MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION
RESOLUTION NO. 2021-030

A RESOLUTION RECOMMENDING DENIAL OF TEXT AMENDMENTS TO ANCHORAGE MUNICIPAL CODE (AMC) TITLE 21, SECTION 21.08.050G., CURBS AND GUTTERS, TO ALLOW ROLLED CURB ON RESIDENTIAL MINOR STREETS.

(Case 2021-0112)

WHEREAS, a request has been received from Assembly Member John Weddleton (Assembly Ordinance 2021-71) to amend Anchorage Municipal Code (AMC) Title 21, Section 21.08.050G, Curbs and Gutter, to allow rolled curb and gutter (Type 2) on residential minor streets; and

WHEREAS, public hearing notices were published, posted, and mailed, and a public hearing was held on October 11, 2021.

NOW, THEREFORE, BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

A. The Commission makes the following findings of fact:

1. While the justification for this proposed text amendment is to avoid additional development costs and reduce fees for new subdivisions, a cost-saving basis or analysis does not provide enough information to satisfy the proposed change.

2. This text amendment is not in the interest of public safety, as rolled curbs often lead to vehicles encroaching the pedestrian space and forcing pedestrians into the right-of-way. With little discussion regarding the safety aspects of this text amendment, it appears one of the trade-offs for lower development costs is public safety.

3. There was a preponderance of comments in opposition of this proposed text amendment, predominately on the basis of walkable neighborhoods.

4. The Platting Board has a path forward for relief from the vertical Type 1 curb requirement (Subdivision Variance per AMC 21.03.240B.2.c) if the developer prefers rolled curb, and believes this may not be the appropriate solution to address the issue.

B. The Commission recommends denial of this text amendment.
DENIAL RECOMMENDED by the Municipal Planning and Zoning Commission on the 11\textsuperscript{th} day of October 2021.

ADOPTED by the Anchorage Planning and Zoning Commission this 1\textsuperscript{st} day of November 2021. This written decision/resolution of the Planning and Zoning Commission is final, and any party may appeal it within twenty (20) days to the Board of Adjustment pursuant to Anchorage Municipal Code section 21.03.050A.

Michelle J. McNulty, AICP
Secretary

Danielle Bailey
Chair

(Case 2021-0112)
MUNICIPALITY OF ANCHORAGE
PLATTING BOARD
FINDINGS OF FACT AND DECISION

2021-0112 AMC 21.08.050G Text Amendment

WHEREAS, a request has been received from Assembly Member John
Weddleton (Assembly Ordinance 2021-71) to amend Anchorage Municipal Code
(AMC) Title 21, Section 21.08.050G, Curbs and Gutters, to allow rolled curb and
gutter (Type 2) on residential minor streets; and

WHEREAS, the Platting Board held a public hearing on October 6, 2021
and closed the public hearing for testimony and recommends approval of the
proposed text amendment, and

NOW, THEREFORE, BE IT RESOLVED that the Platting Board adopts
the following findings and conclusions.

FINDINGS:

1. The Platting Board has approved a number of variances from the
requirement to provide vertical curbs since this requirement was
codified, especially in areas where the existing rolled curb throughout the
build environment and adjacent neighborhoods.

2. Developers often do not know where the driveway will be located, and the
use of rolled curbs allows flexibility for both the developers and
homeowners.

3. The main function of a sidewalk is to create a walkable area, and the use
of vertical curbs can create a lot of transition areas that defeat this
purpose. Use of rolled curbs and the adjacent sidewalks create less grade
change.

4. This proposed text amendment is providing a tool while the requirement
to provide a separated sidewalk at a minimum of 4 feet will protect the
sidewalks from being parked on, as is noted as a community concern.

5. While there have been a number of community comments that do not
support this proposed text amendment citing concerns over safety and
pedestrian access, the Platting Board is providing a recommendation and
encourages the public to take their concerns to the Assembly.

CONCLUSIONS:

The Platting Board took into consideration the written analyses of staff, agency
review, and public comment, that was presented at the October 6, 2021 public
hearing.
Based on the foregoing Findings and Conclusions, be it resolved by the Anchorage Municipal Platting Authority that the text amendment to AMC 21.08.050G, Curbs and Gutters, to allow rolled curb on residential minor streets is being recommend to the Assembly for approval, subject to the following recommendations:

1. Replace “roll curb” with “MOA Type 2 curb and gutter” and replacing the cross sections in the ordinance with the correct sections as shown in MASS.

2. Revise “when the traffic engineer has determined the impact of walkability will not be significant” to an objective criteria; specifically, “when sidewalks will be separated from the curb by a minimum of four (4) feet”.

3. Revise the last sentence of paragraph G to read as follows; “Curbs shall be of Municipality of Anchorage Standard Specifications (Curb Type 1)”.

4. Revise AMC 21.08.050 G.1 Exceptions as follows:
   a. MOA Type 2 curb and gutter may be provided for residential minor streets as defined in Subsection 21.08.050 D.1.a.1, that do not require installation of pedestrian facilities per 21.08.050 H. [Added]

   b. Required pedestrian facilities that are detached from back of curb by a minimum of four (4) feet may use MOA Type 2 curb and gutter. [Added]

NOW, THEREFORE, be it resolved by the Platting Authority that the Platting Board adopts the above stated Findings and Conclusions.

ADOPTED by the Platting Board this 3rd day of November 2021.

David R. Whitfield
for Secretary

Clayton Walker, Jr.
Chair
DATE: October 6 & 11, 2021

TO: Planning and Zoning Commission: October 11, 2021
Platting Board: October 6, 2021

THRU: Michelle McNulty, AICP, Director, Planning Department

FROM: Karlie Gedig, Senior Planner, Planning Department
Assembly Member John Weddleton, Anchorage Assembly

SUBJECT: Case 2021-0112, Text amendments to Anchorage Municipal Code Title 21, Section 21.08.050G., Curbs and Gutters to allow rolled curb on residential minor streets.

Background:

Assembly Member John Weddleton presented Assembly AO 2021-71 (Attachment 1, Assembly Documents) to amend Anchorage Municipal Code (AMC) Title 21, Section 21.08.050G., Curbs and Gutters to allow rolled curb and gutter (Type 2) on residential minor streets.

The Municipality of Anchorage Standard Specifications (MASS) and Design Criteria Manual (DSM) defines Barrier Curb and Gutter as Type 1, and Rolled Curb and Gutter as Type 2. Cross-sections and specifications are included in Attachment 2. Henceforth, Type 1 will be referred to as “vertical curb” and Type 2 will be referred to as “rolled curb” for ease of reading.

The justification of this code amendment is to decrease the cost of new subdivisions and building new dwelling units by removing the code requirement for standard vertical curb. In the circumstance when a developer does not know the final location of the driveway, curbs are required to be installed prior to the final location, which may result in increased fees and construction time. This increased cost may be avoided in some situations if rolled curb is used.

The intent of this code amendment is to allow the use of rolled curb only in subdivisions with low traffic roads in areas that is appropriate, as determined by the Traffic Engineer. Examples include cul-de-sacs, where there is a vegetated buffer between the curb and the sidewalk, on streets with “No Parking” signage, and short areas where standard vertical curb would not be effective in preventing drivers from parking on the sidewalk.
Description of Text Amendments:

AMC Title 21 currently requires standard vertical curb in new subdivisions within Class A districts. This ordinance would allow increased use of rolled curb only in subdivisions with low traffic volume roads serving the neighborhood, when the Traffic Engineer has determined the impact on walkability and safety will not be adversely impacted by rolled curb rather than standard vertical curb.

Recommendation

The Planning Department recommends approval of text amendments to Anchorage Municipal Code Title 21, Section 21.08.050G., Curbs and Gutters to allow rolled curb on residential minor streets, subject to the following recommendations:

1. Replace “roll curb” with “MOA Type 2 curb and gutter” and replacing the cross sections in the ordinance with the correct sections as shown in MASS.

2. Revise “when the traffic engineer has determined the impact of walkability will not be significant” to an objective criteria; specifically, “when sidewalks will be separated from the curb by a minimum of four (4) feet”.

3. Revise the last sentence of paragraph G to read as follows; “Curbs shall be of the Municipality of Anchorage Standard Specification (Curb Type 1)”.

4. Revise AMC 21.08.050 G. 1 Exceptions as follows:
   a. MOA Type 2 curb and gutter may be provided for residential minor streets as defined in Subsection 21.08.050 D.1.a.i, that do not require installation of pedestrian facilities per 21.08.050 H. [Added]
   b. Required pedestrian facilities that are detached from back of curb by a minimum of four (4) feet may use MOA Type 2 curb and gutter. [Added]

Attachments

1. Assembly Documents
2. DCM and MASS Cross-Sections and Specifications
3. Reviewing Agency & Public Comments
Assembly Documents
MUNICIPALITY OF ANCHORAGE
ASSEMBLY INFORMATION MEMORANDUM
No. AIM 123-2021

Meeting Date: July 27, 2021

From: Assembly Member Weddleton

Subject: Community engagement information:
AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY
AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.08.050G.
TO ALLOW ROLL CURBS ON RESIDENTIAL MINOR STREETS.

The Assembly sponsor provide the following additional information on this ordinance:

- This ordinance will be sent to the Planning and Zoning Commission (PZC) in accordance with AMC section 21.03.210 for their review and recommendation to the Assembly which will require an additional public hearing process.

- This AO was discussed at a Rules Committee meeting and Assembly Members were informed that work was being done on this proposal to allow roll-curbs on minor residential streets.

- The Assembly Committee(s) that reviewed the AO include the following:
  - Community and Economic Development Committee (6-17-21). Office of Economic and Community Development Director Chris Schutte and others met with Anchorage Home Builders Association (AHBA) on June 18, 2021 to work on a more detailed matrix for when rolled curbs will be allowed.

- Community stakeholders on various sides of the issue reviewed this AO, including the following:
  - Anchorage Home Builders Association board at several meetings since 2019.
  - Anchorage Citizens Coalition through CEDC email June 14, 2021.
  - Adam Trombley, new Director of the Office of Economic and Community Development, on July 8, 2021.

- This AO was not sent to the community council(s) as this will go to the PZC with notice to all Community Councils and back to the Assembly with additional notice.

Respectfully submitted: Assembly Member John Weddleton
From: Assembly Member Weddleton

Subject: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.08.050G. TO ALLOW ROLL CURBS ON RESIDENTIAL MINOR STREETS.

This change will decrease the cost of building a new home by removing a code requirement that in some cases provides little community benefit.

When a subdivision is developed, the developer must install curbs before knowing the final position/location of the homes that will be built. With vertical curbs, this means there will be no driveway access to the lot until the home is designed and the driveway location determined. The new homeowner/contractor must tear out the vertical curb and construct a curb-cut/rolled curb access to the lot where the driveway location is. This increased expense could be avoided if roll curbs are allowed in some cases.

The requirement for vertical curbs in higher density neighborhoods also creates a situation where there are frequent short sections of each type of curb may create a walking hazard and difficulty with snow removal and other maintenance.

Vertical curbs are required in new subdivisions in Class A districts. Vertical curbs are harder to drive over because they have a 90-degree rise. Vertical curbs (also called barrier or straight curbs) are designed to prevent vehicles from leaving the pavement.

Roll curbs have a slanted design so they are suitable for driveways. A downside is drivers can easily drive over the curb and park, blocking the sidewalk and reducing walkability.

This ordinance would allow increased use of roll curbs only in subdivisions with low traffic roads serving only the neighborhood. The intent is that a policy will be created to accompany this to allow more generous use of roll-curbs where requirements for vertical curbs do not significantly increase the safety and convenience of walking. Examples where rolled curbs would not impact walkability would be in cul-de-sacs, where there is a vegetated buffer between...
the curb and the sidewalk, on the side of a street signed ‘No Parking,’ and where short sections of vertical curb would not be effective in preventing drivers from parking on the sidewalk. Vertical curbs would be required along Safe Routes to Schools, within the 1.5 miles from public schools where there is no bus pickup, along high traffic roads and high-speed roads.

A Summary of Economic Effects (SEE) is required on proposed ordinances. AMC subsection 2.30.053A. For ordinances proposed by the Assembly, the department affected by the ordinance shall prepare the SEE within 10 working days of the Assembly request. AMC subsection 2.30.053.C. This was discussed with the Planning Department, and this proposed ordinance does not have significant economic effects.

Respectfully submitted:

John Weddleton
Assembly Member, District 6 South Anchorage, Girdwood and Turnagain Arm
ANCHORAGE, ALASKA
AO No. 2021-71

AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.08.050G. TO ALLOW ROLL CURBS ON RESIDENTIAL MINOR STREETS.

WHEREAS, Anchorage suffers under a shortage of housing and increasing housing costs; and

WHEREAS, the 'new' Title 21 increased the amount of vertical curb required; and

WHEREAS, to provide for a greater variety of homes, in new subdivisions lots are sold without knowing where the future home's driveway will be optimally located; and

WHEREAS, currently developers are required to guess at where a driveway should be and put roll-curbs there and vertical curbs elsewhere; and

WHEREAS, residential minor streets have the sole purpose of providing frontage for service and access to individual lots. These streets carry only traffic having either an origin or a destination on the street itself, and include cul-de-sacs or small loops carrying 500 average daily trips; and

WHEREAS, in high density neighborhoods, transitions from vertical to roll-curb styles are frequent and creating an aesthetic challenge; and

WHEREAS, Anchorage should limit the number of cuts and patches in roads, curbs, sidewalks etc to preserve the integrity and to extend the useful life of our expensive infrastructure. Vertical curbs in residential neighborhoods increases this significantly reducing the life and increasing maintenance and repair costs; and

WHEREAS, a new home must remove and replace a section of vertical curb with roll-curb or remove and reconstruct an existing roll-curb access to accommodate the home's final driveway access location adding significantly to the cost of the home with little community benefit; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code section 21.08.050 is hereby amended to read as follows (the remainder of the section is not affected and therefore not set out):

21.08.050 – Improvements.

G. Curbs and Gutters. Where required, the subdivider shall construct curbs and gutters in accordance with the Design Criteria Manual and
Municipality of Anchorage Standard Specifications (MASS), or, in the case of a state-maintained road, the current standard specifications of the state department of transportation and public facilities. For residential minor streets, as defined by Subsection 21.08.050D.1.a.i, curbs may be of the roll-curb variety, as identified in the Municipality of Anchorage Standard Specifications (Curb Type 2), when the traffic engineer has determined the impact on walkability will not be significant. For all other streets, curbs shall be of the American Association of State Highway and Transportation Officials (AASHTO) vertical type (Curb Type 1).

1. **Exceptions.** Curb and gutter within the arc of a residential scale cul-de-sac shall be of the roll-curb variety, as identified in the Municipality of Anchorage Standard Specifications (Curb Type 2).

*** *** ***


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

PASSED AND APPROVED by the Anchorage Assembly this _____ day of ________________, 2021.

__________________________________________
Chair

ATTEST:

__________________________________________
Municipal Clerk
DCM and MASS Cross-Sections and Specifications
1.9 F  Design Components

Streets consist of many separate components. The design standards for street components listed below shall be used unless a variance is received from the MOA. More specific technical information on items, such as pavement composition, is found in the M.A.S.S. Additional information on drainage, landscaping, pathways, street lighting, and traffic control, is available in other chapters of this manual.

1. Curb and Gutter

The primary functions of curbs and gutters are to provide adequate drainage and access control. The following types of curb are installed in Anchorage, consisting of six primary types and two variations. Cross sections of each type of curb and gutter are provided in Figure 1-21.

a) **Type 1 (barrier) curb and gutter** is for use along primary streets as well as in commercial and industrial areas

b) **Type 1A (depressed Type 1, no lip) curb and gutter** is for use in accessible curb ramps

c) **Type 2 (rolled) curb and gutter** is for use along secondary residential streets

d) **Type 2A (depressed Type 2, no lip) curb and gutter** is for use in curb ramps

e) **Type 3 (barrier) curb and gutter** is for use with tipped street sections where curb and gutter serves no drainage function. When a suitable drainage connection is available, Type 1 curb and gutter shall be used.

f) **Type 4 (depressed) curb and gutter** is for use on curb cuts (driveway access) with Type 1 curb and gutter

g) **Type 5 (mountable) curb and gutter** is for use on medians where a drainage function is necessary

h) **Type 6 (mountable) curb and gutter** is for use on medians where no drainage function is necessary

2. Curb Returns

Because the potential for pedestrian and vehicle conflicts is particularly high at street intersections, reduction of potential hazards shall be given careful consideration. In particular, the size of the curb return radius and the length and location of pedestrian crossings must be addressed.

A curb return radius is a function of road classification and design vehicle type (Figure 1-22). No curb return radius shall exceed 40 feet, except on designated truck routes where the curb returns shall be designed to accommodate the specified design vehicle.

Local residential curb returns shall be designed to have a 20-foot radius from the edge of pavement or back of curb.

Where an arterial street intersects a collector street, or a collector street intersects a residential street, a 30-foot radius from edge of pavement or back of curb shall be provided for all intersections.

When an arterial street intersects with another arterial street, a 40-foot radius from the edge of pavement or back of curb shall be provided.

To accommodate larger vehicles in areas zoned commercial or industrial, the above specified curb radii shall be increased to the next higher classification up to 40 feet maximum. In areas of reconstruction where the existing curb radii do not conform to the above criteria and additional ROW is required to conform, the PM&E Project Manager shall be contacted to determine a design preference.

The location of pedestrian crossings at intersections is dictated by the presence of pathways or sidewalks and by federal requirements under the Americans with Disabilities Act (ADA). The curb return shall be designed to provide pedestrian safety that meets the ADA requirements. (See ADA Checklist,
FIGURE 1-21 CURB AND GUTTER CROSS SECTIONS
NOTE:
TROWEL BOTH FRONT AND BACK EDGES OF THE CURB & GUTTER TO A RADIUS OF ONE-HALF (1/2) INCH.
REVIEWING AGENCY AND PUBLIC COMMENTS
MEMORANDUM

DATE: September 20, 2021

TO: Current Planning Division Supervisor. Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor, Traffic Engineering Department

FROM: Randy Ribble, Assistant Traffic Engineer

SUBJECT: 2021-0112 Review and Recommendation of an Ordinance of the Anchorage Municipal Assembly amending AMC 21.08.050 G to allow MOA Type 2 rolled curbs on residential minor streets.

Traffic Engineering has no objection to the modification of Title 21 section AMC 21.08.050 G to allow (MOA type 2) rolled curbs on residential minor streets. To clarify the proposed ordinance's wording regarding applicability of walkability in lines 6 through 10, Traffic Engineering has the following recommendations.

Recommendations

1. Traffic Engineering is proposing the following modifications be made to the existing 21.08.050 G.1 Exceptions:
   a. Curb and gutter within the arc of a residential scale cul-de-sac shall be the MOA type 2 rolled curb variety as identified in Municipality of Anchorage Standard Specification (Curb Type 2). [Remains as written]
   b. MOA Type 2 curb and gutter may be provided for residential minor streets as defined in Subsection 21.08.050 D.1.a.i, that do not required installation of pedestrian facilities per 21.08.050 H. [Added]
   c. Required pedestrian facilities that are detached from back of curb by a minimum of four feet may use MOA Type 2 curb and gutter. [Added]

2. Traffic Engineering recommends replacing the wording of “rolled curb” with "MOA Type 2 curb and gutter" within the body of the ordinance.

3. Traffic engineering recommends revising last sentence of paragraph G to read as follows; “Curbs shall be of the Municipality of Anchorage Standard Specification (Curb Type 1)”. 

RECEIVED
SEP 26 2021
Background Discussion

The proposed ordinance as written appears to add a requirement for the Municipal Traffic Engineer to determine the walkability for each proposed subdivision. Chapters 7 and 8 of the current code already have built-in walkability requirements of new subdivisions and building development. These chapters of the code require installations of sidewalks, pedestrian connections, and trails when certain conditions such as Average Daily Trips, certain zoning classifications and several adopted development plan conditions are met. Examples of these plans include Anchorage Pedestrian Plan, Hillside District Plans and Neighborhood comprehensive plans that emphasize the need for walkable infrastructure.

Another important walkability consideration relates to connectivity to schools. The Municipality of Anchorage Safe Routes to School Manual includes pedestrian route maps that show the school walking boundary for each school, along with preferred routes/crossings and other related information. New construction within 1.5 miles of a school site can support walkability by constructing pedestrian facilities that provide direct connections to the existing pedestrian network.

In overview, Traffic Engineering considers the following items when reviewing walkability needs:

a. Road classification (local versus collector) and traffic levels (500 trip threshold)
b. Sidewalk location relative to the back of curb (attached or detached)
c. Safe Route to School connectivity (within 1.5 miles of school site)
d. Parking restrictions or emergency vehicle access

Additional code edits or Planning/Traffic Engineering Department policy documents can be prepared if they would be beneficial to the development community to clarify these requirements.
MEMORANDUM

DATE: September 17, 2021
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Alex Prosak, P.E., Civil Engineer II, Planning Section, AWWU
RE: Zoning Case Comments
    Hearing date: May 5, 2021
    Agency Comments due: April 5, 2021

AWWU has reviewed the materials and has the following comments.

2021-0112 TITLE 21, Text Amendment to the R-2 Zoning Districts Height and Bulk Standards: Request for Public Comments, Grid N/A

1. AWWU has no objection to this AMC amendment.

If you have any questions pertaining to public water or sewer, please call 786-5694 or send an e-mail to alex.prosak@awwu.biz.
Public Comments: 2021-0112

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<td>9072278178</td>
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<td>3964 Apollo Dr.</td>
<td>Re: rolled curbs</td>
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<td>Please prioritize the long-term consequences of rolled curbs vs the short term gain to developers. Prohibiting rolled curbs in most situations will ensure that for the next 50-years our neighborhoods will be walkable. Kids walking to school won't have to wander into the street to go around vehicles parked on the sidewalk, parents with strollers won't have to dodge cars parked on sidewalk that don't leave enough room for them to pass by, neighbors strolling the neighborhood in the dark can feel protected from passing vehicles. I grew up in a neighborhood (1970/80s) with rolled curbs and as I kid I just rode my bike or walked in the street b/c the cars all cluttered the sidewalk. I hope we can learn from the errors of rolled curbs.</td>
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| Sharon Stockard    | sharonstockard@yahoo.com | 9072781505 | 9/10/2021 3:43:53 PM |

21 of 36
I would like to comment on an Anchorage Assembly proposed ordinance to remove a code requirement to allow rolled curbs on residential streets. I have read John Weddleilton's proposed ordinance, which is intended to save developers money when building subdivisions. However, rolled curbs create safety hazards for pedestrians, which the ordinance does not address. I strongly oppose any change to allow more rolled curbs in residential neighborhoods.

Vertical curbs improve pedestrian safety by providing a barrier against cars parking on sidewalks. Rolled sidewalks make it easy for motorists to drive over the curb and park on the sidewalk, blocking access for pedestrians. This creates hazards for students walking to and from school, families with young kids, and children simply walking through their neighborhood. An example is Blueberry Street between Fireweed and Northern Lights Boulevard at Steller School, where cars park on the sidewalks blocking access to students and other pedestrians to pass. Another example is West 15th Avenue between S Street and U Street, where cars park on the sidewalk and block pedestrian access. This is especially dangerous for parents with strollers or young children who are forced to walk in the street.

The proposed ordinance even acknowledges the safety hazard that rolled curbs create: “A downside of roll curbs is drivers can easily drive over the curb and park, blocking the sidewalk and reducing walkability.” The ordinance does nothing to address or mitigate this. Safety should not be sacrificed when building new homes.

According to the proposed ordinance, when a subdivision is developed, “the developer must install curbs before knowing the final position/location of the homes that will be built. With vertical curbs, this means there will be no driveway access to the lot until the home is designed and driveway location determined. The new homeowner/contractor must tear out the vertical curb and construct a curb-cut/rolled curb access to the lot where the driveway location is. This increased expense could be avoided if roll curbs are allowed in some cases.”

However, why can’t developers pre-plan their subdivisions to pre-position driveway cuts? If a new homeowner wants a different cut, they can pay for the change.

The ordinance would allow developers to use rolled curbs along “minor residential streets” as long as the MOA Traffic Engineer determines the “effect on walkability will not be significant.” How would that be determined, articulated or measured? That’s squishy, vague exception that should not be allowed into any code language.

Rolled curbs should not be allowed on designated “safe routes to school” where children depend on access to sidewalks to get safely to and from school. The proposed ordinance makes an exception to this if the route is on a bus route. Many schoolchildren who live in my neighborhood (Airport Heights) walk to and from the neighborhood elementary school every day.

The proposed ordinance states that rolled curbs will save developers money doesn’t say how much money it will save developers or how the city will mitigate or offset the safety costs. Why are we trading safety for unspecified amounts of money?

I oppose any change to the code that would allow more rolled curbs in Anchorage. I also urge that the comment period for this proposed change be extended to allow more people time to learn about it and have the ability to comment. This proposed change should be provided to all community councils to give them time to respond, especially after summer when many people are out of town or otherwise occupied. Community council input is important and should be actively sought before moving ahead to a hearing. We should give ample time for people to understand and comment, especially when it regards safety for pedestrians, especially children. Commenting by Sept. 15 and setting a PZ hearing on Oct. 6 is not sufficient time.
I don't support this.
Before passing this "improvement":
Stand at the intersection of West 15th Ave. & S Street. Look west, toward the railroad tracks.
From that corner down to U Street along the condos is a rolled sidewalk.
During all events, running, celebrations, skating, etc. people park on the curb/sidewalk marking it impassable. Cars are half on the curb/sidewalk and half on the road.
The alternative is at the trail access points though cars typically block them and there is no enforcement that I've ever witnessed and I've lived here since 1997.
Imagine the only access choices:
Walk in the road.
Access the sidewalk at Hidden Lane and S Street.
Imagine it's you and your 5-year old and baby in the stroller and maybe the dog.
We spend all this money putting in disability-related curbs at intersections and then lend a hand to developers by adding rolled curbs that will certainly result in loss of sidewalks.
Thank you.

Sarah Kleedehn
1334 G Street Anchorage, AK 99501
kleeedehn@alaskan.com 9072446934 9/14/2021 8:32:57 PM
Please do not implement rolling curbs in the South Addition. Vertical curbs maintain the character of our neighborhood with grass strips between the street and our homes. The South Addition is a historic neighborhood. Rolling curbs would be an unsightly blight.
Thank you.

Jane Sauer
, 99501
9/14/2021 9:21:56 PM
I am against allowing rolled curbs on Anchorage residential streets. Rolled curbs reduce pedestrian safety because they encourage vehicles to drive up onto the sidewalk and they are not as good as vertical curbs in channeling stormwater toward storm drains. This type of ordinance takes Anchorage in exactly the wrong direction! It benefits developers over safe and livable neighborhoods, automobiles over children and other walkers, and short-term expediency over long-term viability. We should be making Anchorage walkable and accessible, not less. Curb ramps should be used on street corners to provide accessibility for walkers and those using wheelchairs and strollers.

Barbara Bishop Garner
2814 East 42nd Avenue Anchorage, AK 99508
beb42@me.com 907-563-6328 9/15/2021 3:54:40 AM
A curb plan would pertain to East 42nd Avenue from Lake Otis-Dale. No vertical curbs; we have dirt shoulders here. The CRW 42nd Avenue project is still awaiting Muni piece-meal construction, more bond $ required. Initially will be Lake Otis-Piper, to be combined with AWWU cast-iron waterline replacement. Breaks have flooded properties between Folkner & Wright St. 42nd between LakeOtis-Dale has never been a designed street project until CRW began the project a few years ago, while it's incomplete due to bond funding. Or other road projects take precedence. I know, having lived in this house since '67 when 42nd was a rough dirt road. It has a lengthy patch/repair history. High sub-water level found when Piper was being extended thru to Providence. It was a water-level construction issue. The intersection did not get an official raised intersection, slight only, while signage was posted. What is now the UMed Gateway Neighborhood was semi-rural, unzoned, and in the Anchorage Borough. Zoning arrived January 1971. In 1975 all became the Municipality. 40th Avenue was the original divider between City and the Borough. Thus a ‘Gateway’ neighborhood strip between Tudor and 40th continues to be ignored. Multiple years following the Tudor widening project, 42nd became the busiest 25 mph road in Anchorage! 4000 vehicles per day, multiple years on a dirt-base neighborhood street! UACC has had 42nd as its CIP list #1 priority since the later 1990s! The Muni continues delaying the road project; costs have escalated far above previous numbers.
Vote NO on the rolled curb ordinance. The Anchorage Assembly should oppose rolled curbs because they would increase the already significant number of cars parking on sidewalks blocking people walking or biking. If anything, the assembly should increase the height of barrier curbs to protect people who are not in vehicles. Several people have died in Anchorage because drivers have driven into people on sidewalks and killed them (ex. teenage girls killed on Dimond Blvd, roller blader killed on Cordova St). The number of situations where rolled curbs will not have an impact on walkability is extremely small, if any, and not worth passing this ordinance. The Assembly should focus on making neighborhoods safer for people i.e. traffic calming, instead of catering to developers.

Patrice
1550 H Street
Anchorage, AK 99501
patrice.parker@gmail.com 9072582702
9/15/2021 10:59:41 AM

I oppose draft AO No. 2021-71, which would allow roll curbs on residential minor streets. It is written with new subdivisions in mind, and yet includes neighborhoods like South Addition, with established sidewalks with vertical curbs. One of the most valued aspects of South Addition is its walkability. The sidewalks, with vertical curbs, allows safe passage for pedestrians - including small children, those pushing strollers, and people in non-motorized wheelchairs. Roll curbs tacitly invite vehicles to park on the sidewalk, forcing pedestrians to walk around them, sometimes having to go into the street. Because of South Addition neighborhood’s grid design, with alleys between streets, most garages and carports are behind the houses and roll curbs shouldn’t be necessary.

I also object to the Assembly committee working with the Anchorage Home Builders Association at “several meetings,” to design this Assembly ordinance, while only involving the Anchorage Citizens Coalition by sending a copy of the draft ordinance. The committee also made a decision to not send this to the community councils until the work on the draft ordinance was done. Residents of our neighborhoods shouldn’t be last in line when it comes to planning such changes.

Margaret Auth
Anchorage,
9/15/2021 11:37:47 AM

I don't support this proposal. Rolled curbs make it easier for vehicles to park on the sidewalk, still another barrier for pedestrians that don't get much support from the Municipality when it comes to safety. In a winter city like Anchorage, this also means there is no sidewalk for half of the year since the lack of a real curb makes it easier to use the sidewalk for snow storage. In my neighborhood, there is one sidewalk other than Northwood and along West 48th which accesses Northwood Elementary, the ballfields and the Rec Center and that is Aspen because it leads directly to the school. Think about that. There are no sidewalks AT ALL in any neighborhood from Spenard Road south to International and that is a rolled curb which for many years was not cleared as a sidewalk and instead used as a snow storage. After years of complaints, the Muni finally started to consider it a real sidewalk and clear it of snow. But that may end at any time depending on who is tasked with clearing it. Rolled curbs usually get “plowed” by the street maintenance people because they don’t have to clear a curb and then any definition of the sidewalk disappears. At some point the Muni is going to have to act like a real city and start the work for tomorrow’s residents who will most likely want to or have to get out of their vehicles.

Barbara Bishop Garner
bebg42@me.com 907-563-6328
9/16/2021 4:56:03 PM
A curb plan would pertain to East 42nd Avenue from Lake Otis-Dale. No vertical curbs; we have dirt shoulders here. The CRW 42nd Avenue project is still awaiting Muni piece-meal construction, more bond $ required. Initially will be Lake Otis-Piper, to be combined with AWUU cast-iron waterline replacement. Breaks have flooded properties between Folker & Wright St. 42nd between LakeOtis-Dale has never been a designed street project until CRW began the project a few years ago, while it’s incomplete due to bond funding. Or other road projects take precedence. I know, having lived in this house since ’67 when 42nd was a rough dirt road. It has a lengthy patch/repair history. High sub-water level found when Piper was being extended thru to Providence. It was a water-level construction issue. The intersection did not get an official raised intersection, slight only, while signage was posted.

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David Ustick
Retired94.david@gmail.com 9253816205 9/20/2021 7:10:04 PM
1907 w 13th ave
Anchorage, AK 99501
I know it’s late to comment on rolled curbs. I think rolled curbed could be detrimental to rain flow AND the noted parking problems.

Michael Teo
mt01mt01@yahoo.com 9/28/2021 10:00:51 PM
1541 I St Unit A
Anchorage, AK 99501
I ask that as this amendment goes forward, the implementation of rules by the PZC commission be crafted to prevent rolled curbs from being a tool used to allow people to easily park on sidewalks. I have photos I can share of rolled curbs in parts of Anchorage that allow people to park on the sidewalk making them unusable to pedestrians. Rolled curbs that allow parking on sidewalks are a detriment to community.
September 14, 2021

To the Planning and Zoning Commission:

I’m providing comments on AO 2021-71 that would allow developers to use rolled curbs on minor residential streets, which I think is fair to say are most of our residential streets.

There are two significant benefits to upright curbs, only one of which is mentioned in Mr. Weddleton’s AM: preventing people from parking on the sidewalk. As he mentions, it is easy for cars to drive up on rolled curbs and park on sidewalks. This blocks part or all of the sidewalk for all pedestrians, but is especially problematic for those with mobility challenges, such as moving in a wheelchair. Such pedestrians are forced out into the street, into traffic, which is highly dangerous. I have certainly seen vehicles parked on sidewalks in the summer, but imagine how much worse the situation is in the winter, when the snow cover makes the sidewalk less obvious. How much more does a pedestrian need a safe path to walk in the winter?

The second benefit to upright curbs has not been mentioned. It is that they discourage homeowners from expanding the width of their driveway (without a permit) from a conforming width (no more than 40% of the width of the lot although there is a guaranteed minimum for narrow lots) to a wider, non-conforming width. The limitation on driveway width as percentage of lot width is in place so that there is street frontage for snow storage, to encourage non-paved area in the front yard for drainage, and where appropriate, to allow for on-street parking.

Yet, many people who have a rolled curb fronting their lot just pave over more of their front yard to store more vehicles and toys, because they can drive right over the curb into their expanded section of driveway. And because there is no proactive enforcement in this city, they are allowed to do this, our snow plow operators have to deal with this, and who knows how it affects the drainage. I’m sure you have seen this around Anchorage, as I have.

Mr. Weddleton’s AM states that developers don’t know what will be built on a lot so they don’t know where to put the curb cut. I think this is very true in large lot areas where homes are usually custom built. But it is very difficult to believe that this is true in more dense residential development, on narrow lots, where there really aren’t many choices. In these cases, I think developers know exactly what they will be building and where the garage, and thus driveway, will be for each house. In many of the small lot zoning districts, the minimum lot width for a single family home is 50 feet. With a five foot setback on each side, the home can be 40 feet wide, and a two car garage usually has a 16 foot wide door. A home with both a one and a two car garage would probably have garage frontage across about 30 feet of the width of the home. This will be on one side of the home—not in the middle. With the requirement for noticeably different models, a developer is going to have all this planned out before creating a subdivision in, say, the R-1 district.
In the denser districts, an attached single family home can be built on a 35 foot wide lot. There just isn’t a lot of choice for the garage placement, and I do not believe that a developer would have to move a curb cut for a future owner.

And it is on these narrow lots where it is all the more important that the driveway width not be expanded over the allowed minimum.

If a change needs to be made, I suggest that rolled curbs be limited to subdivisions with a minimum lot width of 60 feet, where the arguments seem plausible.

As for the argument regarding unsightliness, if we would require separated sidewalks (sidewalks separated from the curb by a 5-7 foot wide planted strip) which would be safer for everyone, it would all look better!

I have lived in Anchorage for over 25 years, and the whole time I’ve been here, I’ve been waiting (and working) for us to take pedestrian access and safety seriously. EVERYONE is a pedestrian! Walking is vital for our health! Pedestrian infrastructure is necessary to develop usable transit, which we certainly don’t have right now. Sure, we’re never going to be New York, nor do we want to be, but we should be able to walk around!!! We have so far to go on this issue—why can’t we get serious and get started?

Thank you for considering my comments.

Sincerely,
Erika McConnell
Anchorage Resident in Assembly District 3
MEMORANDUM

Comments to Planning and Zoning Commission Applications/Petitions

DATE: September 8, 2021

TO: Karlie Gedig, Senior Planner

FROM: Judy Anunciacion, Private Development Engineer

SUBJECT: PZC Case 2021-0112


Department Recommendations:

- The Private Development Section has no objection to the ordinance amending AMC 21.08.050G. to allow rolled curbs on residential minor streets subject to the following comments and recommendations.

- PD concurs with ROW's suggestion to replace 'roll curb' with "MOA Type 2 curb and gutter" and replacing the cross sections in the Ordinance with the correct sections as shown in MASS.

- Recommend changing "when the traffic engineer has determined the impact on walkability will not be significant" to an objective criteria. Specifically; "when sidewalks will be separated from the curb by a minimum distance of three (3) feet."
September 1, 2021

David Whitfield, Current Planning Manager
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: MOA Zoning Review

Dear Mr. Whitfield:

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region Planning Field Office has no comments on the following zoning cases:

- 2021-0077: 755 Alyeska Highway
- 2021-0112: Review and Recommendation of an Ordinance of the Anchorage Municipal Assembly amending Anchorage Municipal Code Section 21.08.050G to allow roll curbs on residential minor street

Comments that apply to all applications accessing DOT facilities:
*These comments may or may not be specifically listed in a comment for an application, but each still apply.

All properties accessing ADOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all ADOT&PF road rights-of-way adjacent to their property and dedicate them. If there is an existing right-of-way, the petitioner is unable to develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

If there are any questions regarding these comments, please feel free to contact me at (907) 269 – 0522 or shawn.gardner@alaska.gov.

Sincerely,

Shawn Gardner
Anchorage Area Planner, DOT&PF

Cc: Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF
Jim Amundson, P.E., Highway Design Group Chief, DOT&PF
Paul Jacobs, P.E., Regional Hydrologist, Hydrology DOT&PF
James Surzyn, AMATS Transportation Planner, DOT&PF

"Keep Alaska Moving through service and infrastructure."
ROW has the following comments by case number:

2021-0112 ROW has several suggestions to correct the ordinance document. Change all references to “Roll Curb” to the correct designation from the Design Criteria Manual (DCM) as “Rolled Curb and Gutter Type 2” or “Rolled Curb”. Place the correct curb details from the DCM and the Municipality of Anchorage Standard Specifications, (MASS). The detail for the “Roll Curb & Gutter”, actually shows the “Depressed Curb & Gutter, Type 4”.

A missing element not addressed in the proposal is the sidewalk used as part of the driveway access is required to be 6” thick, (MASS Detail 20-7) instead of the rest of the lot frontage which can be the 4” thickness. The developers, not knowing the final driveway location will not be able to achieve this construction requirement. The proposed liberalization the use of Type 2 Curb will not solve the issues the developers and individual home builders have with the lack of designed and preplanned driveway locations.

Regards,

Lynn McGee
Senior Plan Reviewer
Right of Way Section
lynn.mcgee@anchorageak.gov
Office: 343-8226
Fax: 249-7340

#ANCWORKS!
An online tool for Anchorage

Need Help? Got a problem?

Regards,

Lynn McGee
Senior Plan Reviewer
Good afternoon,

Below is a response from our SWS Collections foreman Evalu Filitaula regarding the curb changes proposed in case 2021-0112 (proposed AO 2021-71). Evalu provided an explanation for your consideration on how the rolled curbs might affect SWS services. Feel free to respond via email or phone if you have additional questions.

Regards,

Maria T. Owens
SWS Customer Service Supervisor
1111 E. 56th Avenue
Anchorage, AK 99518

Office: (907) 343-6254

From: Filitaula, Evalu <evalu.filitaula@anchorageak.gov>
Sent: Tuesday, August 17, 2021 8:03 AM
To: Owens, Maria T. <Maria.Owens@anchorageak.gov>
Cc: Bethke, Martin L <martin.bethke@anchorageak.gov>
Subject: RE: 2021-0112 Request for Reviewing Agency Comments

Hello Maria,

Thank you for forwarding this to me to get some vital feedback. I've included Marty as well. After discussing with my residential crew and our experiences working in the field, the barrier curb for servicing any two-wheeled refuse bin would be ideal. Because when picking up the cart to service, returning the cart to the barrier curb prevents the container from falling backward onto the sidewalk compared to the rolled curbed. It is an issue and can happen a lot with this type. They would have to exit their vehicle to stand the container back up.

As for the commercial operators servicing dumpsters on customer's sites, the rolled curb would be ideal in this case because the operators won't have to hop the barrier curb when approaching or reaching for the container. Either way, both types work for our operation. Here's another view of our daily operation—a commercial route averages about 110 stops, and a residential averages about 700 stops per day. So imagine how many times the residential driver has to get out of their truck if the cart keeps falling over versus the commercial operator not having to get out at all.
I hope our feedback will provide sufficient information to the memo presented by the assembly. Let us know if you have any further questions.

Thank you,

Evalu Filitaula  
Solid Waste Services  
Municipality of Anchorage  
General Foreman  
Refuse Collection  
1111 E 56th Ave  
Anchorage, AK 99518  
P: 907-343-6258  
C: 907-317-6863  
Confidential Right Fax: 907-249-7956  
evalu.filitaula@anchorageak.gov

“One day our society will come to respect the sanitation worker if it is to survive, for the person who picks up our garbage is just as significant as a physician. For if he doesn’t do this, disease is rampant”.

Dr. Martin Luther King Jr.  
March 19 1968  
Memphis, TN

From: Owens, Maria T. <Maria.Owens@anchorageak.gov>  
Sent: 16 August, 2021 3:29 PM  
To: Filitaula, Evalu <evalu.filitaula@anchorageak.gov>  
Subject: FW: 2021-0112 Request for Reviewing Agency Comments

Hi Evalu,

I received this email today from planning. I’m sure you are privy to the same info but I wanted to forward it in case I’m missing anything that I should be considering or commenting on. Please see the attached document. Would “rolled curbs” affect bin collections or truck operations in any significant way if the assembly passes this ordinance?

Maria T. Owens  
SWS Customer Service Supervisor  
1111 E. 56th Avenue  
Anchorage, AK 99518  
Office: (907) 343-6254
MEMORANDUM

DATE: August 19, 2021
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Alex Prosak, P.E., Civil Engineer II, Planning Section, AWWU
RE: Zoning Case Comments
   Hearing date: May 5, 2021
   Agency Comments due: April 5, 2021

AWWU has reviewed the materials and has the following comments.

2021-0112 TITLE 21, Text Amendments to AMC, Review and Recommendation of an Ordinance of the Anchorage Municipal Assembly amending Anchorage Municipal Code Section 21.08.050G to allow roll curbs on residential minor streets, Grid N/A

1. AWWU has no objection to this AMC amendment.

If you have any questions pertaining to public water or sewer, please call 786-5694 or send an e-mail to alex.prosak@awwu.biz.
Kimmel, Corliss A.

From: Fisher, Timothy W (DPS) <timothy.fisher@alaska.gov>
Sent: Wednesday, August 18, 2021 12:22 PM
To: Kimmel, Corliss A.
Cc: Blake, Lori A.
Subject: RE: 2021-0112 Request for Reviewing Agency Comments

[EXTERNAL EMAIL]
State Fire Marshals has no objections to rolling curbs.

Tim
Plans Examiner II
www.akburny.com,
Plan Review Bureau
SOA, DPS, DFLS

From: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Sent: Monday, August 16, 2021 2:27 PM
Cc: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Subject: 2021-0112 Request for Reviewing Agency Comments

Hello all. Attached please find our Routing Cover Sheet and Reviewing Agency Routing for the above referenced case 2021-0112 (proposed AO 2021-71) scheduled for review and recommendation by the Platting Board on 10/06/2021 and the Planning and Zoning Commission on 10/11/2021. PLEASE REMIT COMMENTS EITHER BY MAIL OR EMAIL AS FOLLOWS: by email to Corliss Kimmel & Lori Blake (corliss.kimmel@anchorageak.gov & lori.blake@anchorageak.gov) or by USPS to the address listed in the upper right hand corner of the Routing Cover Sheet.

Gloria I. Stewart
Senior Planning Technician • Planning Department
Current Planning Division - Zoning & Platting
Email: gloria.stewart@anchorageak.gov
Phone: (907) 343-7934
4700 Elmore Road, Anchorage, AK 99507
www.muni.org/planning
No comment on proposed curb changes.

Karleen Wilson
MOA Addressing Official
907.343.8168
MOA Official Address Map

From: Stewart, Gloria l. <gloria.stewart@anchorageak.gov>
Sent: Monday, August 16, 2021 2:27 PM
Cc: Stewart, Gloria l. <gloria.stewart@anchorageak.gov>
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Gloria l. Stewart
Senior Planning Technician -
Planning Department
Current Planning Division - Zoning & Platting
Email: gloria.stewart@anchorageak.gov
Phone: (907) 343-7934
4700 Elmore Road, Anchorage, AK 99507
www.muni.org/planning
Lori and Corliss,

The Real Estate Department has no comments. Thank you.

Hello all. Attached please find our Routing Cover Sheet and Reviewing Agency Routing for the above referenced case 2021-0112 (proposed AO 2021-71) scheduled for review and recommendation by the Platting Board on 10/06/2021 and the Planning and Zoning Commission on 10/11/2021. **PLEASE REMIT COMMENTS EITHER BY MAIL OR EMAIL AS FOLLOWS:** by email to Corliss Kimmel & Lori Blake (corliss.kimmel@anchorageak.gov & lori.blake@anchorageak.gov) or by USPS to the address listed in the upper right hand corner of the Routing Cover Sheet.