

OUR DOWNTOWN

ANCHORAGE DOWNTOWN DISTRICT PLAN 2021



APPENDIX

*Recommendations for consideration when updating
AMC 21.11: DOWNTOWN - Zoning Districts Code*

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INTRODUCTION

The Downtown District Plan planning process used several inputs to formulate recommendations for the plan.

The inputs directly informed the recommendations outlined in this appendix. The information and recommendations in the following sections are intended to guide and inform both the Downtown District Plan and the upcoming revisions to the AMC 21.11 DOWNTOWN zoning code. The zoning code update is scheduled to begin in early 2022, upon the adoption of the Downtown District Plan.

Three distinct input elements are included in this appendix:

- Our Downtown Public Online Survey
- Urban Design Subcommittee
- Bettisworth North Buildable Lot Capacity Study

The goal of the Downtown District Plan, and the resulting code updates, is to assist developers and the Municipality of Anchorage to provide an urban center as envisioned by the community.

The city center will have a development code that encourages pedestrian and bicycle friendly facilities, rewards great northern city design, recognizes our historic and cultural heritage as an asset, gives visual access to the beauty that surrounds Our Downtown, and supports a wide range of housing types and density. These elements will combine to achieve a city center with the vibrancy and revitalization needed for a modern, relevant, and economically sound downtown.

PART I: DOWNTOWN PLAN UPDATE ONLINE SURVEY

Our Downtown - Step 2 Public Online Survey

An online survey completed by over 300 people garnered over 1200 comments on different aspects of the 2007 Downtown Plan and what the survey takers wished to see in Downtown Anchorage. Survey questions 14-19 referred to action items in the 2007 Downtown Plan focused on Urban Design. The questions referred to heated sidewalks, viewshed corridors, historic buildings, and seismic zones. Generally, between 52%-74% of survey respondents supported heated sidewalks, saving and reuse of historic buildings, providing access to views, and adopting a seismic overlay.

A brief synopsis of survey responses and staff recommendations are as follows:

Issue: Heated Sidewalks – Were seen as a great Downtown amenity by 59% of survey respondents. However, it was noted in the survey question that all heated sidewalks built since 2007 were inoperable due to the cost of operation and maintenance.

Recommendation for Code discussion: Development can be encouraged to include heated amenities such as sidewalks, patio, or atrium spaces in projects - if they are privately owned and maintained.

Issue: Historic Buildings – And historic districts were important to 74% of survey respondents. 3rd, 4th, and 5th avenues retain several early 1900-era buildings. 4th Avenue is considered the “Historic Heart” of Anchorage with such buildings as the 4th Avenue Theatre, Federal Building, Old City Hall, Loussac-Sogn Building, Wendler Building, Reed Building, and Stewart’s Photo Building. 3rd, 4th, and 5th avenues are positioned as the most-visited tourism destination in Anchorage. Several Assembly-adopted plans have extolled the historic fabric of this area.

Recommendation for Code discussion: Developments could be rewarded with a local tax abatement or other incentives, such as transfer of development rights, to restore and save historic buildings.

Issue: Access to Viewsheds – Viewsheds were mentioned as important by 52% of survey respondents. Support of businesses and development to spur the economy weighed in from this question.

Recommendation for Code discussion: Developments could be encouraged to provide buildings designed with step backs or other design features to provide views to the Cook Inlet, Chugach, Talkeetna, and Alaska ranges.

Issue: Seismic Overlay – The MOA has already adopted a seismic map. However, a seismic overlay has not been adopted as a follow-up to the mapping since 2007. 70% of survey respondents felt the seismic map and overlay was important for developing Downtown further.

Recommendation for Code discussion: Title 23 development code retains the guidelines for development in seismic areas of Anchorage according to the MOA Development Services Department. Any potential Title 21 code language would need to refer what is adopted in Title 23.

PART 2: URBAN DESIGN SUBCOMMITTEE RECOMMENDATIONS

Our Downtown - Step 2 Urban Design Subcommittee Process

An Urban Design Subcommittee was formed to provide guidance from local urban design experts for the Downtown Plan update. The subcommittee met on three occasions. A white paper with specific design-related questions was provided at each meeting. The following issues and recommendations for consideration during the Downtown Zoning Code update are the result of the meetings.

Issue: Bulk Tower 130' – 150' limitations. The current bulk town limitation measure discourages narrow-sized buildings conducive to providing housing. (Table 21.11-5: Building Tower Bulk - above 3 stories - see below). If developers want to build larger projects, the current parameters in the code will not let that happen. These dimensions max out buildings at about 50 or so units. Only boutique builders can afford to build market-rate housing with that unit maximum. Under the current height and bulk tower measure limitation, it is not cost effective for larger development that could provide potential market-rate or low-income housing.

NOTE: This issue is evaluated in-depth in the Bettisworth North Buildable Land Capacity Study. Refer Part 3 for more information on this issue.

Recommendation for Code discussion: The UD Subcommittee would like to have more information before providing a final code recommendation on this issue. The subcommittee can make the recommendation to address this issue when the plan is adopted. Ideas on how this issue could be addressed may include Director's Guidance document, clarifying the language and intent in the code, and providing visuals and examples of case studies of successful projects.

Issue: Draft Land Use Plan Map – Chapter 4 in Public Hearing Draft Downtown District Plan 2021 and AMC 21.11: Downtown. The land use plan map in Chapter 4 and AMC 21.11: Downtown should both consider taller buildings in the Downtown core and more dense capacity standards to provide additional dwelling units per acre to the greatest extent possible.

Recommendation for Code discussion: Downtown Core – Encourage taller buildings and more dense construction that decreases as we move out of the Core. Core will have by-right 4-6 stories before step back. Center zone 4-stories by-right before the step back. Fringe zone 3 stories by-right before they step back. That would give developers more flexibility to achieve the units they need at the same time creating that range of character that we might be looking for Downtown.

Issue: Downtown needs more housing and Downtown Code might be too restrictive. More housing built for anyone at any price range could open existing less expensive housing to lower income people. A 5- to 10-year moratorium on restrictions needs to include affordable housing. Otherwise, higher-priced housing is what will be built and that won't solve the problem. Question: Does Title 21 have a certain amount of affordable housing required? There are no bonus points given for affordable housing as an incentive. Nor is affordable housing being required anywhere in Anchorage.

Recommendations for Code discussion:

1. Incentivize all development Downtown. Loosen restrictions for 5-10 years to get things kick-started could be an option. Create an affordable housing incentive. Make the incentive more attractive.
2. Have an incentive for affordable housing – or make the current housing incentive a better incentive.

1. Give each ring/area of Downtown its own By-right Development Standard: Core 4-6 stories By-right before step back, Second Ring 4 stories By-right before step back, Fringe 3 stories By-right before step back.
2. Look at a moratorium on some standards – or processes, reviews, etc.? to kick-start housing development in Downtown.
3. Amend bulk tower restrictions and requirements to get more affordable housing Downtown. 175' diagonal could work.
4. Make the Alternative Design Process more appealing – Make this process easier to use. Proposals still need to show a design that exceeds the amount of sunlight or other solar access by 15%. This could mean developer, designer, and staff training, streamlining reviews, and other ideas? Should the 15% solar access be assessed?
5. What is the Urban Design capacity for Downtown? Fund a capacity study – in partnership with the utilities study [proposed by Utility Subcommittee]. Determine in that study if buildings like the McKinley Tower could be built today.
6. Figure out where more parking garages can go – this could be also answered in an Urban Design capacity study.

Issue: Parking Lot Landscaping/Existing Landscaping and Parking Lots. Requirement was characterized as too restrictive and doesn't consider renovations with buildings that have existing parking lots.

NOTE: An example was given of an existing building and parking lot that was required to make some replacements that couldn't incorporate the existing planters in the parking lot. Was there a need to shift things around because of dumpsters, or other uses that may have needed to go there. Did the planters meet the need?

Recommendation for Code discussion:

1. Advocate for leaving and preserving what is, is a good strategy, when the mature landscaping is functioning. This issue should probably be addressed in the pre-application and design process.
2. Stop requiring landscaping without the infrastructure that's needed to support it. Within the bonus strategy for a tree, developers should also be given a large bonus for providing at least a 700CU of soil cell. Downtown urban trees should not be incentivized without the soil volume to support them for 10 years or more. Trees are not a good idea unless the green infrastructure is there to support them.
3. New landscaping should require an arborist recommendation.
4. There should be high standards for landscaping on surface parking lots. Maybe those surface parking can be used for other alternatives (patios, outdoor eating areas) if the landscape requirements are too high for owners. Working with owners who already have landscaping is a good idea.
5. Policy to "preserve mature trees whenever possible..."..Add "Except for invasive trees." The State's list of approved trees is what should be used. The MOA should move away from creating their own list.
6. Trenches or short walls should continue to be used as a strategy that can allow for mature trees. Anyone that wants to use this strategy needs to do so properly.

Issue: Landscaping and Art Palette. Currently the Landscaping and Art Palette are together in one section of the 2007 Downtown Plan - Should these guidelines be separated into two separate sections (Landscaping and Art Palette) in the plan update? If so, does anything need to be added to either of these topics, from your experience with Downtown or other projects around Anchorage?

This issue overlaps with sign code issues also heard and addressed on the following pages.

Advocate for incorporating public art that serves as signage. There is an overlap between building signage and environmental art. Signs as iconic landmark style designs could be considered part of the landscape.

Recommendation: Landscaping and Art should be considered together. Recommendation: Suggest strategy allowing landscape or art to be interchangeably used to meet the quality of the urban design aesthetic. It creates that tension at some sites. Art and urban design elements can be allowed to provide the benefit.

Recommendation: Signage reviews should be based on safety. Prove or show in the sign application that the size and placement of the sign will be safe to the public. Need to know if this is what the standard should be. Reviewing signage – Based on safety would allow us to let go of good vs. bad design. Incredibly bad design that we love in other cities. Takes us away from policing signage.

Recommendations for Code discussions:

1. Iconic landmark style art and design could be considered part of landscape and art moving from some of the signage requirements.
2. Landscaping and Art should stay together within the guidelines.
3. Suggest strategy allowing landscape or art to be interchangeably used to meet the quality of the urban design aesthetic.
4. Incorporate environmental or experiential design features that may be a graphic element pulled from a brand identity system such as logos or other features that may not necessarily be called or considered art.
5. Signage reviews should be based on safety. Prove or show in the sign application that the size and placement of the sign will be safe to the public. Need to know if this is what the standard should be.

Issue: Sunlight Access.

Do we need to further identify or study where sun access should be maintained or expanded Downtown? The following is the design guideline from the 2007 Downtown Plan and is related to improving the quality of building design which starts on page 110. Should any of this guideline be updated?

Recommendations for Code discussions:

1. Create access to meaningful pedestrian spaces – incentivizing design with solar access bonus could be both in the public interest and good for the building.
2. Look at how other cities shape their skyline – solar criteria for Downtown might be researched from somewhere like Vancouver – Use of 4th Avenue as an activation space that is protected. Incentivizing solar access is critical if it's not incentivized already.

Issue: Setbacks/Bonus Point System:

Review the bonus point system (established in late 1970s) to determine what incentives needed to be added and what incentives can be deleted. Consider using setbacks, landscaping, pedestrian access and amenities, and other architectural features that will give us the Downtown the design guidelines envision – this would be a Step 3 project completed during the update to the Downtown Zoning Districts.

Recommendations for Code discussions:

1. Incentivize building articulation so we don't have long blank walls.
2. Incentivize landscaping to bring greenery and warmth Downtown.
3. Ensure right-of-way for additional sidewalk width comes from the street - not private property.
4. Incentive set-back reduction through building design, pedestrian access, bicycle storage, window placement and other great Downtown building design options.
5. Incentivize landscaping on existing parking lots.
6. Maximize parking structure parking with new construction where shared parking can be achieved.
7. Do not require a commercial use in a residential development to reduce the setbacks.
8. Downtown Core is highest priority for street level activation.
9. Outside of Core may have less street level activation, however the edges beyond Downtown Core (Ship Creek, Park Strip North, East Avenues, Denali View and Barrow Street) might be more pedestrian-friendly with street level activation standards there too.

Issue: Create a Downtown-Specific Sign Code:

Use Step 3 to allow for more creative and artistic signs that convey the vernacular of the building. Consider that there are historic and cultural corridors all around Anchorage that currently hold artful, beautiful signage including neon and other lighting applications that need to be maintained and celebrated through code. Suggest a pilot project be completed for Downtown in the DT-1, DT-2, DT-3 zoning districts update that allows for Downtown developers to design and install signage in context with Downtown that can later be shared within the other historic or cultural districts throughout the Municipality.

Recommendations for Code discussions:

1. Create a pre-qualification process to register with the city as a designer to have more leeway in a creative process.
2. Design signs for safety.
3. Create a quicker approval process.
4. Create a process to email a drawing to receive a quick approval.
5. Make waiver process quicker – Maybe allow Director to approve exceptions.

1. Establish historic and cultural districts that include signage exceptions to promote history and cultural, preservation of iconic signs.
2. Research Clark and Washoe counties in Nevada, and City of Las Vegas for their sign code.

Issue: Single Use Surface Parking Lots.

Consider and encourage a variety of uses for surface and structured parking to bring economic development to these locations.

There is a range of tolerance regarding the availability of existing parking and the need to provide a certain amount of parking for Downtown projects. Historically surface parking as the sole use of a site provides an overabundance of parking throughout Downtown.

Recommendations for Code discussions:

Can the zoning code be used to encourage shared parking, multiple uses on a parking lot or garage, including the addition of secured bicycle storage or other amenities desired in Downtown.

Other Recommendations for Code discussion:

1. Advance recommendations and Incentives for adaptive reuse.
2. Consider Four Original Neighborhoods Historic Preservation Plan recommendations.
3. Don't limit what can be developed or redeveloped in these districts.

PART 3: BUILDABLE LAND CAPACITY STUDY RECOMMENDATIONS

Our Downtown - Step 2 Buildable Land Capacity Study

The third element of the planning process was to complete a buildable land capacity study. Briefly, the scope of the study was to determine if the present Downtown Zoning Districts Code and the public hearing draft Downtown District Plan 2021 were compatible with each other. Additionally, and maybe more importantly, the capacity study was to determine the level and magnitude of density and development the zoning code and the downtown district plan could theoretically support, as written..

This project is an analysis of the achievable square footage on a broad sampling of downtown lots. The lots under consideration were lots identified as buildable lots in a MOA GIS study of downtown parcels and their current use (Figure 1). These target lots are considered “buildable” from a vantage point of not currently meeting their full potential as built-out lots. The calculations performed to determine the maximum buildout capacity of these lots included the following factors:

1. Current development standards in the Downtown Title 21 Zoning code (Figure 3)
2. Draft Downtown Land Use District development specifications (Figure 2)
3. Lot Size
4. Seismic hazard zones were included in the initial analysis, but the underlying seismic hazard zones were found to be very project and use dependent. Though the seismic hazard zones may ultimately have a significant impact on a parcel’s use and the geotechnical and structural considerations for development, the zones did not have an impact on the maximum buildout totals for any of the scenarios considered as part of this study (Figure 4). For example, a parcel in a high impact seismic zone may be built out to its maximum capacity, but the seismic zone will limit the use of that building to a use that has a low maximum occupancy, such as storage or warehouse space, rather than high occupancy use, like a hotel. The seismic zone map is included in this appendix for reference only.

Buildable Lot Map

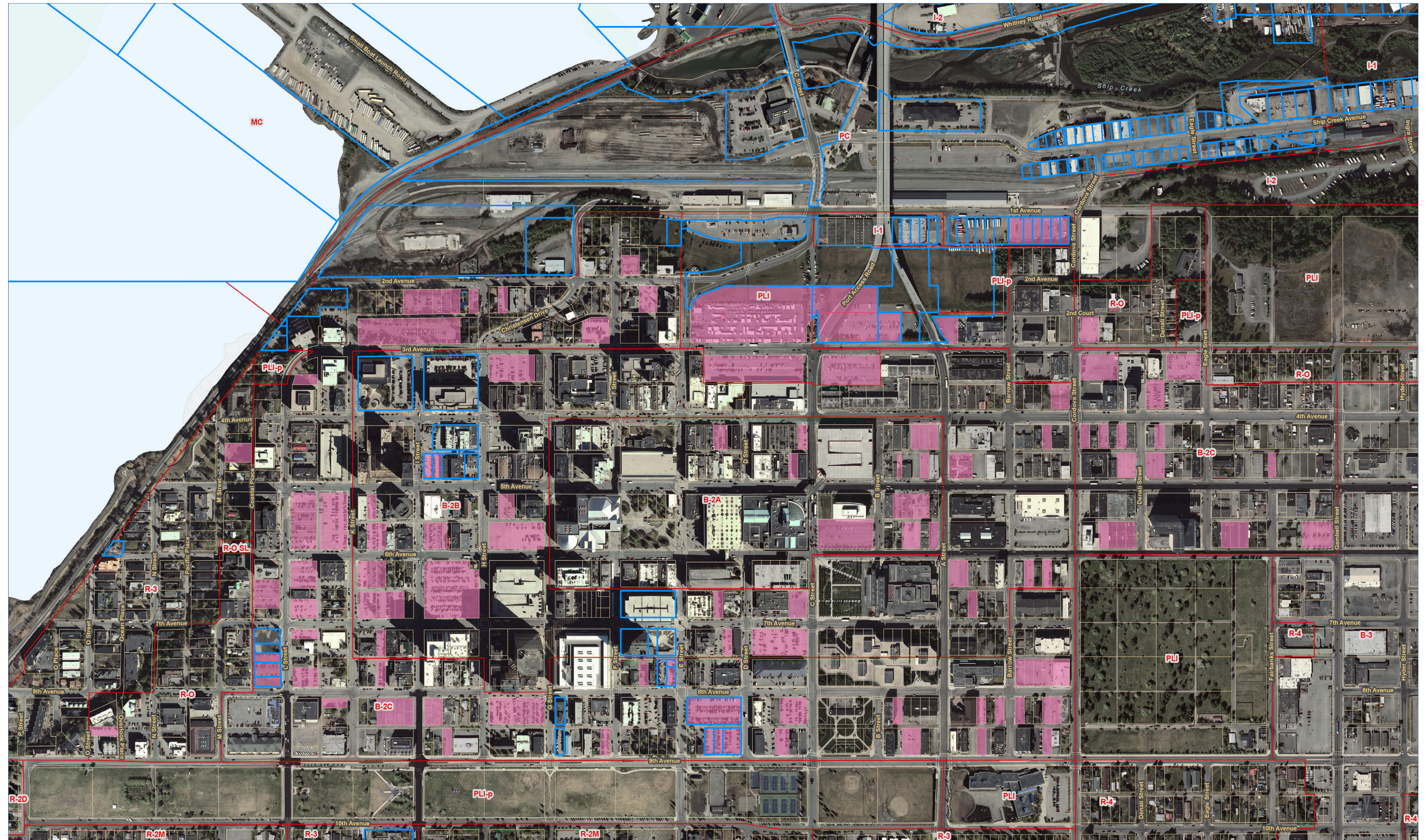


Figure 1 - Municipality of Anchorage - Buildable Lot Study



Title 21 - Zoning Map

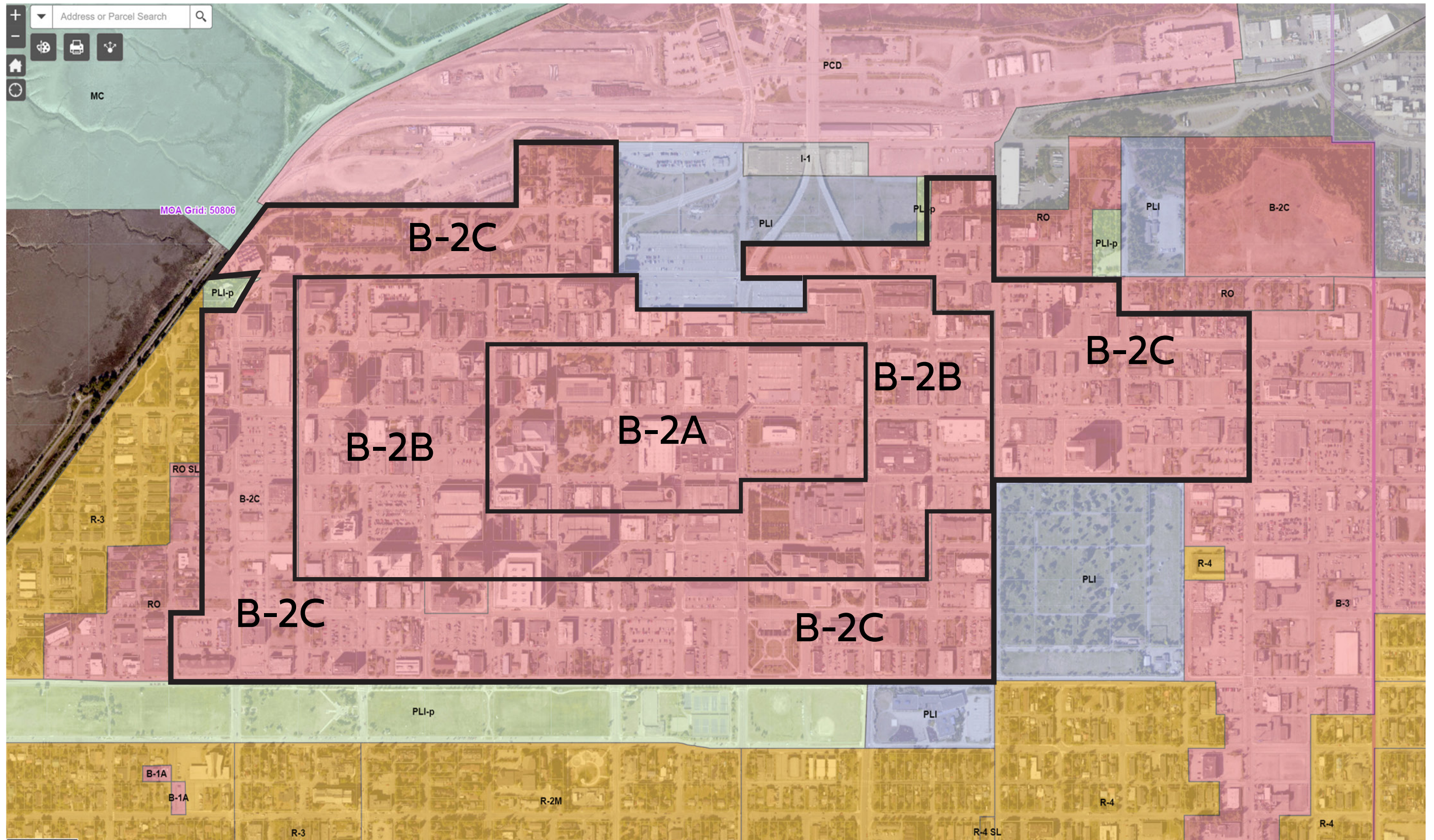


Figure 3 - Municipality of Anchorage - Buildable Lot Study

Seismic Overlay Map

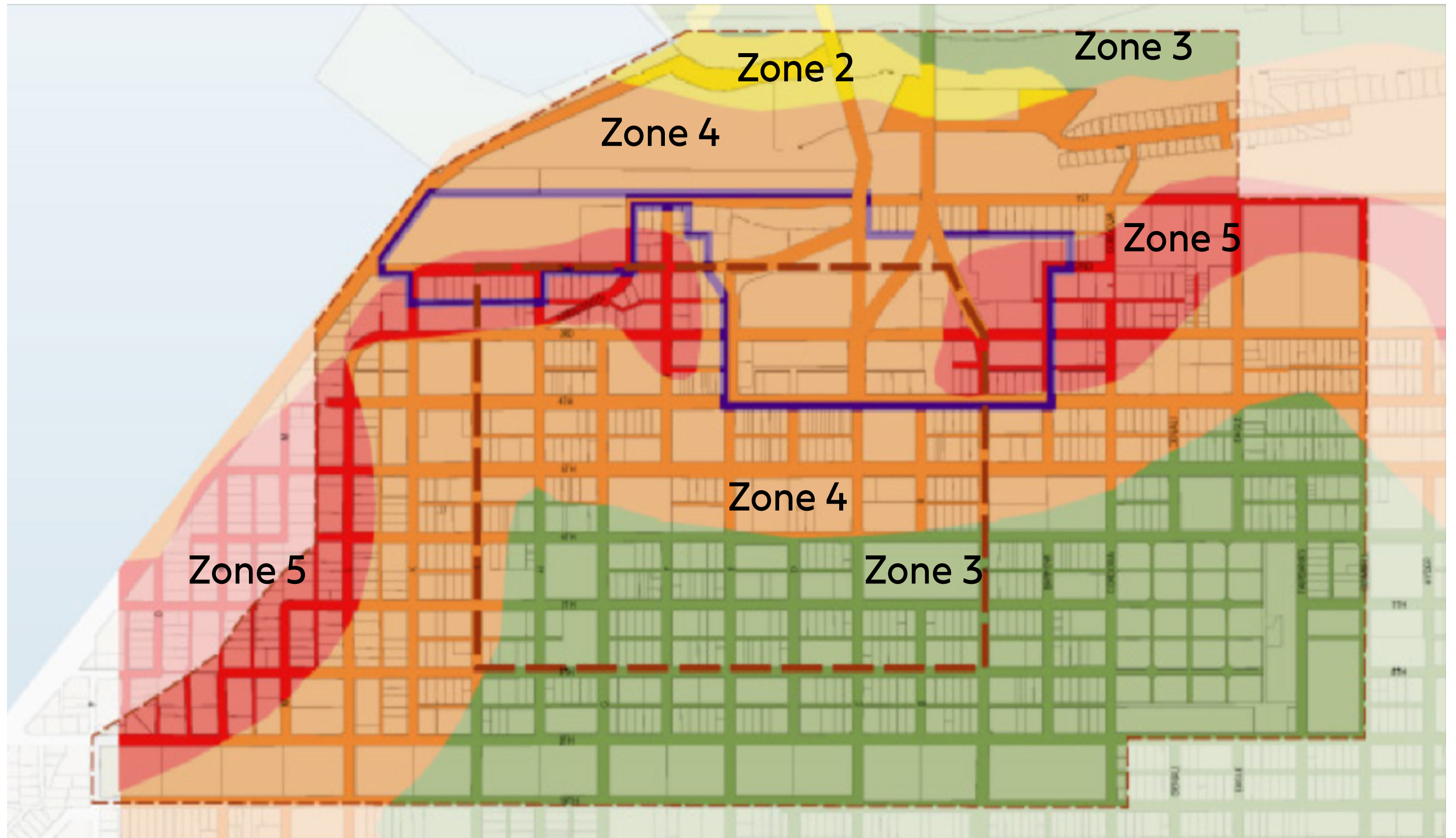


Figure 4 - Municipality of Anchorage - Buildable Lot Study

Overlay Map

Municipality of Anchorage

BUILDABLE LOT CAPACITY STUDY

KEY

- Buildable Lot Sample Study
- Buildable Lot
- Buildable Lot (MOA Owned)

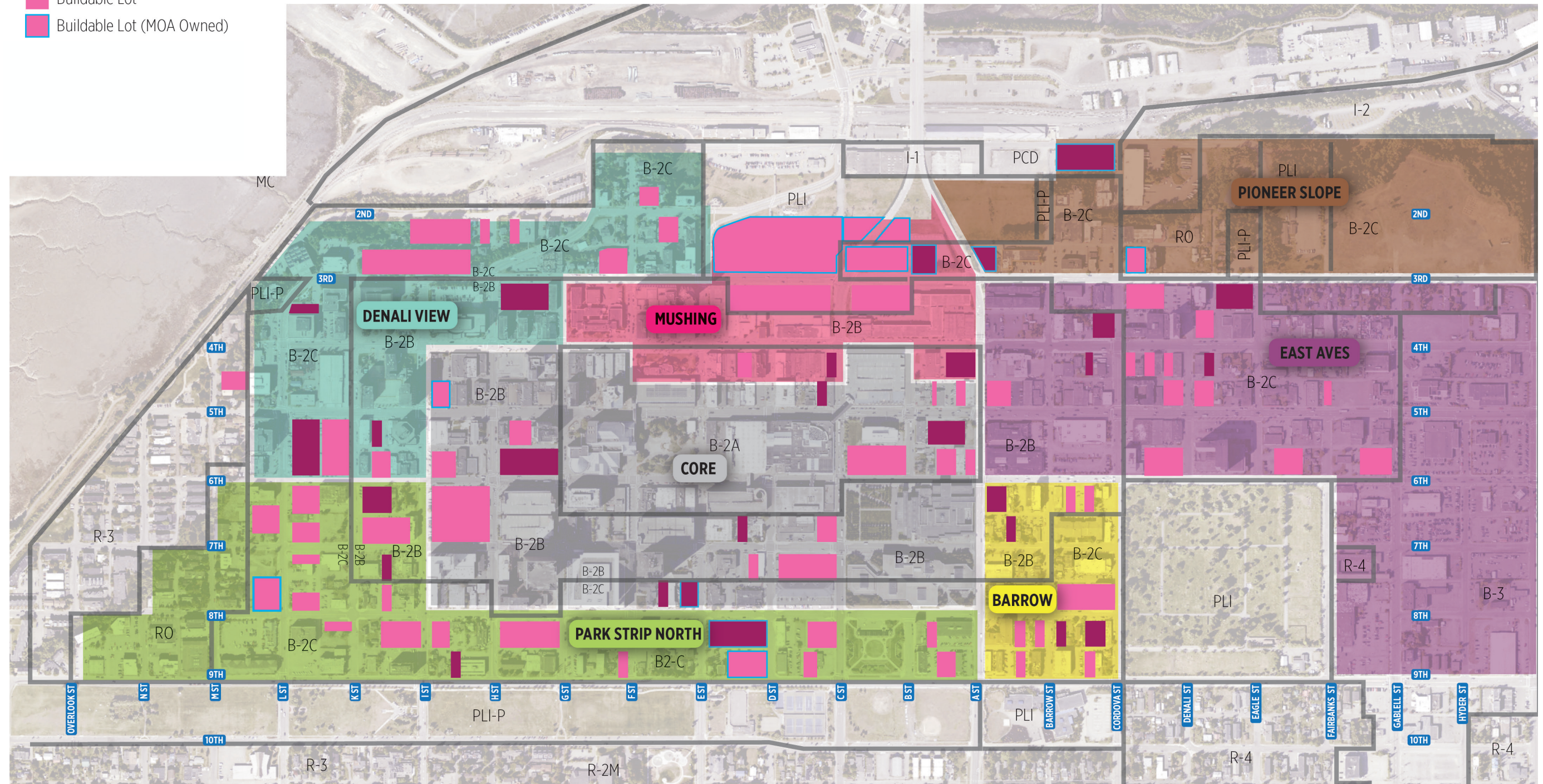


Figure 5 - Municipality of Anchorage - Buildable Lot Study

The goal of the effort was to understand the maximum buildout capacity on these buildable lots, given current regulations and zoning, and uncover any incongruent or conflicting information or guidelines in the existing Title 21 code and the Downtown Land Use Districts.

Study Parameters and Assumptions:

1. Small and medium buildable lots (primarily parking lots) have been selected for study, based on use data and maps provided by the Municipality of Anchorage. "Small Lots" are defined as lots between 7,000 to 10,000 sf. Lots smaller than 7,000 sf are not common in the downtown area. "Medium Lots" are lots 10,000 to 43,000 sf.
2. Large lots, exceeding 43,000 SF (or ½ block) are not considered as they may be subject to different levels of planning department scrutiny and consideration.
3. This study assumes a build out to zero lot lines on all sites to maximize building area, and because sites are restricted by number of stories. Per current T21, the first 3 stories are built out 100% and the 4+ stories have been stepped back and have a reduced floorplate. For this study the floorplate above the third story has been reduced by **20% to match current trends in solar access dimensional standards in other municipalities.**
4. ***Note: Current Title 21 Bulk Tower dimensional considerations have been excluded in this study to keep calculation trends general in nature. Bulk tower requirements were initially considered for this study but were found to have a significant impact on final development and use. See "Limiting Factors/Issues" section below. The maximum buildout calculations in this study does not include the bulk tower dimensional requirements.***

Downtown Anchorage Title 21 Zoning By-Right Numbers

B. District Purpose/Intent

1. B-2A: Central Business District Core.

The B-2A district is intended to create a concentrated area of retail, financial and public institutional facilities in order to encourage the development of interrelated uses and functions, reduce pedestrian walking distance between activities, and ensure the development of compatible pedestrian-oriented uses on the ground floor level throughout the district.

2. B-2B: Central Business District, Intermediate.

The B-2B district is intended to create financial, office and hotel areas surrounding the predominately retail and public institutional core of the central business district. The district also permits secondary retail and residential uses. The residential uses are intended to support other downtown activities.

3. B-2C: Central Business District, Periphery.

The B-2C district is intended to create financial, office, residential and hotel areas at the periphery of the central business district. The district also permits secondary retail uses. The height limitations in this district are intended to help preserve views and to conform structures to the geologic characteristics of the western and northern boundaries of the district.

21.11.040 DOWNTOWN (DT) ZONING DISTRICTS

A. Zoning Districts Established

1. The following Downtown (DT) zoning districts are established in Downtown Anchorage as provided in Table 21.11-1, and applied to property as delineated on the Zoning Map.

District Type	Abbreviation	District Name
Downtown (DT) Districts	B-2A	Central Business District Core
	B-2B	Central Business District, Intermediate
	B-2C	Central Business District, Periphery

2. Where any other part this title references the "DT" districts, such reference shall be interpreted to include all three of the Downtown districts listed in Table 21.11-1.

TABLE 21.11-4: TABLE OF DIMENSIONAL STANDARDS – DOWNTOWN DISTRICTS
(Additional standards apply where specified below.)

Use	Lot Dimensions ¹		Minimum Setbacks (ft)			Building Bulk and Height ²	
	Min. Area (sf)	Min. Width (ft)	Front	Side	Rear	Max. Lot Coverage	Maximum Height (ft)
B-2A: Central Business District Core							
Residential household living uses, except mixed-use dwellings	6,000	50	10	5, plus one foot for each 5 feet in height exceeding 35 feet	10	100%, up to three stories in height ²	Nine stories, by-right.
All other uses, including mixed-use dwellings			N/A	N/A	N/A	Above three stories, bulk requirements in 21.11.060C apply	Additional stories are possible by earning bonus floor area for site and design amenities, as provided in subsection 21.11.060D. ²
B-2B: Central Business District, Intermediate							
Residential household living uses, except mixed-use dwellings	6,000	50	10	5, plus one foot for each 5 feet in height exceeding 35 feet	10	100%, up to three stories in height ²	Five stories, by-right.
All other uses, including mixed-use dwellings			N/A	N/A	N/A	Above three stories, bulk requirements in 21.11.060C apply	Additional stories are possible by earning bonus floor area for site and design amenities, as provided in subsection 21.11.060D. ²
B-2C: Central Business District, Periphery							
Residential household living uses, except mixed-use dwellings	6,000	50	10	5, plus one foot for each 5 feet in height exceeding 35 feet	10	100%, up to three stories in height ²	Three stories, by-right.
All other uses, including mixed-use dwellings			N/A	N/A	N/A	Above three stories, bulk requirements in 21.11.060C apply	Additional stories are possible by earning bonus floor area for site and design amenities, as provided in subsection 21.11.060D. ²

Downtown Anchorage

Title 21 Bonus Amenities Tables

Table 21.11-6: Design Amenities and Bonus Floor Area	
Amenity Options	Square Feet (sf) of Bonus Gross Floor Area (gfa)
Streetscape Amenities	
Street Trees (21.11.070G.22.)	800 sf of bonus per tree.
Seating or Street Furniture (21.11.070G.18.)	200 sf of bonus per 1 seating amenity or street furniture amenity, for a maximum bonus of 2,400 sf for each.
Decorative Street Lighting (21.11.070G.8.)	800 sf of bonus per pole-mounted lighting fixture. 400 sf of bonus per building- or bollard-mounted lighting fixture. 267 sf of bonus per ground-mounted lighting fixture.
Sidewalk, provided on the site between the projected right-of-way setback established by 21.06.030C.7., and the building. (21.11.070G.19.)	B-2A and B-2B: 4 sf of bonus per 3 sf of sidewalk. B-2C: 1 sf of bonus per 1 sf of sidewalk. All Districts: 16 sf of bonus per 3 sf of sidewalk provided in addition to the required 11.5-foot sidewalk width.
Sidewalk Texture (21.11.070G.21.)	B-2A: 2 sf of bonus per 1 sf of sidewalk texturing. B-2B: 5 sf of bonus per 3 sf of sidewalk texturing. B-2C: 4 sf of bonus per 3 sf of sidewalk texturing.
Bicycle Parking, open (21.11.070G.6.)	80 sf of bonus per bicycle space, for a maximum of 6,000 sf.
Bicycle Parking, sheltered (21.11.070G.6.)	240 sf of bonus per bicycle space, for a maximum of 12,000 sf.
Bicycle Parking, enclosed (21.11.070G.6.)	B-2A and B-2C: 400 sf of bonus per bicycle space, for a maximum of 18,000 sf. B-2B: 240 sf of bonus per bicycle space, for a maximum of 18,000 sf.
Informational Kiosk (21.11.070G.10.)	400 sf of bonus per kiosk, for a maximum of 1,200 sf.
Canopy or Other Pedestrian Shelter, over sidewalk (21.11.070G.7.)	2 sf of bonus per 1 sf of pedestrian shelter over sidewalk.

Amenity Uses and Facilities	
Public Restrooms on ground floor (21.11.070G.13.)	B-2A and B-2B: 57 sf of bonus per 1 sf of public restroom. B-2C: 20 sf of bonus per 1 sf of public restroom.
Retail Sales or General Personal Services use on ground floor, with visual-access windows comprising less than 50 percent of ground-floor wall area of the street-facing building elevation. (21.11.070G.17.)	B-2A: 3 sf of bonus per 1 sf gfa. B-2B: 2 sf of bonus per 1 sf gfa. 2.0 B-2C: 5 sf of bonus per 2 sf gfa. 2.5
Retail Sales or General Personal Services uses on second floor. (21.11.070G.17.)	B-2A: 3 sf of bonus per 1 sf gfa. B-2B: 2 sf of bonus per 1 sf gfa. B-2C: 5 sf of bonus per 2 sf gfa.
Retail sales or General Personal Services uses on third floor or in story below grade (21.11.070G.17.)	B-2A only: 1 sf of bonus per 1 sf gfa.
Movie theater, Theater Company or Dinner Theater uses (21.11.070G.11.)	B-2A only: 2 sf of bonus per 1 sf gfa.

Table 21.11-6: Design Amenities and Bonus Floor Area	
Amenity Options	Square Feet (sf) of Bonus Gross Floor Area (gfa)
Public Rooftop Recreation Areas or Public Viewing Decks (21.11.070G.14.)	8 sf of bonus per 1 sf.
Residential Household Living uses (21.11.070G.16.)	B-2A: 3 sf of bonus per 1 sf gfa of household living use. B-2B and B-2C: 5 sf of bonus per 1 sf gfa of household living use.
Hotel or Inn uses	B-2A and B-2B: 2 sf of bonus per 1 sf of guestrooms. B-2C: 1 sf of bonus per 1 sf of guestrooms.
Structured Parking, in story above grade (21.11.070G.23.)	B-2A: N/A B-2B: 4,400 sf of bonus per parking space. B-2C: 4,000 sf of bonus per parking space.
Structured Parking, in story below grade	B-2A: 5,600 sf of bonus per parking space. B-2B: 5,200 sf of bonus per parking space. B-2C: 5,600 sf of bonus per parking space.
Public Transit Amenities (21.11.070G.15.)	1,200 sf of bonus per public transit shelter. 4,000 sf of bonus per public transit vehicle pull-out.
Historic Preservation of a Landmark (21.11.070G.9.)	2 sf of bonus per 1 sf gfa and/or site area devoted to retained landmark.
Skywalks (21.11.080.)	12,000 sf of bonus per skywalk.
Child Care Center use	2 sf of bonus per 1 sf gfa of child care center use.
Street-level Wind Effects Study (Pedestrian-level Wind Environment) - Building design that implements the wind study findings in order to maintain appropriate wind comfort levels for pedestrian activities at the street level, or to avoid worsening existing wind conditions, as provided in sections 21.07.120C.1.a. and b. The applicant shall incorporate required wind mitigation methods as approved by the study and the department to the building design.	
Wind Study Computer Modelling	4,000 sf of bonus.
Wind Tunnel Test	16,000 sf of bonus.

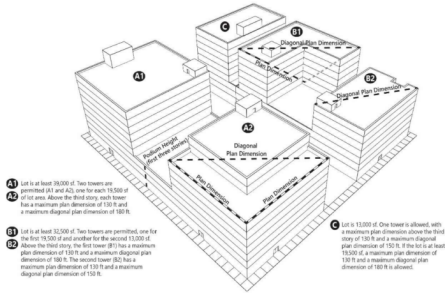
High Value, but too specific for consideration

Very high value, not well suited to smaller lots < 25k, and with an expensive up front cost burden

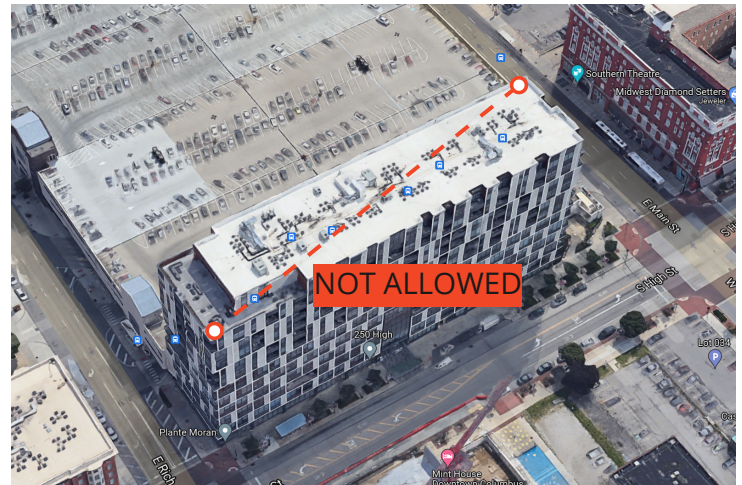
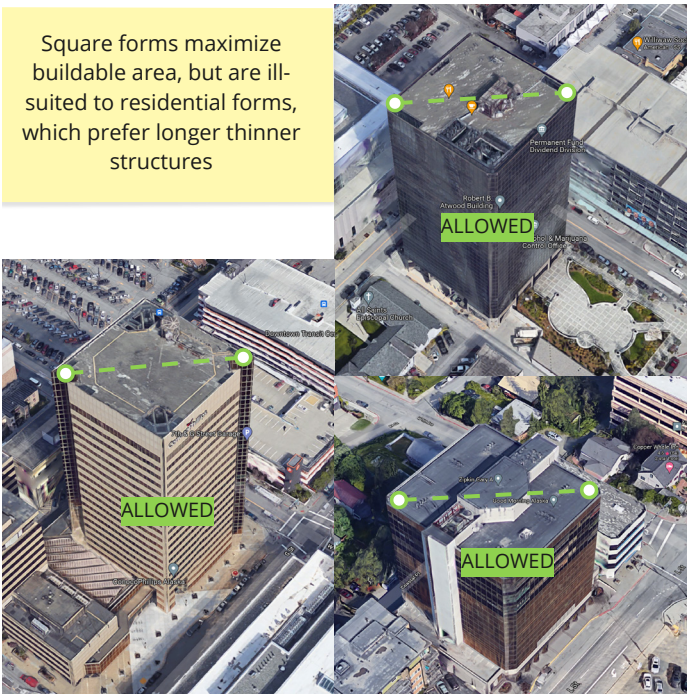
Downtown Anchorage Tower Bulk Diagonals: Developer Limitations

Table 21.11-5: Building Tower Bulk (above 3 stories)

A. Lots up to 13,000 square feet (sf.)	
Number of Towers (max.)	1
Floor Plan Dimension (max.)	130 ft.
Diagonal Plan Dimension (max.)	150 ft.
B. Lots larger than 13,000 sf. Up to 19,500 sf.	
Number of Towers (max.)	1
Floor Plan Dimension (max.)	130 ft.
Diagonal Plan Dimension (max.)	180 ft.
C. Additional Building Towers on lots Larger than 19,500 sf.	
For each additional increment of 13,000 sf. of lot area	1 additional building tower not to exceed the plan dimensions in part A of this table.
For each additional increment of 19,500 sf. of lot area	1 additional building tower not to exceed the plan dimensions in part B of this table.



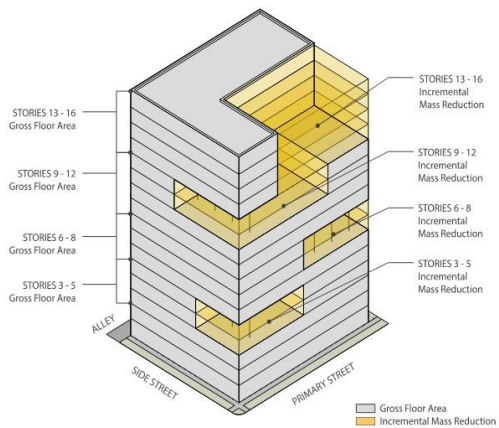
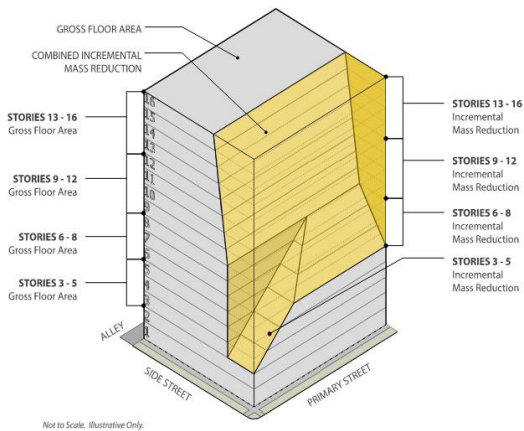
Square forms maximize buildable area, but are ill-suited to residential forms, which prefer longer thinner structures



Alternative ways to guide tower masses: *Incremental Building Mass Reductions*

Article 13. Rules of Measurement & Definitions
Division 13.1 Rules of Measurement

Figure 13.1-82



Denver example of Incremental Mass Reduction policies, gives developers more design latitude, and the Muni options for maintaining solar access

13.1-60 |

DENVER ZONING CODE
June 25, 2010 | Republished May 24, 2018

Article 8. Downtown Neighborhood Context
Division 8.3 Downtown Core and Downtown Theater Districts

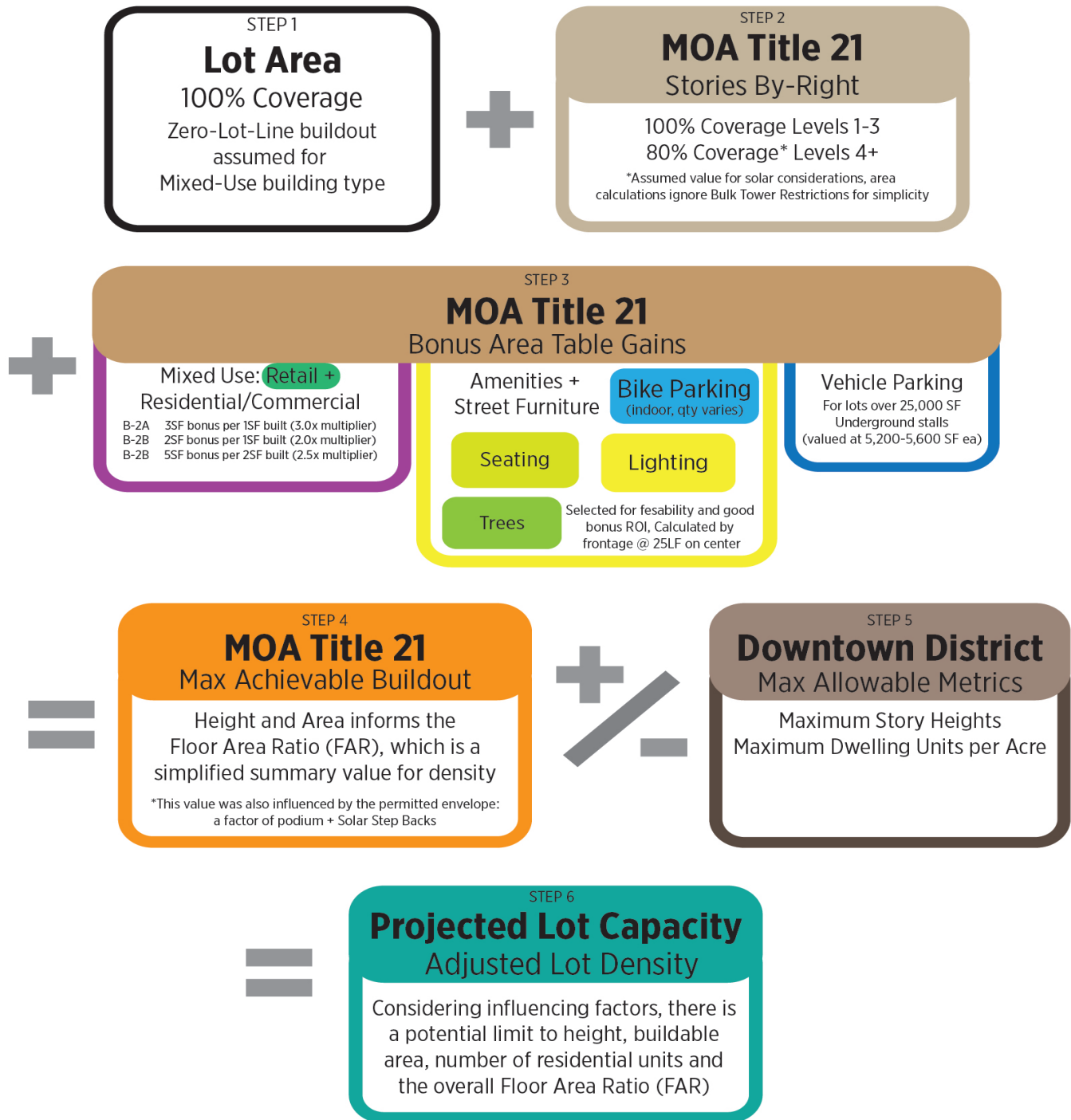
public streets and sidewalks; (iii) to spatially define the street space in order to concentrate pedestrian activity and create a clear urban character; (iv) to alleviate high wind conditions for pedestrians at the base of taller structures; (v) to encourage easy pedestrian entry and exit from structures; and (vi) to prevent significant blocking of sky exposure along a street right-of-way.

4. Design Standards and Design Guidelines Topics

- a. The Manager is authorized to develop design standards and design guidelines that address the following topics:
 - i. For the lower 30 feet of structures:
 - a) The percentage of the linear frontage of the structure that must be built within a short distance of property lines along public streets and sidewalks; and
 - b) Requirements for direct entry doors from the street to ground floor.
 - ii. For the lower 80 feet of structures:
 - a) The percentage of glass to solid materials;
 - b) The use of reflective glass; and
 - c) The required use of scaling elements, insets, and projections to break up flat or monotonous facades and to respond to older structures nearby.
 - iii. For all structures more than 200 feet in height: The use of building massing and setbacks to prevent significant blocking of sky exposure by tall buildings built close to the a street right-of-way.
 - iv. For all structures more than 400 feet in height: The use of massing and setbacks to alleviate high wind conditions for pedestrians at ground level.

1. Loading zones, and surface parking were not included in this study as these provide no bonus area and are not required downtown by code.
2. Table 21.11-6; Design Amenities and Bonus Floor Area items included in the calculations were selected based on high bonus impact values, ease of achievability, and/or their impact on the assumption of zero lot line buildout. Items that reduced the ground floor square footage of development were not included in this study. Items that were specialty amenities, such as sky bridges, were also not included in the calculations.
 - a. Parking: Below grade parking is assumed only on lots exceeding 25,000 sf and only at one subsurface level; anymore and the efficiency drops due to appurtenant drive factors, and increased subsurface development costs. Lost smaller lots than 25,000 are questionably feasible and are excluded from this parking bonus square footage category. Subsurface parking spaces are valued at 5,600 sf per space (B-2A and B-2C) and 5,200 sf per space (B-2B).
 - b. Mixed-use building with ground floor retail: Meets district overlay goals, and street engagement/character targets. Also provides sizeable area bonus (5sf bonus for each 2sf built)
 - c. Plantings and lighting fixtures (800 sf ea.) and street furniture (200 sf ea.): These are considered because they meet street character design desires and for the low initial cost to relatively area high return. These values have been calculated based on the amount of frontage likely (given lot area) and spaced @ 25' on center.
 - d. Indoor Bicycle parking: nods to district character goals as well as the push for, and facilitation of, non-motorized transportation options. Can be achieved with relatively small internal areas, has a sizeable bonus (400SF per bike), and a tangible impact on small singe lots.
3. Ratios of office/residential are flexible above the first level. These proportions will likely be impacted by market forces and the number of allowable residential dwelling units per acre.

Calculation Process Overview + Summary



Discoveries:

1. In certain cases, the By-Right stories (afforded by the Title 21 Table 121.11.3) are contradicted by the maximum number of levels afforded by the Downtown Plan District overlays (Barrow Street District vs. B-2B and Mushing District vs. B-2A)
2. As currently written, the Downtown Land Use Districts specifications restrict the number of residential dwellings per acre in some parts of downtown. Additionally, the numbers quoted for most of the Downtown districts are low for an urban core. If the Municipality desires to encourage the development of more housing units downtown, our recommendation would be to consider increasing the stated dwellings per acre minimum target and removing the maximum cap. A low dwellings per acre requirement also discourages development of small units and studios as development of these small units will more quickly reach the DU/Acre number than the development of larger units. This limit pushes for mid to high level unit costs and limits the possibility for income/economic diversity in the area.
3. **Table 21.11-5: Building Tower Bulk Requirements.** On larger lots, these dimensional standards force compact square forms above 3 levels. This mass is contrary to modern apartment design/construction and may discourage residential development. Preserving solar access can be achieved in other ways (see Denver Incremental Mass Reduction examples).
 - a. Shorter, thinner, and longer buildings are more efficient and economical to construct than two tall square towers. Vertical circulation and mechanical systems must be duplicated in the multiple tower scenario, driving up the cost of construction. They also benefit from increased surface area, critical for residential design and access to natural daylight and views.
4. Caps on the number of stories allowed in Downtown Districts: These caps push back on providing ground level setback amenities, such as widened sidewalks, plazas, etc., because it squeezes the footprint of the building, making the structure thinner and taller and ultimately hitting the story cap sooner. In some cases, this leads to fruitless gains as areas “won” by bonus amenities are unable to be realized because they exceed the story threshold.
5. Table 21.11-6; Design Amenities and Bonus Floor Area items. This mechanism for density achievement is highly biased towards providing underground and structured parking. This bias may result in a lower density of useable/rentable building square footage on each lot due to the high expense of constructing underground parking. The cost of the bonus square footage may exceed the expected income from the additional space.
6. Seismic Zones: Lots located in Zone 5 limit the types of buildings (e.g., hotels, etc.) and the maximum number of occupants (500) on a site. Depending on use and building type, this can dramatically limit building areas and heights. **Because this is a life safety issue, no modifying actions are suggested.**

Small Lot Calculation Example

Small Lot Considerations

7,000 SF Lot
 Mixed-Use Building
 B-2B; 5-Stories By-Right
 Bonuses Possible: Retail Bonus, Street Amenities
 (trees, seating, lighting, bike parking inside)

Trend Notes: Below-grade **Parking** bonus is not calculated at this lot; site dimensions and upfront costs are likely prohibitive. On this lot all bonus "Gains" are lost due to the district **maximum story count** (depicted in **red**), and an additional conflict is that the district cap is below the stories by-right associated with the Title 21 zoning. Likely bonus amenity gains on this lot include: **Mixed-Use Retail** (pink) and various **Street Amenities** (yellow); the **Retail** area providing bonus square footage is found on the ground floor, represented in **green**.

B-2A Stories By-Right (5 Stories)

Level 1-3 Podium
 Levels 1-3 100% Coverage
 Level 4+ Tower
 80% Coverage (Solar Step Back*)

District Maximum Story Limit (4 Stories)

Conflict with T21 By-Right stories
 and loss of Bonus area gains

Retail Level

Earns Bonus area at multiplier of 2.0x

**Bulk Tower requirements excepted to simplify this exercise. Solar Step Back factor included to accommodate a level of solar access*

Municipality of Anchorage - Buildable Lot Study

Title 21 Amenity Table - Bonus Area Gains

Street Amenities

Small-sized lot Bonus average = 7,000 SF lot area x .8 =
 5,600 SF (-1.5 bonus tower stories)

Mixed-Use Retail

(7,000 Lot area x 80% efficiency) x 2.0 Bonus Factor =
 11,200 SF (-2.5 bonus tower stories)

Summary

Floor area Ratio (FAR) for a small, 7,000 SF lot in B-2B

Base T21 By-Right	5 (moderate for an urban lot of this size)
By-Right + Bonuses	7
District Max Allowable (converted to FAR)	4
FAR Density Loss	-3

Medium Lot Calculation Example

Medium Lot Considerations

32,500 SF Lot
Mixed-Use Building
B-2A; 9-Stories By-Right
Bonuses Possible: Parking (1-level below grade), Retail Bonus, Street Amenities (trees, seating, lighting, bike parking inside)

District Maximum Story Limit (20 Stories)

B-2A Stories By-Right (9 Stories)

Level 1-3 Podium

Level 1 90% Coverage (29,250 SF)
(loss for parking ramp)

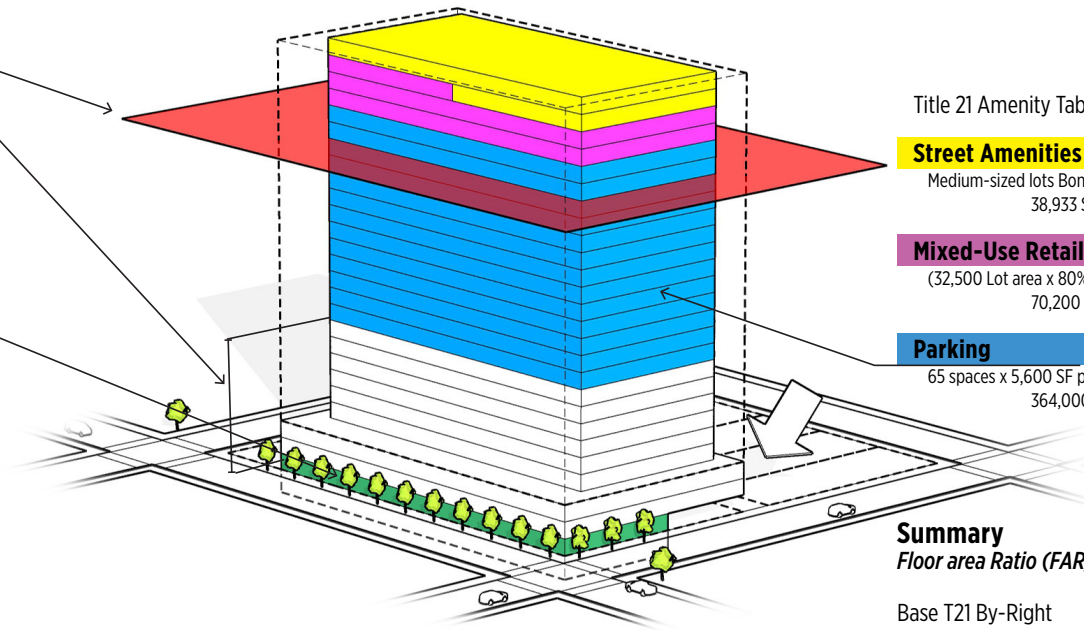
Level 2-3 100% Coverage (32,500 SF ea)

Level 4+ Tower

80% Coverage (Solar Step Back*) (22,600 SF ea)

Retail Level

Earns Bonus area at multiplier of 3.0x



Title 21 Amenity Table - Bonus Area Gains

Street Amenities

Medium-sized lots Bonus average = lot area x 1.2 =
38,933 SF (-1.5 bonus tower stories)

Mixed-Use Retail

(32,500 Lot area x 80% efficiency) - Parking ramp area x 3.0 =
70,200 SF (-2.5 bonus tower stories)

Parking

65 spaces x 5,600 SF per parking space in B-2A =
364,000 SF (14 bonus tower stories!)

Summary

Floor area Ratio (FAR) for a Medium, 32,500 SF lot in B-2B

Base T21 By-Right	8 (low density for an urban lot of this size)
By-Right + Bonuses	22
District Max Allowable (converted to FAR)	17
FAR Density Loss	-6

*Bulk Tower requirements excepted to simplify this exercise. Solar Step Back factor included to accommodate a level of solar access

Municipality of Anchorage - Buildable Lot Study

Summary of Recommendations

1. To encourage density, move away from current Design Amenities and Bonus Floor Area Table model. This model disproportionately rewards underground and structured parking for additional square footage bonuses, which is expensive for developers and erodes density gains.
2. Move to FAR model with higher base densities. Require a base level of design amenities/considerations as “price of entry” to build downtown (see Denver downtown zoning code).
3. Removing Downtown District story limits removes the resistance to providing additional ground floor amenities, like setbacks for additional sidewalk ROW,
4. Removing cap on dwelling units per acre will also give developers more freedom to create housing at different unit sizes and scales
5. Remove Building Tower Bulk maximum dimensions. These force development of one type of form that advantages commercial space over residential. Protection of solar access at the ground level can be achieved by other mechanisms (see Incremental Reduction strategy in the Denver code).

MUNICIPALITY OF ANCHORAGE BUILDABLE LOT STUDY CALCULATION SUMMARY

Barrow Street

	Title 21 Zoning B-2B		Title 21 Zoning B-2C	
	Sample Lot Size 7,000 Single Lot	Sample Lot Size 14,000 Multi Lot	Sample Lot Size 7,000 Single Lot	Sample Lot Size 14,000 Multi Lot
	T21 By-Right Density		T21 By-Right Density	
Area (SF)	32,200	64,400	21,000	42,000
Stories	5	5	3	3
Lot Coverage	Level 1-3: 100% Levels 4+ 80% (Footnote 1)		Level 1-3: 100% Levels 4+ 80% (Footnote 1)	
Floor Area Ratio (FAR)	5	5	3	3
	T21 Bonus Areas		T21 Bonus Areas	
Area (SF)	16,800	39,171	19,600	44,771
Footnotes	2, 3	2, 3	2, 3	2, 3
	T21 Achievable Buildout		T21 Achievable Buildout	
Area (SF)	49,000	103,571	40,600	86,771
Stories	8	8	6	6
FAR	7	7	6	6
	Downtown District Overlay		Downtown District Overlay	
	Max Buildout Allowed		Max Buildout Allowed	
Area (SF)	26,600	53,200	26,600	53,200
Stories	4	4	4	4
FAR	4	4	4	4
FAR DELTA 5	-3	-4	-2	-2
Area Lost (SF)	-22,400	-50,371	-14,000	-33,571

1: Reduced coverage accommodates for **step back mass reduction**, see narrative for additional information

2: **Site amenities** include: trees, lighting, benches and indoor bike parking. Selected for good return on bonus area

3: **Retail** at ground floor calculated to meet mixed use criteria and district character goals. Selected for good bonus area

4: **Parking** calculated at One-level of below-grade, with appurtenant factor reductions. Calculated on lot areas exceeding 25,000 sf

5: **Floor Area Ratio (FAR) Delta**: a negative number means site density is being limited by the Districts Overlay; "None" indicates no conflict

MUNICIPALITY OF ANCHORAGE BUILDABLE LOT STUDY CALCULATION SUMMARY

Denali View

	Title 21 Zoning B-2B		Title 21 Zoning B-2C	
	Sample Lot Size		Sample Lot Size	
	6,500	35,100	6,500	42,000
	Single Lot	Multi Lot	Single Lot	Multi Lot
	T21 By-Right Density		T21 By-Right Density	
Area (SF)	29,900	161,460	19,500	126,000
Stories	5	5	3	3
Lot Coverage	Level 1-3: 100%		Level 1-3: 100%	
	Levels 4+ 80% (Footnote 1)		Levels 4+ 80% (Footnote 1)	
Floor Area Ratio (FAR)	5	5	3	3
	T21 Bonus Areas		T21 Bonus Areas	
Area (SF)	15,600	98,208	18,200	593,964
Footnotes	2, 3	2, 3, 4	2, 3	2, 3, 4
	T21 Achievable Buildout		T21 Achievable Buildout	
Area (SF)	45,500	259,668	37,700	719,964
Stories	8	8	6	20
FAR	7	7	6	17
	Downtown District Overlay		Downtown District Overlay	
	Max Buildout Allowed		Max Buildout Allowed	
Area (SF)	55,900	301,860	55,900	361,200
Stories	10	10	10	10
FAR	9	9	9	9
FAR DELTA 5	None	None	None	-9
Area Lost (SF)	None	None	None	-358,764

1: Reduced coverage accommodates for **step back incremental mass reduction**, see narrative for additional information

2: **Site Amenities** include: trees, lighting, benches and indoor bike parking. Selected for good return on bonus area

3: **Retail** at ground floor calculated to meet mixed use criteria and district character goals. Selected for good bonus area

4: **Parking** calculated at One-level of below-grade, with appurtenant factor reductions. Calculated on lot areas exceeding 25,000 sf

5: **Floor Area Ratio (FAR) Delta**: a negative number means site density is being limited by the Districts Overlay; "None" indicates no conflict

MUNICIPALITY OF ANCHORAGE BUILDABLE LOT STUDY CALCULATION SUMMARY

Downtown Core

	Title 21 Zoning B-2A		Title 21 Zoning B-2B		Title 21 Zoning B-2C	
	Sample Lot Size		Sample Lot Size		Sample Lot Size	
	6,500	32,500	7,000	42,000	6,930	7,000
	Single Lot	Multi Lot	Single Lot	Multi Lot	Single Lot	Multi Lot
	T21 By-Right Density		T21 By-Right Density		T21 By-Right Density	
Area (SF)	50,700	253,500	32,200	126,000	31,878	126,000
Stories	9	9	5	5	5	3
Lot Coverage	Level 1-3: 100%		Level 1-3: 100%		Level 1-3: 100%	
	Levels 4+ 80% (Footnote 1)		Levels 4+ 80% (Footnote 1)		Levels 4+ 80% (Footnote 1)	
Floor Area Ratio (FAR)	8	8	8	5	5	5
	T21 Bonus Areas		T21 Bonus Areas		T21 Bonus Areas	
Area (SF)	20,800	473,133	16,800	545,244	19,404	19,600
Footnotes	2, 3	2, 3, 4	2, 3	2, 3, 4	2, 3	2, 3
	T21 Achievable Buildout		T21 Achievable Buildout		T21 Achievable Buildout	
Area (SF)	71,500	726,633	49,000	738,444	51,282	40,600
Stories	13	27	8	21	8	6
FAR	11	22	7	18	7	6
	Downtown District Overlay		Downtown District Overlay		Downtown District Overlay	
	Max Buildout Allowed		Max Buildout Allowed		Max Buildout Allowed	
Area (SF)	107,900	539,500	116,200	697,200	115,038	116,200
Stories	20	20	20	20	20	20
FAR	17	17	17	17	17	17
FAR DELTA 5	None	-6	None	-1	None	None
Area Lost (SF)	None	-187,133	None	-41,244	None	None

1: Reduced coverage accommodates for **step back incremental mass reduction**, see narrative for additional information

2: **Site Amenities** include: trees, lighting, benches and indoor bike parking. Selected for good return on bonus area

3: **Retail** at ground floor calculated to meet mixed use criteria and district character goals. Selected for good bonus area

4: **Parking** calculated at One-level of below-grade, with appurtenant factor reductions. Calculated on lot areas exceeding 25,000 sf

5: **Floor Area Ratio (FAR) Delta**: a negative number means site density is being limited by the Districts Overlay; "None" indicates no conflict

MUNICIPALITY OF ANCHORAGE BUILDABLE LOT STUDY CALCULATION SUMMARY

East Avenues

	Title 21 Zoning B-2B		Title 21 Zoning B-2C	
	Sample Lot Size		Sample Lot Size	
	6,500	19,500	6,500	25,840
	Single Lot	Multi Lot	Single Lot	Multi Lot
	T21 By-Right Density		T21 By-Right Density	
Area (SF)	29,900	89,700	19,500	77,520
Stories	5	5	3	3
Lot Coverage	Level 1-3: 100%		Level 1-3: 100%	
	Levels 4+ 80% (Footnote 1)		Levels 4+ 80% (Footnote 1)	
Floor Area Ratio (FAR)	5	5	3	3
	T21 Bonus Areas		T21 Bonus Areas	
Area (SF)	15,600	54,560	18,200	366,875
Footnotes	2, 3	2, 3	2, 3	2, 3, 4
	T21 Achievable Buildout		T21 Achievable Buildout	
Area (SF)	45,500	144,260	37,700	444,395
Stories	8	8	6	20
FAR	7	7	6	17
	Downtown District Overlay		Downtown District Overlay	
	Max Buildout Allowed		Max Buildout Allowed	
Area (SF)	55,900	167,700	55,900	222,224
Stories	10	10	10	10
FAR	9	9	9	9
FAR DELTA 5	None	None	None	-9
Area Lost (SF)	None	None	None	-222,171

1: Reduced coverage accommodates for **step back incremental mass reduction**, see narrative for additional information

2: **Site Amenities** include: trees, lighting, benches and indoor bike parking. Selected for good return on bonus area

3: **Retail** at ground floor calculated to meet mixed use criteria and district character goals. Selected for good bonus area

4: **Parking** calculated at One-level of below-grade, with appurtenant factor reductions. Calculated on lot areas exceeding 25,000 sf

5: **Floor Area Ratio Delta**: a negative number means site density is being limited by the Districts Overlay; "None" indicates no conflict

MUNICIPALITY OF ANCHORAGE BUILDABLE LOT STUDY CALCULATION SUMMARY

Mushing District

	Title 21 Zoning B-2A		Title 21 Zoning B-2C	
	Sample Lot Size		Sample Lot Size	
	6,500	19,500	19,500	-
	Single Lot	Multi Lot	Single Lot	-
	T21 By-Right Density		T21 By-Right Density	
Area (SF)	50,700	152,100	58,500	-
Stories	9	9	3	-
Lot Coverage	Level 1-3: 100%		Level 1-3: 100%	
	Levels 4+ 80% (Footnote 1)		Levels 4+ 80% (Footnote 1)	
Floor Area Ratio (FAR)	8	8	3	-
	T21 Bonus Areas		T21 Bonus Areas	
Area (SF)	20,800	70,160	276,860	-
Footnotes	2, 3	2, 3	2, 3	-
	T21 Achievable Buildout		T21 Achievable Buildout	
Area (SF)	71,500	222,260	335,360	-
Stories	13	13	20	-
FAR	11	11	17	-
	Downtown District Overlay		Downtown District Overlay	
	Max Buildout Allowed		Max Buildout Allowed	
Area (SF)	24,700	74,100	74,100	-
Stories	4	4	4	-
FAR	4	4	4	-
FAR DELTA 5	-7	-8	-13	-
Area Lost (SF)	-46,800	-148,160	-261,260	-

1: Reduced coverage accommodates for **step back incremental mass reduction**, see narrative for additional information

2: **Site Amenities** include: trees, lighting, benches and indoor bike parking. Selected for good return on bonus area

3: **Retail** at ground floor calculated to meet mixed use criteria and district character goals. Selected for good bonus area

4: **Parking** calculated at One-level of below-grade, with appurtenant factor reductions. Calculated on lot areas exceeding 25,000 sf

5: **Floor Area Ratio Delta**: a negative number means site density is being limited by the Districts Overlay; "None" indicates no conflict

MUNICIPALITY OF ANCHORAGE BUILDABLE LOT STUDY CALCULATION SUMMARY

Park Strip North

	Title 21 Zoning B-2B		Title 21 Zoning B-2C	
	Sample Lot Size		Sample Lot Size	
	7,000	21,000	7,000	42,000
	Single Lot	Multi Lot	Single Lot	Multi Lot (1/2 Block)
	T21 By-Right Density		T21 By-Right Density	
Area (SF)	32,200	96,600	21,000	126,000
Stories	5	5	3	3
Lot Coverage	Level 1-3: 100%		Level 1-3: 100%	
	Levels 4+ 80% (Footnote 1)		Levels 4+ 80% (Footnote 1)	
Floor Area Ratio (FAR)	5	5	5	3
	T21 Bonus Areas		T21 Bonus Areas	
Area (SF)	16,800	58,757	19,600	593,964
Footnotes	2, 3	2, 3, 4	2, 3	2, 3, 4
	T21 Achievable Buildout		T21 Achievable Buildout	
Area (SF)	49,000	155,357	40,600	719,964
Stories	8	8	6	20
FAR	7	7	6	17
	Downtown District Overlay		Downtown District Overlay	
	Max Buildout Allowed		Max Buildout Allowed	
Area (SF)	43,400	130,200	26,600	260,400
Stories	7	7	4	7
FAR	6	6	4	6
FAR DELTA 5	-1	-1	-2	-11
Area Lost (SF)	-5,600	-25,157	-14,000	-459,564

1: Reduced coverage accommodates for **step back incremental mass reduction**, see narrative for additional information

2: **Site Amenities** include: trees, lighting, benches and indoor bike parking. Selected for good return on bonus area

3: **Retail** at ground floor calculated to meet mixed use criteria and district character goals. Selected for good bonus area

4: **Parking** calculated at One-level of below-grade, with appurtenant factor reductions. Calculated on lot areas exceeding 25,000 sf

5: **Floor Area Ratio Delta**: a negative number means site density is being limited by the Districts Overlay; "None" indicates no conflict

MUNICIPALITY OF ANCHORAGE BUILDABLE LOT STUDY CALCULATION SUMMARY

Pioneer Slope

Title 21 Zoning		
B-2C		
Sample Lot Size		
	14,420	-
Single Lot		
		-
T21 By-Right Density		
Area (SF)	43,260	-
Stories	3	-
Lot Coverage	Level 1-3: 100%	
	Levels 4+ 80% (Footnote 1)	
Floor Area Ratio (FAR)	5	-
T21 Bonus Areas		
Area (SF)	46,114	-
Footnotes	2, 3	-
T21 Achievable Buildout		
Area (SF)	89,374	-
Stories	8	-
FAR	6	-
Downtown District Overlay		
Max Buildout Allowed		
Area (SF)	54,796	
Stories	4	-
FAR	4	-
FAR DELTA 5	-2	-
Area Lost (SF)	-34,578	-

1: Reduced coverage accommodates for **step back incremental mass reduction**, see narrative for additional information

2: **Site Amenities** include: trees, lighting, benches and indoor bike parking. Selected for good return on bonus area

3: **Retail** at ground floor calculated to meet mixed use criteria and district character goals. Selected for good bonus area

4: **Parking** calculated: One-level of below-grade, with appurtenant factor reductions; only on lot areas exceeding 25,000 sf

5: **Floor Area Ratio Delta**: a negative number means site density is being limited by the Districts Overlay; "None" indicates no conflict

Final Outputs:

1. Map of buildable lots, showing Title 21 Zoning and Downtown District overlays.
2. Summary sheets tabulating potential maximum buildout in each district by lot size and zoning.
 - a. Provides Maximum achievable build out square footages
 - b. Describes trends for what you can pack into a small single lot vs a multi lot parcel
 - c. This can be simplified into essential Floor Area Ratios (FAR) numbers which give a benchmark for the kinds of achievable densities

PART 4: VISUALIZATIONS

What will Downtown Anchorage look like in the Future?

Downtown Anchorage has a beautiful skyline with such iconic buildings as the Captain Cook, Atwood Building, Conoco Phillips Building, the Performing Arts Center, and soon, the revitalized Key Bank Building.

The planning team wished to further help the community visualize and support new development that conveys northern climate characteristics expressed in the Downtown Plan update. To that end, in support of the buildable lot capacity study, the design team created visualizations of a few different development types that expresses what we heard are the community's desire for new development.

The design team was guided by urban design goal #5: "Design Downtown Development that is true to Anchorage, Alaska by capturing the physical, natural, and economic context that clearly references the time in which the city was built, and clearly reflects the aspirations, activities, and needs of the people who live and work there (pg. 79 – PH Draft Downtown District Plan 2021)."

Three Concepts

A mix of building types are shown in all three concepts that provide commercial at the ground floor with residential designed into the upper floors, solar and view access on the upper floors and conveniences like outdoor seating, indoor bicycle parking and at-grade vehicle parking were included. The 9th Avenue visualization moves away from the concepts on L Street and presents housing on 9th Avenue with an accompanying mixed use building due north across the alley. The 9th Avenue concept provides single family housing along 9th Avenue with architectural features not normally seen in Anchorage. This was to provide a variation in architecture to show could be done with the latest building materials. The concepts for the visualizations do not comply with current code and therefore are intended to depict what could be built with an updated zoning district code.

What are Buildable Lots?

Buildable lots were chosen for the visualization that are currently used as parking lots.

Imagine Block 56 | Northwest Corner Character

**Title 21: B-2C; Seismic Zone 4**

9-Story Mixed-Use building
Parking below grade; L1 Retail;
L2-5 Office; L6-9 Residential

Title 21: B-2C; Seismic Zone 5

5-Story Mixed-Use building
Parking below grade; L1 Retail;
L2-3 Office; L4-5 Residential

Development Specifications

Chapter 4 Land Use Districts; Denali View

- Medium to High Density Housing + Mixed-Use
- Protect viewsheds and step buildings down in height to preserve view corridors
- Housing, Office, Retail, Restaurants/Cafes, Grocery, Laundry, small public spaces

Chapter 6 Urban Design; Streets

- Pedestrian Streets and Mixed-Use streets focus on providing safe enjoyable experience for multi modal users
- Bike Boulevard to connect to areas /regional trail network

Title 21 Design Amenities

1. Mixed-Use building, parking below grade; L1 Retail; L2-3 Office; L4-5 Residential
2. Mixed-Use Tower; Parking below grade; L1 Retail; L2-5 Office; L6-9 Residential

Site Amenities

3. Entry Plaza, Atrium Lobby for views to North, and retail entries at street level
4. Street trees, seating, pedestrian lighting and landscaping

5. Sidewalks, widened and textured

6. Arcade and covered walkways
7. Sheltered Bike Parking
8. Wayfinding kiosks for visitors, with MOA design standards
9. Parking structure accessible from alley to minimize sidewalk crossings near retail/lobbies

Imagine Block 56 | Southwest Corner Character

**Development Specifications**

Chapter 4 Land Use Districts; Denali View

- Medium to High Density Housing + Mixed-Use
- Protect viewsheds and step buildings down in height to preserve view corridors
- Housing, Office, Retail, Restaurants/Cafes, Grocery, Laundry, small public spaces

Chapter 6 Urban Design; Streets

- Mixed-Use streets focus on providing safe enjoyable experience for all users
- Bike Boulevard to connect to areas /regional trail network

Title 21 Design Amenities

1. Mixed-Use building, parking below grade; L1 Retail; L2-3 Office; L4-5 Residential
2. Mixed-Use Tower; Parking below grade; L1 Retail; L2-5 Office; L6-9 Residential

Site Amenities

3. Exterior seating + Plaza to support upper level residential access + ground level dining facilities

4. Street trees, seating, pedestrian lighting, Arcade/covered walkways and landscaping
5. Sidewalks, widened and textured
6. Enclosed Bike Parking
7. Parking structure accessible from alley to minimize sidewalk crossings

Imagine Block 56 | Block Overall Character

**Development Specifications**

Chapter 4 Land Use Districts; Denali View

- Medium to High Density Housing + Mixed-Use
- Protect viewsheds and step buildings down in height to preserve view corridors
- Housing, Office, Retail, Restaurants/Cafes, Grocery, Laundry, small public spaces

Chapter 6 Urban Design; Streets

- Mixed-Use streets focus on providing safe enjoyable experience for all users
- Bike Boulevard to connect to areas /regional trail network

Title 21 Design Amenities

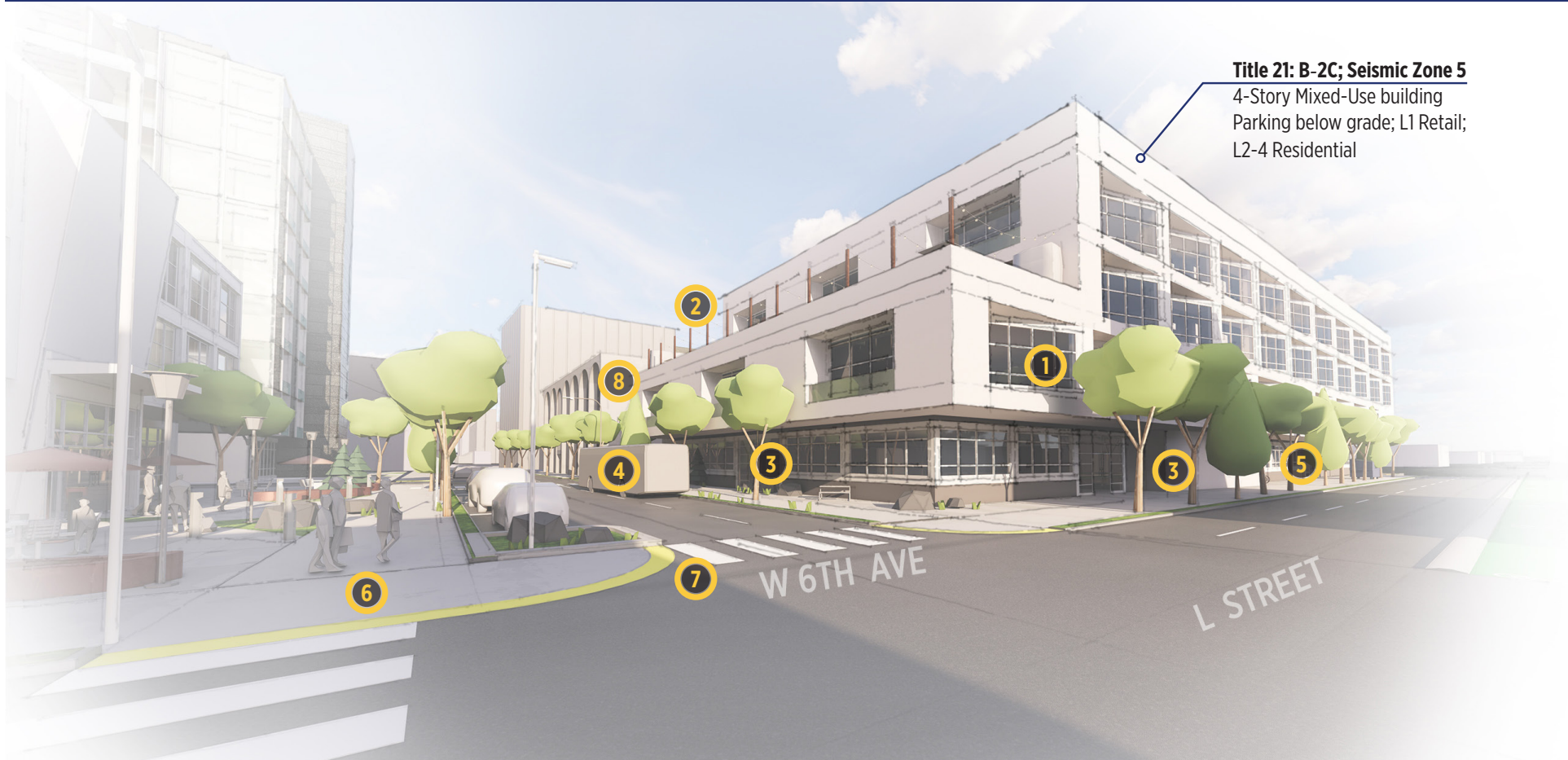
1. Mixed-Use building, parking below grade; L1 Retail; L2-3 Office; L4-5 Residential
2. Mixed-Use Tower; Parking below grade; L1 Retail; L2-5 Office; L6-9 Residential

Site Amenities

3. Entry Plaza, Retail + restaurant entries at street level
4. Exterior seating + plaza for dining

5. Street trees, seating, pedestrian lighting, Arcade/covered walkways and landscaping
6. Sidewalks, widened and textured
7. Crossings for pedestrian safety
8. Parking structure accessible from alley to minimize sidewalk crossing

Imagine Block 65 | Northwest Corner Character

**Title 21: B-2C; Seismic Zone 5**

4-Story Mixed-Use building
 Parking below grade; L1 Retail;
 L2-4 Residential

Development Specifications

Chapter 4 Land Use Districts; Park Strip North

- Medium Density Housing + Mixed-Use
- Protect viewsheds, step buildings down in height to preserve views/sunlight access
- Housing, Retail, Restaurants/Cafes, Grocery, Laundry, small public spaces

Chapter 6 Urban Design; Streets

- Mixed-Use streets focus on providing safe enjoyable experience for all users
- Bike Boulevard to connect to areas/regional trail network

Title 21 Design Amenities

1. Mixed-Use building, parking below grade;
L1 Retail + Grocery; L2-4 Residential + Terraces

Site Amenities

2. Stepped structure to maintain sunlight access for adjacent blocks
3. Retail + grocery entries at street level
4. Transit stops coordinated with amenities

5. Street trees, seating, pedestrian lighting, Arcade/covered walkways at retail entries and landscaping
6. Sidewalks, widened and textured
7. Crossings for pedestrian safety
8. Parking structure accessible from alley to minimize sidewalk crossings

Imagine Block 65 | Block Overall Character

**Development Specifications**

Chapter 4 Land Use Districts; Park Strip North

- Medium Density Housing + Mixed-Use
- Protect viewsheds, step buildings down in height to preserve views/sunlight access
- Housing, Retail, Restaurants/Cafes, Grocery, Laundry, small public spaces

Chapter 6 Urban Design; Streets

- Mixed-Use streets focus on providing safe enjoyable experience for all users
- Bike boulevard to connect to areas/regional trail network

Title 21 Design Amenities

1. Mixed-Use building, parking below grade
L1 Retail + Grocery; L2-4 Residential + Terraces

Site Amenities

2. Stepped structure to maintain sunlight access for adjacent blocks
3. Retail + grocery entries at street level
4. Transit stops coordinated with amenities

5. Street trees, seating, pedestrian lighting, Arcade/covered walkways at retail entries and landscaping
6. Sidewalks, widened and textured
7. Crossings for pedestrian safety
8. Parking structure accessible from alley to minimize sidewalk crossings
9. Preserve cottage industry structures

Imagine Block 102 | Southeast Corner Character

**Development Specifications**

Chapter 4 Land Use Districts; Park Strip North

- Medium Density Housing + Mixed-Use
- Protect viewsheds, step buildings down in height to preserve views/sunlight access
- South half: Housing, with layered public to private spaces
- North half: Retail, Housing, Restaurants/Cafes, Grocery, Laundry, small Public Spaces

Chapter 6 Urban Design; Streets

- Residential streets focus on providing safe enjoyable experience for all users
- Activate alleys with art, feature lighting, secure bike parking

Title 21 Design Amenities

1. Multi-Unit Housing, Parking at grade L1-3 Residential + Terraces
2. Mixed-Use Retail, Office + Housing. Parking structure wrapped by L1-2 Retail/Office, L3-7 Residential

Site Amenities

3. Lower structure to maintain sunlight access for residential units on north block

4. Landscaping, seating, pedestrian lighting, small yards and porches encourage street level activity
5. Pedestrian access on all street edges
6. Sidewalks, widened and textured
7. Crossings for pedestrian safety
8. Parking/utility access from alley side

Imagine Block 102 | Block Overall Character

**Development Specifications**

Chapter 4 Land Use Districts; Park Strip North

- Medium Density Residential
- Protect viewsheds, step buildings down in height to preserve views/sunlight access
- South half: Housing, with layered public to private spaces
- North half: Retail, Housing, Restaurants/Cafes, Grocery, Laundry, small Public Spaces

Chapter 6 Urban Design; Streets

- Residential streets focus on providing safe enjoyable experience for all users
- Activate alleys with art, feature lighting, secure bike parking

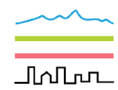
Title 21 Design Amenities

1. Multi-Unit Housing, Parking at grade L1-3 Residential + Terraces
2. Mixed-Use Retail, Office + Housing. Parking structure wrapped by L1-2 Retail/Office, L3-7 Residential

Site Amenities

3. Lower structure to maintain sunlight access for residential units on north block

4. Landscaping, seating, pedestrian lighting, small yards and porches encourage street level activity
5. Pedestrian access on all street edges
6. Sidewalks, widened and textured
7. Building/Parking rooftop activation
8. Parking/utility access from alley side, activated with bike parking, etc



OUR DOWNTOWN

The Heart of Anchorage

A Project to Implement the Downtown Comprehensive Plan