

2040 LUP Action Item 4-6 Update to AMCR 21.90 and Title 21 - Comment/Response Table – PZC Case 2019-0079

	COMMENT RECEIVED	STAFF RESPONSE	PZC RECOMMENDATION
AWWU:	<i>AWWU has no objections to these Title 21 Amendments.</i>	Thank you.	
Department of Health and Human Services:	<i>No Comment.</i>	Thank you.	
Watershed Management Services:	<p>Page 21, lines 38-42: <i>Please revise to incorporate DCM Chapter 2 – Drainage and delete “to adjacent properties and/or right-of-way.”</i></p> <p><i>All private and public projects are required to use the DCM Chapter 2, Volume 1 for drainage design. If a private street is built independently, the storm water runoff from the street/site must meet the volume and water quality requirements of the DCM Chapter 2.</i></p>	<p>Added: <u>z [S]. All private streets [ROADS] shall be designed with adequate catchment of surface water runoff to prevent adverse impacts and meet the requirements of DCM Chapter 2 – Drainage Volume 1 [TO ADJACENT PROPERTIES AND/OR RIGHT-OF-WAY].</u></p>	
Development Services:	Page 4: <i>Typo in Footnote #5 in Table 21.90.002-1 – should be “or.”</i>	Agreed. Typo to be corrected.	
	Pages 5 and 6 – Illustrations 4-5: <i>Driveway lengths are not provided on illustrations.</i>	Driveways will be built to driveway standards and set-backs, indicating a length is not needed.	
	Page 8, line 44: <i>Is the Woonerf Street is an “alternative” street design.</i>	Yes. Extensive design standards were provided to give developers an option for constructed private streets	
	Page 18, line 31: <i>There may be a typo in 21.90.005[3] – Design, 1.b.</i>	<p>Agree. This will be corrected to:</p> <p>b. All private <u>streets [ROADS]</u> shall be crowned with minimum two percent cross slopes <u>alternative [INVERTED]</u> sections may be approved by the municipal engineer [FOR ROADWAYS LENGTHS LESS THAN 300 FEET].</p>	
	Pages 19-23: <i>Several references to the DCM, IFC, and MASS refer to specific numeric items and may change over time with updates. Recommend referring to just the sections.</i>	<p>The following references were updated to include Subject title and section numbering only:</p> <ul style="list-style-type: none"> ▪ Page 19, lines 12-12 and 25-25: h. and j: Added: <u>DCM Chapter 1: - Section 1.9 Street Design Criteria [DCM 1.9.E3].</u> 	

		<ul style="list-style-type: none"> ▪ Page 19, line 34 k. Added: “<u>MOA</u>” Handout F.02 ▪ Page 20, line 37: p [K]. Added: <u>Chapter 1: Section 1.7 – Soil Investigation Standards</u> [SECTION 1.040]. ▪ Page 20, line 47: r[M]. Added: <u>DCM Chapter 1: Section 1.7 – Soil Investigation Standards</u> [DCM section 1.070F]. ▪ Page 21, line 17: t[O]. Added: <u>MASS Division 20 – Earthwork</u> [MASS SECTION 21.21]. Page 21, line 20-21: t[O]. Added: <u>DCM Chapter 1: Section 1.10 – Road Structural Fill Design</u> ▪ Page 21, line 32: x[Q]: Added: <u>MASS Division 20 – Earthwork</u> ▪ Page 21, line 45: aa[T]: Added: <u>MASS Division 55 Storm Drain Systems</u>. 	
	<p>Page 20, lines 25-26: <i>What are the additional requirements for the path construction?</i></p>	<p>Site conditions may vary throughout Anchorage, Eagle River, and the Girdwood areas. It is better to refer to MASS Division 20 Earthworks, generally for pathway construction requirements. Amended item to read:</p> <p><u>n. An 8-foot wide asphalt pathway may be substituted for a sidewalk when constructed in accordance with MASS Division 20 Earthwork.</u></p>	
	<p>Page 21, lines 5-8: <i>Add clarification on soil type to be consistent with DCM.</i></p>	<p>Amended item to read:</p> <p>s [N]. Geotextile fabric shall be installed at the bottom of excavations <u>when existing soils classified as F3 or F4 are present as indicated in [RECOMMENDED] in the DCM Chapter 1: Section 1.10 – Road Structural Fill Design [SECTION 1.10E]. [FOR ALL PRIVATE STREETS TO PREVENT CONTAMINATION OF STRUCTURAL FILL WITH FROST SUSCEPTIBLE SOILS, UNLESS OTHERWISE APPROVED BY THE MUNICIPAL ENGINEER.]</u></p>	
	<p>Page 23, line 18: <i>Please explain how Municipal requirements for runoff and snow storage for the optional Woonerf Street will be regulated.</i></p>	<p>Amended to add a new item:</p>	

		<u>mm. AMC 21.07 will require the Woonerf Street design to address runoff and snow storage or removal.</u>	
	Page 26, starting at lines 1-27: <i>Which licensed professionals may prepare documentation?</i>	Amended item to read: 21.07.110F.3.d Exceptions The traffic engineer <u>and the planning director</u> may approve a departure from the standards of this section, such as a narrow driveway, if documentation prepared by a <u>licensed professional in the state of Alaska registered with the Alaska State Board of Registration for Architects, Engineers and Land Surveyors</u> [traffic engineering professional] demonstrates <u>the driveway still meets this chapter standards and the Municipal driveway standards memo issued by the Municipal Traffic Engineer, and</u> [to the satisfaction of the traffic engineer] that 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 land 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.	
Municipal Traffic Department:	<i>Traffic has no objection to the proposed recommended amendment to both AMCR 21.90 and AMC 21.07 and AMC 21.14.</i>	Thank you.	
DOT&PF:	<i>Need additional time to review and comment.</i>	The postponement of the PZC Public Hearing to August 12, 2019 should give adequate time for review and comments. No comments were received from DOT&PF.	
PM&E:	Page 2, lines 11-12: <i>Suggest deletion of "having one or more onsite vehicle access routes which serves," add "consisting of" for clarity.</i>	Agree, suggest the following: <u>A. Multiple dwelling units on a single lot, or multiple dwelling units which are part of a common development on multiple lots, [HAVING ONE OR MORE ONSITE VEHICULAR ACCESS ROUTES WHICH SERVES], consisting of more than three structures, or more than twelve dwelling units, or</u>	
	Page 2 lines 32-36: <i>Delete, this is not an Exemption to A or B as identified in the Applicability Section.</i>	Agree. This update is specific to private street development. Developments with three or less structures or 12 or less dwelling units will refer automatically to other sections of code. Item 3 will be deleted in entirety.	

		[3. DEVELOPMENTS WITH THREE OR LESS STRUCTURES, OR TWELVE OR LESS DWELLING UNITS ON A SINGLE VEHICULAR ACCESS. THESE DEVELOPMENTS SHALL CONSTRUCT ACCESS IN ACCORDANCE WITH MUNICIPAL DRIVEWAY STANDARDS, AMC 21.07, OR IFC AS APPLICABLE].	
	Page 23 line 48 and Page 24 line18: <i>Emergency Response Section – nothing in this section should be updated or changed with the exception of specific references to IFC sections because those have changed.</i>	Agree. Only two edits made to IFC sections: Page 23, Line 48: b. Residential developments with 30 or more dwelling units shall be provided with separate and approved access roads, meeting the remote requirements of the IFC [D104.3], as adopted under AMC Title 23. Page 24 Line 18: e. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall meet requirements of the IFC [D105], as adopted under AMC Title 23.	
Municipal Addressing		No comments were received from this department. Municipal Addressing consulted with the project team during the development of the AMCR 21.90 update.	
Municipal Fire		No comments were received from this department. Municipal Fire consulted with the project team during the development of the AMCR 21.90 update.	