and four-family homes on individual lots, shall have a landscape plan prepared by a licensed landscape architect registered by the state of Alaska [OR ANOTHER DESIGN PROFESSIONAL AS ALLOWED BY STATE LEGISLATION]. The landscape plan shall be reviewed and approved by the decision-making body. A landscape plan may be combined with any land clearing, vegetation protection, erosion control, or snow storage and disposal [REMOVAL] plan required for compliance with other sections of this title. Where a landscape plan is required under this title, the plan shall include the information specified in the title 21 user's guide.</p>	This proposed amendment requires landscape plans to be completed by a licensed landscape architect registered by the state of Alaska. This amendment ensures that landscape plans meet the standards of practice of that profession. Under current code and in the provisionally adopted draft code, professionals from other design disciplines such as engineering or surveying would be allowed to prepare landscape plans for municipal approval. With the design flexibility built into the landscape units system, landscape architects are the best equipped through their education and training to prepare landscape plans which are appropriate for a site while meeting or exceeding the minimum standards of Title 21.

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Section	Amendment	Purpose/Origin/Notes
65.2	21.07.080E.5.c c. <i>Specifications for Site Perimeter Landscaping</i> In any area where site perimeter landscaping is required according to table 21.07-2, the planting requirements of 21.07-3 shall apply. The amount of landscaping required in table 21.07-3 is measured per linear foot of property line or street frontage. Approved vehicular [AND PEDESTRIAN] access points shall [NOT] be subtracted from the linear frontage in calculations of the amount of landscaping required. [IF THERE ARE DRIVEWAYS ALONG THE FRONTAGE OR PROPERTY LINE, REQUIRED LANDSCAPING SHALL BE CONDENSED INTO THE REMAINING SITE PERIMETER LANDSCAPING AREA.]	This proposed amendment will allow approved vehicular access points to be subtracted from the linear frontage calculation as is done in the current Title 21. There doesn't appear to be any benefit to including vehicular access points in the frontage calculation as it will only serve to force more trees and shrubs into a smaller area.
65.3	21.07.080E.6.c c. <i>Parking Lot Perimeter Landscaping</i> Parking lot perimeter landscaping shall be required for all applicable parking lots which are adjacent to a lot line as provided below. This landscaping shall be provided along applicable lot lines except at approved points of vehicular or pedestrian access. [ALTHOUGH THE ENTIRE PARKING LOT FRONTAGE, INCLUDING VEHICULAR OR PEDESTRIAN ACCESS POINTS SHALL BE USED TO CALCULATE THE REQUIRED LANDSCAPING] Approved vehicular access points shall be subtracted from the linear frontage in calculations of the amount of landscaping required.	This amendment will allow approved vehicular access points to be subtracted from the linear frontage calculation as is done in the current Title 21. There doesn't appear to be any benefit to including vehicular access points in the frontage calculation as it will only serve to force more trees and shrubs into a smaller area.
65.4	21.07.080E.6.d d. <i>Parking Lot Interior Landscaping</i> i. <i>Amount Required</i> Parking lot interior landscaping shall be required for all development with 40 or more exterior parking spaces, as follows: (A) 40 to 100 [70] spaces An area equal to at least five percent of the surface of the parking lot [AREA] on the site, including appurtenant driveways, shall be devoted to landscaping. (B) [71 to 100] 101 to 200 spaces An area equal to at least seven and one half percent of the surface of the parking lot [AREA] on the site, including appurtenant driveways, shall be devoted to landscaping. (C) More than [100] 200 spaces An area equal to at least 10 percent of the surface of the parking lot [AREA] on the site, including appurtenant driveways shall be devoted to landscaping. If the total number of parking spaces on a site consists of more than one parking lot, the percentage of parking lot interior landscaping required by this section shall be distributed fairly	This amendment changes the thresholds for each level of landscaping were changed based on site reviews and the proposed thresholds provided in the consultant's (Coffey's) draft.

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	<p><u>evenly to each parking lot.</u></p>	
65.5	<p>21.07.080E.6.d.iv</p>	<p><i>iv. Landscaping Break for Every Three Drive Aisles</i> In parking lots with over [100] 200 spaces, for every three parking [DRIVE] aisles within the lot, there shall be a landscaping bed averaging at least eight feet wide (minimum seven feet at any point), parallel to the parking [DRIVE] aisles , and which extends the length of the abutting parking [DRIVE] aisles. Landscaped peninsulas or end islands shall not be included in the calculation of the average width.</p>
84.		<p><i>Amendments to development standards for multifamily and townhouse design standards follow.</i></p>
84.1	<p>21.07.040F</p>	<p><i>Amend the snow storage and disposal provisions of the July 29, 2010 Assembly Committee Document 7.6, which was the latest draft of the Assembly Title 21 Committee and reflected the Committee’s review and revisions up to that date to the draft snow storage section which had been recommended for approval by PZC.</i></p> <p>F. Snow Storage and Disposal</p> <p>1. Intent This section addresses seasonal storage and management of plowed snow from on-site parking lots and other motor vehicle areas. It requires developments to provide space to accommodate plowed snow, and also allows alternative and innovative solutions. <u>This section is not designed to increase the amount of area already needed for snow storage; instead it is intended to clarify applicable regulations and encourage thoughtful site planning and snow management with respect to adjacent property and other requirements of this title.</u> Its objectives are:</p> <ul style="list-style-type: none"> a. Ensure water quality treatment and drainage control of snow melt; b. Maintain safe and convenient access and circulation; and c. Protect adjacent landscaping, walkways, streets and property. <p>2. Applicability Except where stated otherwise, all existing and new uses with on-site surface areas to be plowed for motor vehicle access, such as parking lots, associated driveways, tractor trailer areas or vehicle sales shall comply with this section. The following uses and surfaces are exempt:</p> <ul style="list-style-type: none"> a. Single-family, two-family, townhouse, and mobile home dwellings on individual lots;

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Section	Amendment	Purpose/Origin/Notes
	<p>b. Snow disposal sites subject to subsection 21.05.060E.8.;</p> <p>c. Pedestrian or non-motorized surfaces, walkways and pathways; and</p> <p>d. Ice-free (snow melting) surfaces and/or covered surfaces.</p> <p>3. Operational Standards For all applicable uses (including existing uses and new development):</p> <p>a. [THE MAXIMUM HEIGHT OF SNOW STORAGE PILES SHALL BE 15 FEET, EXCEPT THAT A PILE WITH A MAXIMUM HEIGHT OF 25 FEET IS ALLOWED FOR UP TO 14 DAYS.]</p> <p>[b.] Plowed snow shall not interfere with required pedestrian or vehicle circulation or sight distance.</p> <p>b. [c.] Snow storage shall not interfere with access to utility equipment, or create a hazard around utility equipment, in accordance with utility tariffs. For example, snow piles shall not be placed underneath an overhead utility line such that the snow pile reduces clearances to less than National Electrical Safety Code (NESC) ground clearance requirements.</p> <p>c. [d.] Plowed snow may be removed to an approved snow disposal site, or shared among abutting or contiguous lots jointly managed for snow storage and disposal purposes. Plowed snow shall not be otherwise removed from the property. Snow shall not be moved to a right-of-way or other public place without a valid right-of-way permit pursuant to Title 24.</p> <p>d. [e.] Winter trash accumulation from plowed snow shall be removed and paved snow storage areas swept by June 1 (or as soon as snowmelt conditions permit).</p> <p>4. Snow Storage Areas on New Development Sites New development sites, and redevelopments involving the removal and replacement of principal structures occurring after [effective date], shall provide for snow storage and disposal on the site plan, as follows:</p> <p>a. <u>Except where there is an alternative snow management strategy (such as snow removal) as provided in subsection F.5., an area of the site equal to at least 10 percent of the applicable surface area to be plowed shall be designated as one or more snow storage areas.</u> [FOR RESIDENTIAL USES, AND FOR ANY USE THAT WILL RELY ON ON-SITE SNOW</p>	<p>concerns raised at Assembly Committee meetings.</p> <p>References to a “snow storage treatment guidance manual” with respect to snow melt treatment have been eliminated in response to concerns regarding the additional regulations of such a manual, and are replaced by a reference to storm water treatment provisions that apply today, pursuant to national NPDES requirements.</p>

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		<p>STORAGE, ONE OR MORE SNOW STORAGE AREAS SHALL BE DESIGNATED ON THE SITE. FOR RESIDENTIAL USES, THE SNOW STORAGE AREA SHALL BE EQUAL TO AT LEAST 10 PERCENT OF THE APPLICABLE SURFACE AREA TO BE PLOWED. FOR NON-RESIDENTIAL USES, THIS AREA REQUIREMENT SHALL BE FIVE PERCENT, AND MAY BE FURTHER REDUCED OR ELIMINATED AS PROVIDED IN 4.F. BELOW.]</p> <p>b. Snow storage areas shall be located to comply with the operational standards of subsection F.3, and shall abut the surface area to be plowed.</p> <p>c. Snow storage areas shall have a minimum dimension of eight feet to accommodate snow piling from a plow blade.</p> <p>d. The site plan shall not designate snow storage areas in required perimeter landscaping, required residential private open space, or on required trees, unless allowed through an administrative site plan review. Designation of required residential private open space for snow storage shall furthermore be permitted only on the condition that the snow pile and trash accumulation from plowed snow shall be removed and the space made usable by May 1.[VARIANCE].</p> <p>e. Snow storage areas shall be planted with ground-cover (such as grass), or paved subject to subsection 21.07.090H.14, <i>Paving</i>.</p> <p>[F. THE SNOW STORAGE AREA REQUIREMENT SHALL BE REDUCED OR ELIMINATED FOR NON-RESIDENTIAL USES IF AN ALTERNATIVE SNOW MANAGEMENT STRATEGY IS APPROVED PURSUANT TO F.5. SUCH STRATEGY SHALL DEMONSTRATE AN ADEQUATE MANAGEMENT PLAN, STAGING AREA, AND/OR FREQUENCY OF OPERATIONS TO AVOID IMPACTS ON OTHER REQUIREMENTS OF THIS TITLE.]</p> <p>5. Alternative Snow Management Strategies Alternative snow management strategies such as snow melters, underground storage, or removal to an approved snow disposal site, may be approved in lieu of a required snow storage area by the municipal engineer, subject to the following:</p> <p>a. The owner shall either set aside the area that would otherwise be needed to provide the required snow storage area on the site, or enter into an agreement with the municipality which is recorded, runs with the use of the land, and ensures continuation of the alternative strategy and the future implementation of contingency measures if such contingency</p>

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Section	Amendment	Purpose/Origin/Notes						
	<p>measures are ordered by the municipal engineer.</p> <p>b. The method of treatment and disposal shall comply with subsection F.7.</p> <p>6. Snow Melt Drainage Developments shall comply with subsection 21.07.040D., <i>Drainage</i>, to address drainage of snow melt in areas of the site affected by the development.</p> <p>7. Snow Melt Treatment</p> <p>a. Detention and treatment practices and/or facilities for chloride, particulates, and other pollutants shall be provided prior to discharge of snow melt from a site sufficient to comply with subsection 21.07.040E. [THE MUNICIPAL SNOW DISPOSAL AND TREATMENT GUIDANCE MANUAL,] and shall be subject to review and approval by the municipal engineer.</p> <p>b. Plowed snow shall be set back from streams, watercourses, wetlands and waterbodies as specified in section 21.07.020, and is prohibited within ten feet of storm water outfalls and discharge points.</p>							
84.2	<p>21.07.090G.2. Table 21.07-8</p>	<p><i>Amend the middle column of the “Residential uses row” of Table 21.07-8 as follows:</i></p> <table border="1" data-bbox="569 911 1524 1133"> <thead> <tr> <th data-bbox="569 911 1040 1008">Use</th> <th data-bbox="1040 911 1524 1008">Aggregate Gross Floor Area (square feet) or Number of Dwelling Units</th> </tr> </thead> <tbody> <tr> <td data-bbox="569 1008 1040 1068" rowspan="2">Multifamily and mixed-use dwellings</td> <td data-bbox="1040 1008 1524 1068">50-149 dwelling units in a structure</td> </tr> <tr> <td data-bbox="1040 1068 1524 1133">150-249 dwelling units in a structure</td> </tr> </tbody> </table>	Use	Aggregate Gross Floor Area (square feet) or Number of Dwelling Units	Multifamily and mixed-use dwellings	50-149 dwelling units in a structure	150-249 dwelling units in a structure	<p>In response to public comment and at the Mayor’s direction, amendments to the multifamily development standards are proposed.</p> <p>This amendment clarifies that a loading berth is required only for large residential buildings.</p>
Use	Aggregate Gross Floor Area (square feet) or Number of Dwelling Units							
Multifamily and mixed-use dwellings	50-149 dwelling units in a structure							
	150-249 dwelling units in a structure							
84.3	<p>21.07.090H.7.b.</p>	<p>e. Multifamily Residential Buildings Parking spaces, driveways, and circulation aisles shall be separated from any multifamily residential building façade by a site enhancement landscaping planting area of at least five feet in width, [AND] allowing breaks for individual garage entrances or (where not facing the street) rows or clusters of garage entrances. The area shall be planted with a minimum of 0.4 units of landscaping material per linear foot.</p>	<p>At the Mayor’s direction, the Planning Division responded to concerns raised by Cook Inlet Housing Authority in the 2010 public review period.</p> <p>This proposed amendment would exempt continuous rows of garage entrances in the rear of a development from having to place landscaped breaks in between garage doors, in response to a comment.</p>					

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Section	Amendment	Purpose/Origin/Notes
		Note this subsection is also affected by a non-substantive amendment that would relocate it to the multifamily standards. See amendment #78 in the chart of proposed amendments. The amendments do not conflict or affect each other.
84.4	21.07.110C.4.a. Lines 16 and 17 on page 382	At least 15 percent of the wall area <u>of the building elevation</u> [ON EACH STORY] shall be windows or primary entrance doors. <u>A majority of the individual stories shall meet this standard.</u>
84.5	21.07.110C.4.b.i.(B) *	(B) One foot distance for every one foot of building height, <u>up to 35 feet.</u>
84.6	21.07.110C.6	9. Building Articulation and Visual Variety Any building elevation facing a street, <u>required</u> common private open space, or <u>having a primary entrance</u> [COMMON PARKING FACILITY] shall provide at least four features from the menu below. <u>[IF THE BUILDING HAS ONE OR TWO APPLICABLE ELEVATIONS, THEN AT LEAST FOUR FEATURES SHALL BE PROVIDED ON EACH ELEVATION. IF A THIRD ELEVATION IS APPLICABLE, AT LEAST THREE FEATURES SHALL BE PROVIDED ON THAT ELEVATION.]</u> If the building has at least four dwelling units and the applicable building elevation is 40 feet or longer, then[,] wall modulation in 6a. or 6b. shall be required as one of the four features. <u>This section shall apply to no more than two building elevations, with priority to [.</u> ANY APPLICABLE] elevations <u>facing a street or</u> with the primary entrance [SHALL HAVE FOUR FEATURES PROVIDED].
84.7	21.07.110C.6.a.i. *	i. The maximum interval may be increased by two and one half feet for each foot of additional change in wall plane of the projection or recess—up to a maximum interval of <u>42</u> [40] feet;
84.8	21.07.110C.6.h. *	h. Additional Window Area Provide windows and/or primary entrance doors comprising at least <u>20</u> [25] percent of the wall area of the building elevation. <u>Windows in a garage door do not count towards the minimum area in this section.</u>

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Section	Amendment	Purpose/Origin/Notes
		<p>today's building practices, and it achieves the purpose as well as 25 percent.</p> <p>There is also a technical amendment to clarify windows in a garage door, which do not meet the intent of the section, are not credited toward this menu choice. This reflects the research, development, and testing of the windows standard, and representation of the testing results with the public and officials during the rewrite.</p>
84.9	21.07.110C.8.a. *	<p>a. <i>Weather Protected Entrance</i> Provide outdoor shelter that covers at least <u>32[36]</u> square feet for any primary entrance that serves one dwelling, 48 square feet for any primary entrance that serves up to four dwellings, and 64 square feet for any primary entrance that serves more than four dwellings.</p>
84.10	21.07.110D.1.a. *	<p>1. Purpose The purpose of these standards is to:</p> <p>a. Provide visual interest and architectural variety to attached dwellings that <u>enhances[ADDS VISUAL INTEREST TO]</u> the neighborhood <u>character</u>;</p>
84.11	21.07.110D.6a.	<p>6. Entryway Treatment Primary entrances shall be given emphasis and physical access by the following:</p> <p>a. Placement on a street-facing building elevation, or where <u>the entry door is</u> visible from <u>(if not facing) the</u> [AN ABUTTING] street, or facing a common private open space such as an entry courtyard;</p>
84.12	21.07.110D.6.d.	<p>d. <u>Either:</u></p> <p>i. Connection to the street by walkways and/or the unit's individual driveway; <u>or</u></p> <p>ii. <u>A parking courtyard which is pedestrian-oriented use the principles of "Woonerf Street" or "Play Street", meeting the following conditions:</u></p> <p>(A). <u>The parking courtyard serves no more than eight units and contains no more than 12 parking spaces (not including garage spaces);</u></p>

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		<p>(B). The parking courtyard is a dead end and does not lead to other units or streets;</p> <p>(C). An administrative site plan review is performed, unless a higher level of review is already required;</p> <p>(D). A walkway is provided between the parking courtyard and the street—the access driveway does not qualify as a pedestrian walkway;</p> <p>(E). A special paving scheme is applied, as approved through the review;</p> <p>(F). The space is designed for both vehicles and people, with an emphasis on pedestrians and play space, as approved through the review; and</p> <p>(G). The parking courtyard achieves the intent of this title for pedestrian access, as determined through the review.</p>
84.13	<p>21.07.110D.7.</p>	<p>7. Building Articulation Any townhouse building elevation facing a street, required common private open space, or having at least one primary entrance shall provide features from the menu below. [IF THE BUILDING HAS ONE OR TWO APPLICABLE ELEVATIONS, THEN A]At least four features shall be provided on each elevation. [IF A THIRD ELEVATION IS APPLICABLE, AT LEAST THREE FEATURES SHALL BE PROVIDED ON THAT ELEVATION.] If the building has four or more dwellings and the applicable building elevation is 40 feet or longer, then features 7.a. or 7.b.[6.A.] shall be required as one of the features [ON EACH APPLICABLE ELEVATION]. This section shall apply to no more than two building elevations, with priority to [ANY APPLICABLE] elevations facing a street or with the primary entrance [SHALL HAVE FOUR FEATURES PROVIDED].</p>
84.14	<p>21.07.110D.7.b</p>	<p><i>Add new subsection b. as follows, and re-letter subsequent items:</i></p> <p>b. Provide major wall plane projections or recesses having a depth of at least 15 percent of the length of</p>
		<p>when compared to having separate facilities.</p>
		<p>At the Mayor's direction, the number of sides of a townhouse building that would need to comply with the building design features menu is proposed to be reduced, from three to two sides.</p> <p>With fewer sides of the building subject to the requirements, those sides facing the surrounding neighborhood are proposed to be prioritized, in keeping with the emphasis of the residential standards on neighborhood compatibility.</p> <p>The language “and the applicable elevation is 40 feet or longer...” helps avoid requiring wall plane modulation of short end walls, and is consistent with multifamily requirements. The same sentence is also made more flexible by giving the applicant two modulation choices (7.a. or 7.b.) instead of one, which is also consistent with multifamily requirements. See the proposed addition of new modulation choice 7.b. in proposed amendment 84.14 just below.</p>
		<p>In response to residential site testing results reviewed and discussed at Mayor's direction with Cook Inlet Housing Authority, menu item b. from the menu of multifamily building articulation</p>

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	<p><u>the building elevation or 12 feet (whichever is less), extending at least 25 percent of the length of the building elevation, for at least 60 percent of the building height, with no uninterrupted façade exceeding 56 horizontal feet.</u></p>	<p>features is proposed to be made available as a menu choice in the townhouse façade articulation menu, for greater consistency and flexibility, and to recognize townhouse designs that provide the extra level of articulation.</p>
84.15	<p>21.07.110D.7.c</p> <p>c. Use of two or more wall siding materials, or a change of color only if the color change is delineated with trim <u>or a change in wall plane.</u></p>	<p>In response to residential site testing results reviewed and discussed at Mayor's direction with Cook Inlet Housing Authority, changes in wall color that are reinforced by a change in wall plane are proposed to be given credit in the menu of design feature choices.</p>
88.	<p><i>Amendments to driveway width standards follow.</i></p>	<p>In response to public comment and at the Mayor's direction, amendments to the development standards affect multifamily development are proposed.</p>
88.1	<p>21.07.110H.3 *</p> <p>3. Driveway Width</p> <p>a. Purpose This section limits the width of a driveway at the property line and at the <u>street</u> curb. The intent of these limitations is to provide adequate space for snow storage within the right-of-way, to have space for on-street parking where appropriate, and to discourage the majority of the front area of a lot from being paved and/or used for vehicle parking.</p> <p>b. Applicability</p> <p>i. <u>This section applies to driveway throat width at the property line and street curb.</u></p> <p>ii. <u>Residential driveways are also subject to the municipal driveway standards currently established by the traffic engineer. Where there is a conflict, this section shall govern. Access to streets owned by the state of Alaska requires compliance with state driveway standards, as provided in section 21.07.090H.9.d.</u></p> <p>iii. <u>When a driveway serves both residential and nonresidential principal uses, the driveway dimensions shall be as required for the nonresidential use, unless approved otherwise by the traffic engineer.</u></p> <p>c. Percent of Lot Frontage <u>[UNLESS OTHERWISE PROVIDED IN THIS TITLE, T]he total width of driveway entrances to a residential lot from a street shall not exceed 40 percent of the frontage of the lot [ON THE STREET AT THE PROPERTY LINE AND 30 PERCENT THE CURB.], or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it unless the</u></p>	<p>At the Mayor's direction, the residential driveway's provision is proposed to be more flexible. This includes allowing driveways to be up the same percentage of a lot's frontage as allowed by current title 21 in section 21.80.330D.</p> <p>The provisionally adopted residential driveway provision is also kept more flexible than current code with respect to narrow lots in three exceptions in subsection c. A version of these exceptions has been available for public review since May 2010.</p> <p>Applicability provisions are consolidated and clarified regarding where the section applies and relative to other standards. Organization overall is clarified and provided with subsection headings. A version of the applicability provisions has been available for public review since 2010.</p> <p>Subsection d.: In response to public comments, including through conversations which were directed to occur by the Mayor, subsection d. provides the traffic engineer the power to approve narrower residential driveways than established by the municipal driveway standards, which are based on the Alaska Highway Preconstruction Manual guidelines.</p>

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	<p>applicant provides for snow storage in a manner approved by the decision making body. Notwithstanding the above, a wider driveway is allowed on narrow lots as follows:</p> <ul style="list-style-type: none"> i. A driveway for multifamily dwellings, mixed-use dwellings, or a group living use may always be at least 14 feet wide. [NOTWITHSTANDING THE ABOVE, A DRIVEWAY FOR RESIDENTIAL USES MAY ALWAYS HAVE A BE A MINIMUM OF 14 FEET WIDE AT THE CURB AND SHALL NOT BE WIDER THAN 20 FEET AT THE CURB]. ii. A driveway for a single-family, two-family, or townhouse dwelling may always be at least 10 feet wide, provided the traffic engineer determines snow storage, traffic flow and safety, and the urban context are addressed, and provided townhouse driveways are attached in pairs to the maximum extent feasible.[FOR TOWNHOUSE USES, THE TOTAL WIDTH OF DRIVEWAY ENTRANCES SHALL NOT EXCEED 50 PERCENT OF THE FRONTAGE OF THE LOT ON THE STREET AT THE PROPERTY LINE AND AT THE CURB.] iii. Flag lots are exempt from the percentage limitations, but shall have a maximum driveway width [AT THE CURB] of 20 feet. Abutting flag lots may share a driveway up to 24 feet wide (12 feet per lot). <p>d. Exceptions The traffic engineer may approve a departure from the standards of this section, such as a narrower driveway, if documentation prepared by a traffic engineering professional demonstrates to the satisfaction of the traffic engineer that the change is appropriate. Traffic engineer approval shall be contingent on factors such as street classification, street typology, urban context, traffic volume and speed, curb return radii, street travel lane offset from face of curb, pedestrian and bicycle facilities, snow storage, driveway configuration and length, site and project characteristics, number of vehicles expected to use the driveway, and comprehensive plan policies. The traffic engineer may also be more restrictive than the standards of this section, provided the traffic engineer documents the rationale.</p>	
88.2	<p>21.07.090H.9.d (page 368 of the 12/12/11 draft Title 21)</p>	<p>d. Parking Lot [AREA] Entries/Driveways Entries and driveways providing access to parking lots [AREAS] shall conform to the municipal driveway standards currently established by the traffic engineer. Access to streets [ROADS] owned by the state of Alaska requires compliance with state driveway standards, department of transportation and public facilities approval, and a current valid state of Alaska driveway permit. Ingress and egress to parking facilities shall be designed to maintain adequate sight distance and safety and as prescribed in the municipal driveway standards.</p>
		<p>At the Mayor's direction, driveways provisions in the Title 21 rewrite are proposed to allow same percentage of a lot's frontage as allowed by current title 21 in section 21.80.330D.</p> <p>This amendment corrects an oversight in the provisionally adopted title 21. It ensures that current regulations for non-residential uses carry over to the new title 21.</p>

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	<p>i. <u>Residential uses</u> Residential driveway entrances shall comply with subsection 21.07.110H.3., <i>Driveway Width</i>.</p> <p>ii. <u>Non-residential uses</u> The total width of driveway entrances to a non-residential lot from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, unless the applicant provides for snow storage in a manner approved by the decision making body.</p>	

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