

Amendment #\_\_ to AO 2024-24

AN ORDINANCE AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.03: REVIEW AND APPROVAL PROCEDURES; 21.04: ZONING DISTRICTS; 21.05: USE REGULATIONS; 21.06: DIMENSIONAL STANDARDS AND MEASUREMENTS; 21.07: DEVELOPMENT AND DESIGN STANDARDS; 21.08: SUBDIVISION STANDARDS; 21.09: GIRDWOOD; 21.10: CHUGIAK-EAGLE RIVER; 21.13: NONCONFORMITIES; AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.002: SCHEDULE OF FEES - ZONING; AND CHAPTER 21.90: MULTIPLE DWELLING UNIT RESIDENTIAL DEVELOPMENT ON A SINGLE LOT OR TRACT, IN ORDER TO MAKE TECHNICAL CORRECTIONS, CLARIFICATIONS, RESOLVE INCONSISTENCIES, AND ADDRESS UNINTENDED EFFECTS OF THE RECENTLY ADOPTED CHANGES TO PARKING AND SITE ACCESS REQUIREMENTS IN TITLE 21.

Submitted by: \_\_\_\_\_

**PROPOSED AMENDMENT**

**Purpose/Summary of amendments:**

This amendment was inadvertently left out of the original clean-up amendments, and only became apparent when brought to the attention of the Planning Department by a member of the development community. This amendment will make this standard more consistent with the previous standard in place prior to the reorganization and consolidation of pedestrian frontage design requirements via AO 2023-50.

**TEXT OF AMENDMENT**

**Amendment No. 1:** Section 5, Page 8, beginning at line 29; as follows:

**Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts**

C. Maximum allowed distance a garage <u>without habitable floor area above</u> may project out in front of the rest of the street-facing residential building elevation	No more than 50% of the width of the non-garage portion of the street-facing building [, ON OTHER LOTS]
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**Amendment No. 2:** Section 5, Page 9, beginning at line 3; inserting the following code section and amending it as follows:

**Table 21.07-3: Pedestrian Frontage Standard – Outside of Urban Neighborhood Contexts**

C. Maximum allowed distance a garage <u>without habitable floor area above</u> may project out in front of the rest of the street-facing residential building elevation	No more than the width of the non-garage portion of the street-facing building elevation
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**Will there be any public or private economic effect to the proposed amendment?**

YES  NO (check one) **If yes, please detail below.**

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AN ORDINANCE AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.03: REVIEW AND APPROVAL PROCEDURES; 21.04: ZONING DISTRICTS; 21.05: USE REGULATIONS; 21.06: DIMENSIONAL STANDARDS AND MEASUREMENTS; 21.07: DEVELOPMENT AND DESIGN STANDARDS; 21.08: SUBDIVISION STANDARDS; 21.09: GIRDWOOD; 21.10: CHUGIAK-EAGLE RIVER; 21.13: NONCONFORMITIES; AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.002: SCHEDULE OF FEES - ZONING; AND CHAPTER 21.90: MULTIPLE DWELLING UNIT RESIDENTIAL DEVELOPMENT ON A SINGLE LOT OR TRACT, IN ORDER TO MAKE TECHNICAL CORRECTIONS, CLARIFICATIONS, RESOLVE INCONSISTENCIES, AND ADDRESS UNINTENDED EFFECTS OF THE RECENTLY ADOPTED CHANGES TO PARKING AND SITE ACCESS REQUIREMENTS IN TITLE 21.

Submitted by: \_\_\_\_\_

**PROPOSED AMENDMENT**

**Purpose/Summary of amendments:**

This amendment is being requested as a result of the findings from the “Site Access Test Fit Report” conducted and provided to the Assembly by the Planning Department. This study concluded that the current allowed garage width standards along the street-facing building elevation may be too restrictive in Urban Neighborhood Development Context Areas to allow for design flexibility upon conflict with site constraints such as topography, unique lot geometry, and dedicated easements. This amendment will also make the allowable garage width consistent with the allowed width of vehicular circulation facilities in front of the street-facing building elevation (see Site Access Test Fit Report Appendix C, Page 1).

**TEXT OF AMENDMENT**

**Section 5, Page 8, beginning at line 29;** inserting the following existing code section and amending it as follows:

**Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts**

B. Maximum allowed width of residential garage entrance(s) on ground-floor street-facing building elevation	50% [40%] of building elevation width <sup>1</sup>
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**Will there be any public or private economic effect to the proposed amendment?**

YES  NO (check one) **If yes, please detail below.**

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Submitted by: \_\_\_\_\_

**PROPOSED AMENDMENT**

**Purpose/Summary of amendments:**

This amendment is being requested as a result of the findings from the “*Site Access Test Fit Report*” conducted and provided by the Planning Department. This study concluded that the requirement to provide a pedestrian walkway separated from the main driveway on 3 and 4-Plex development can be difficult to accommodate on small urban lots, and the cost of installation and maintenance of the separated walkway can typically exceed its practical functionality for a small development (see Site Test Fit Report Appendix C, Page 4). This exception is consistent with previous code revisions affecting 3 and 4-plex construction.

**TEXT OF AMENDMENT**

Section 5, Page 8, after line 13; inserting the following code subsection, as follows:

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- iv. Household living uses with fewer than five dwelling units may use vehicle driveways and circulation aisles that provide access to 10 or fewer parking spaces as all or part of the required on-site pedestrian connections.

(Note to code revisor: Re-number existing subsection 21.07.060E.4.d.iv. to v.)

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**Will there be any public or private economic effect to the proposed amendment?**

YES  NO (check one) **If yes, please detail below.**

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Submitted by: \_\_\_\_\_

**PROPOSED AMENDMENT**

**Purpose/Summary of amendments:**

This amendment will make a series of technical corrections and clarifications to section number references, wording, formatting, and punctuation in the current adopted code and draft AO 2024-24. This amendment was prepared by the Planning Department and is being requested on their behalf.

**TEXT OF AMENDMENT**

**Amendment No. 1:** Section 5, Page 9, Line 3, Table 21.07-3: Pedestrian Frontage Standard-Outside of Urban Neighborhood Contexts, as follows: amend Row F of the table, in the first column, by adding a footnote reference number “1” in superscript at the end of the statement, to reflect the current adopted code.

**Amendment No. 2:** Section 5, Page 9, Line 3, Table 21.03: Table 21.07-3: Pedestrian Frontage Standard-Outside of Urban Neighborhood Contexts, inserting existing code language from footnote 2 and amending a section number reference, as follows:

<sup>2</sup>Visual access windows shall have a sill height of no more than four feet above finished grade. Rules for measuring window area as a percentage of building wall area are provided in 21.15.020Q[21.15.020P]. Visual access windows (“Window, providing visual access”), primary entrance, and ground-floor wall area are defined in 21.15.040.

**Amendment No. 3:** Section 5, Page 10, lines 14 through 21; as follows:

21[16]. *Pedestrian-Interactive Building.*

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- b. A pedestrian-interactive building shall contain habitable floor area at least feet deep extending along a minimum of 50 percent of the length of the ground-floor, street-facing building elevation in Urban Neighborhood Development Context Areas (21.07.010E.), and 30 percent elsewhere.

**Will there be any public or private economic effect to the proposed amendment?**

YES  NO (check one) **If yes, please detail below.**

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Submitted by: \_\_\_\_\_

**PROPOSED AMENDMENT**

**Purpose/Summary of amendments:**

These are technical corrections and clarifications in response to Assembly Ordinance 2024-23 adopted on February 27, 2024, which revised the Urban Neighborhood Development Context Area. This amendment will replace the language in Section 5 of AO 2024-24 in whole.

**TEXT OF AMENDMENT**

**Amendment No. 1:** Section 5, Page 7, beginning at line 12; replacing lines 12 through 44 in whole, as follows:

**21.07.010 General Provisions.**

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E. *Urban Neighborhood Development Context [STANDARDS] Area.*

1. *Purpose.* This section establishes an Urban Neighborhood Development Context [STANDARDS] area that reflects the existing and desired characteristics of Anchorage's older, urban neighborhoods identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas, and applies them to zoning districts that permit multifamily or mixed-use dwellings. This section provides a basis for development regulations tailored to the characteristics of these neighborhoods and fulfills their role as recommended in the Comprehensive Plan.

2. *Applicability.* The urban neighborhood development context [STANDARDS] area shall apply as a basis for area-specific development standards in this chapter 21.07.
3. *Urban Neighborhood Development Context [STANDARDS] Area Established.* The urban neighborhood development context area is delineated in map 21.07-1, with the following clarifications:

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**Amendment No. 2:** Section 5, Page 8, lines 17 through 19; as follows:

F. *Pedestrian Frontage Standard.*

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2. *Applicability.* Subsection 4. applies to development in [AREAS SUBJECT TO] the urban neighborhood development context area [STANDARDS] established in subsection 21.07.010E.

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**Amendment No. 3:** Section 5, Page 15, lines 10 through 13; as follows:

9. *Vehicular Access Location.*

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- b. *Alley Access Requirement.* Where a residential use is served by an alley in ~~[and is within an area]~~ [SUBJECT TO] the Urban Neighborhood Development Context Area [STANDARDS] (21.07.010E.),

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**Amendment No. 4:** Section 5, Page 16, line 29; inserting the following code section and amending, as follows:

11. *Driveway Design and Dimensions.*

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b. *Curb Openings and Public Walkway Crossings.*

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- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope prescribed by M.A.S.S. and A.D.A., except that in [AREAS SUBJECT TO] the urban neighborhood development context area [STANDARDS] (21.07.010E.),

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**Will there be any public or private economic effect to the proposed amendment?**

YES  NO (check one) **If yes, please detail below.**