

**Planning and Zoning Commission
Staff Packet and Minutes
for February 13, 2023**

Title 21 Text Amendment to Site Access Regulations

PZC Case No. 2023-0011

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February 13, 2023, Staff Packet and Minutes

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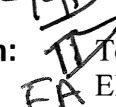
Municipality of Anchorage
Planning Department
Memorandum



Date: February 13, 2023

To: Planning and Zoning Commission

Thru:  Craig H. Lyon, Planning Director
Kristine Bunnell, Long-Range Planning Manager

From:  Tom Davis, AICP, Senior Planner, Long-Range Planning Division
Elizabeth Appleby, AICP, Senior Planner, Current Planning Division

Subject: Case No. 2023-0011, Title 21 Text Amendment to Site Access Standards

REVIEW DOCUMENTS AND PROCESS

The Planning and Zoning Commission is requested to hold a public hearing and make its recommendations regarding the Public Hearing Draft Title 21 Site Access Amendments. This is a text amendment to the regulations for pedestrian and vehicle site access in the Title 21 Zoning Ordinance. As provided in AMC 21.03.210, *Title 21 – Text Amendments*, the Planning and Zoning Commission will forward its recommendations to the Anchorage Assembly for final action on the proposed amendments.

For review are the following documents:

- This document: Staff Report Memorandum (includes the Department's recommendations and additional amendments for consideration)
- Attachment 1: Public Hearing Draft Ordinance (shows all deleted and added code text)
- Attachment 2: Clean Version of the Public Hearing Draft Ordinance (shows resulting code sections after adoption, and is easier to read)
- Attachment 3: Annotated (Narrated) Version of the Public Hearing Draft Ordinance (shows all deleted and added text in Title 21, along with explanatory rationale)
- Attachment 4: Public Comments (includes written comments, focus group notes, and a comment-response table)

BACKGROUND AND NEED

Assembly Ordinance (A.O.) 2022-80 (PZC Case No. 2022-0026) proposed similar reforms to the site access regulations along with reduced parking requirements for developments. The Assembly ultimately made changes in a Substitute version of the ordinance that eliminated minimum parking requirements and decoupled the site access amendments from the ordinance. The Assembly adopted A.O. 2022-80(S) in November 2022, with direction to address the site access amendments in a new and separate ordinance. The new public hearing draft *Title 21 Site Access Amendments* in PZC Case 2023-0011 is mostly the same as the original A.O. 2022-80 site access amendments, with some refinements including adjustments that respond to the Assembly's parking reforms.

Overall, the current Title 21 site access regulations make it more difficult and costly to develop new housing and businesses, especially on smaller urban lots. The *Anchorage 2040 Land Use Plan* and other elements of the *Comprehensive Plan* call for reforms to Anchorage's parking, driveway, and other site development regulations. The Title 21 site access regulations emphasize automobile access while not adequately accommodating alternative modes of site access. Title 21 requires and encourages wider driveways and vehicle circulation areas than necessary, especially for small multi-unit developments in the urban neighborhoods of Anchorage. Wide front yard driveways interrupt the sidewalk and alter the character of these urban neighborhoods.

As anticipated future infill site developments provide less off-street parking, it becomes more important to improve site access regulation to support pedestrian and alternative modes of transportation. Older, redeveloping urban neighborhoods in which there is more pedestrian infrastructure and public transportation alternatives can benefit from these code amendments. These amendments are also important to increasing the housing stock in Anchorage by reducing the need for costly and space-intense vehicle-oriented development and facilitating better use of the street right-of-way to support the recent elimination of minimum parking requirements.

SUMMARY OF AMENDMENTS

The Public Hearing Draft Title 21 Site Access Amendments revise code requirements for vehicle driveway access and circulation, on-site pedestrian facilities, pedestrian amenity incentives, and urban design standards for parking lot placement and building orientation along public streets. These site access development standards are also tailored for the urban neighborhood context areas.

The amendments comprise four main recommendations:

1. **Create an Urban Neighborhood Context Area** (stricter requirements for pedestrian access, pedestrian-oriented urban design, and vehicle alley access in these areas)
2. **Improve Site Access for Pedestrians and Alternative Transportation** (street-facing windows and entrances; parking placement mostly beside or at the rear of buildings; stricter limits on front garage width and garage projections in urban neighborhoods)
3. **Right-size Driveway, Alley Access, and On-Site Circulation Requirements** (less paved area requirements for multi-unit housing developments; improved alley access requirements with limits on front driveway width in urban neighborhoods)
4. **Consolidate and Simplify Regulations** (consolidated sidewalk, on-site walkway, and driveway sections; simpler and clarified wording of pedestrian amenity menu choices; merger of many pedestrian-oriented design regulations into easier-to-use tables instead of being in different text formats and sections scattered in Title 21)

These four main recommendations are outlined in more detail under the headings that follow:

1. Create an Urban Neighborhood Context Area

(Public Hearing Draft Section 21.07.010E., pages 3-5 in Attachment 3)

- a. **Establishes an Urban Neighborhood Development Context Area** based on patterns recognized in the *Anchorage 2040 Land Use Plan* and neighborhood and district plans. The Urban Neighborhood Development Context Area is shown in the map below.

No proposed changes to Title 21 development standards in this section.



Current Title 21 refers to the *Anchorage 2040 Land Use Plan Map* “traditional neighborhood design” areas for several regulations specific to urban neighborhoods. Placing the map above in Title 21 provides easier reference to simplify the review process. It also allows other site development standards to be tailored for urban contexts (see next page), recognizing these areas are unique. This map includes adjustments from the *Anchorage 2040* map that more accurately reflect where urban neighborhoods are in the Anchorage Bowl.

The Municipality’s Zoning Map does not account for urban neighborhood contexts. For instance, the R-2M residential and B-3 commercial zoning districts each include urban and suburban neighborhoods. The proposed urban context map provides a rational nexus of areas appropriate for requiring an urban level of pedestrian design standards. These areas have a more connected grid of streets, smaller city block and lot sizes, proximity to mixed-use employment centers, and greater access to pedestrian facilities and public transit options. Some urban neighborhoods have a rigid street grid pattern, others a more relaxed grid, as shown in the aerial images on pages 3-4 of Attachment 3.

2. Improve Site Access for Pedestrians and Alternative Transportation

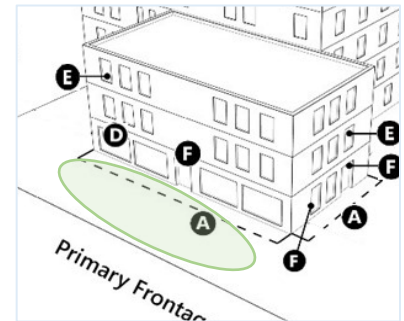
(Public Hearing Draft Section 21.07.060F., pages 8-10 in Attachment 3)

a. **Pedestrian Frontage Standard: Parking Placement.**

Amends requirements to place parking lot facilities mostly beside or behind buildings to engage the street without parking in front: Replaces an existing maximum required setback for mixed-uses and a menu parking placement standard for multifamily. Newly applies to commercial uses.

Urban Neighborhoods: At least half of the street-facing building elevation of residential and commercial uses to have no parking in front, except duplexes in R-2 zones.

Suburban Neighborhoods: A smaller part of the building to have no parking in front, exempting commercial buildings located more than 100 feet from the street.

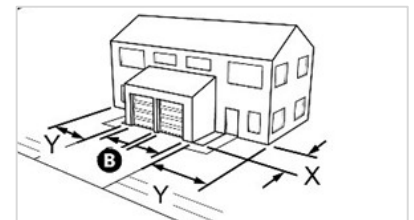


b. **Residential Garage Widths and Projections Reduced in Urban Neighborhoods.**

Replaces an existing menu standard for multi-family and townhouses with the same garage limitations as homes and duplexes have. Removes a requirement to articulate narrow homes/duplexes that have garages.

Urban Neighborhoods: Reduces the allowed garage door width and garage projection on front façades.

Suburban Neighborhoods: No change to existing allowed garage width and projection.



c. **Street-Facing Windows Increased in Urban Neighborhoods and for Commercial Uses.**

Revises existing requirements for residential and mixed-use buildings to have street-facing windows. Applies the mixed-use window requirements to commercial uses.

Urban Neighborhoods: Increases required window area from 10% to 15% of residential and upper floor façade walls; and from 15% to 25% of non-residential ground-floor façades.

Suburban Neighborhoods: No change to existing 10% residential and 15% mixed-use requirements, except to relax by 5% on secondary frontages, and apply to commercial uses.

d. **Visible, Sheltered Building Entrances.** Consolidates and simplifies the requirement for visible, covered primary entrances on multifamily dwellings with single- and two-family dwellings. No change to the single- and two-family requirement except to reduce the min. entrance shelter size and distinguish the entry space from adjacent parking. Relaxes and simplifies the requirement for visible primary entrances on mixed-uses, and applies that simplified mixed-use standard to commercial uses for consistency.

e. **Clarifies Pedestrian Amenity Choices in a Consolidated, Generally Applicable Menu.**

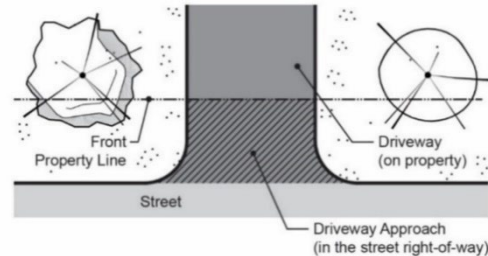
Multifamily, mixed use, and commercial developments must select 2 amenities in urban neighborhoods and 1 amenity in other areas from the Title 21 Pedestrian Amenities menu. Five menu options added from similar menus being deleted that previously applied to multifamily and mixed use. Existing menu choices becoming more flexible.

3. Right-Size Driveway, Alley Access, and Circulation Standards

(Public Hearing Draft Section 21.07.060H., pages 18-24 in Attachment 3)

a. **Municipal Driveway Standards**

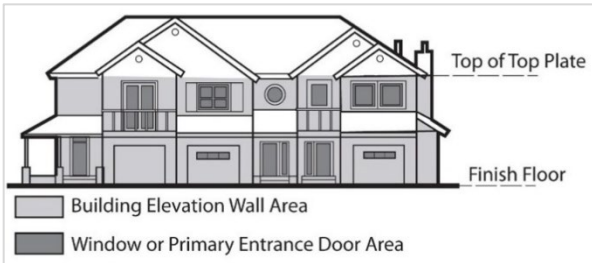
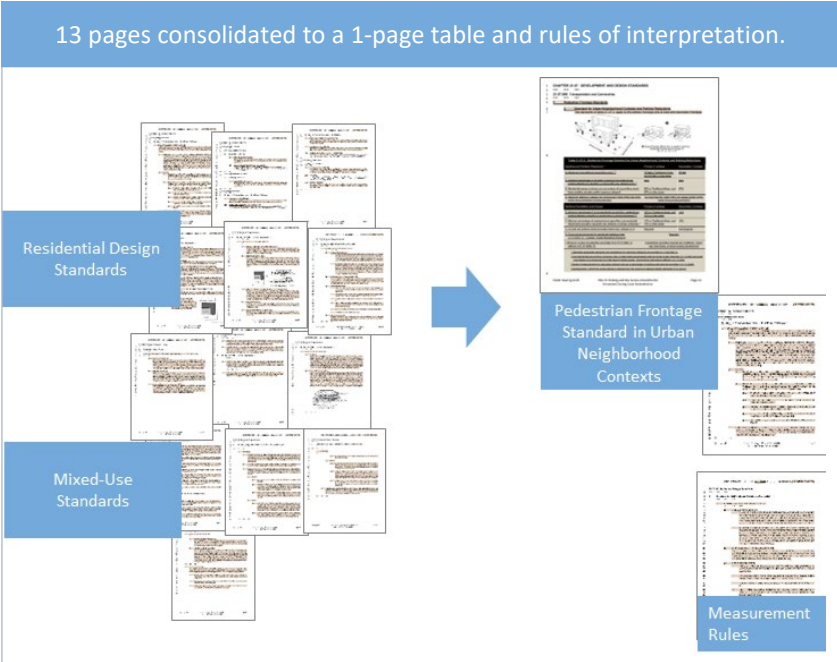
Clarification. Clarify that the *Municipal Driveway Standards* applies to the minimum and maximum width of the driveway approach within the right-of-way and the minimum driveway throat length.



b. **More Consistent and Flexible Alley Access Requirement for Urban Neighborhoods.**

- ***Refers to the Urban Neighborhood Context Areas map*** (see Section 1) instead of the *Anchorage 2040 Plan* for where the alley access requirement applies.
 - ***Allows a front driveway for multifamily housing.*** Allows one 12-foot-wide front driveway per 50 ft of street frontage on lots with alley access, for all residential uses—including multifamily (i.e., 3 or more dwelling units on a lot).
 - ***Reduces frequency of allowed front driveways for duplexes and townhouses.*** Standard applies to amount of street frontage (one driveway per 50 feet) instead of the number of units, for consistent treatment of different housing types and retention of public street curb space for snow storage, on-street parking, and pedestrian facilities.
 - ***Allows corner lots with multiple units to have a second driveway.*** Duplex, townhouse, and multifamily uses on corner lots may have a 12-foot driveway from the side street.
 - ***Tightens administrative exception to grant wider front driveways.*** Limits eligibility to multifamily. Requires public documentation of the approved exception.
- c. **Allows Parking Spaces to Back into Alleys, By-right.** Allows parking spaces along alleys to use the alley as the parking aisle without need for on-site turnarounds.
- d. **Traffic Engineer Review of Garage Doors Set Close to Public ROW.** Where the garage bay door setback will not be enough to accommodate a parked car in the driveway without hanging across the sidewalk or into the street, Traffic Engineer must review and approve.
- e. **Restores Level Sidewalks.** Where driveways are constructed across sidewalks in the Urban Neighborhoods, requires the sidewalk to be restored to a level running grade.
- f. **Exempts Multifamily from On-site Turnaround Requirements (up to 4 spaces).** Exempts up to 2 multifamily parking spaces (or 4 tandem spaces) from on-site maneuvering aisle requirements for in driveways along local streets, freeing up a lot of space on the site.
- g. **Reduces Minimum Width of Multifamily Driveways.** Allows 2-way driveways providing access for up to 10 residential parking spaces to be 1-lane wide. Also reduces the minimum by-right width of multifamily driveways to 10 feet for 1-lane and 20 feet for 2-lane internal access driveways (not including parking aisles).

4. Consolidate and Simplify Regulations

- a. **Easier-to-use Code for Sidewalks.** Clarifies existing Title 21 requirements and design standards for street sidewalks.
No substantive change.
- b. **Easier-to-use Code for On-site Walkways.** Merges four Title 21 sections into one generally applicable section for on-site pedestrian connections, to make it easier to use.
No substantive change.
- c. **Clarified Pedestrian Facility Definitions and Easier Window Area Measurement.** Five new/clarified definitions in Title 21 glossary. Consolidates and clarifies existing Title 21 “rules of interpretation” for measuring windows and primary entrances as a percentage of street-facing façade wall.

- d. **Easier-to-use Code for Driveways, Alley Access, and On-site Vehicle Circulation.** Consolidates and clarifies the Title 21 driveway, on-site vehicle circulation, and urban alley access standards, by merging 3 sections into one intuitive sequence of driveway standards.
See previous page for substantive amendments to specific standards.
- e. **Easier-to-use Code for Pedestrian Frontage Standards.** Merges the pedestrian standards in Section 2 (page 5) from different sections of Title 21 into one section with an illustrated table.
No substantive change for the reorganization of the information into the table. See Section 2 (page 5) for amendments made to specific pedestrian standards.


COMMENTS AND PUBLIC PROCESS

Methods of Public Engagement. Experts, design/architectural professionals, business organizations, neighborhoods, public agencies, municipal committees and commissions, and individuals helped shape the draft text amendments. Public and agency comments on the original site access code amendments (A.O. 2022-80) were obtained using the following methods: Small-group forums; Design workshops; Public information sessions; Online survey and live poll questionnaires; Outreach to community organizations; and agency consultations. Comments that helped revise the site access amendments as part of PZC Case 2022-0011 were obtained through the Assembly working group on the A.O. 2022-80(S), further agency consultations, outreach to community councils, and a series of small expert focus group meetings.

Comments Regarding the Previous (2022) Public Hearing Draft Ordinance. The Planning Department received comments of support for the previous version of the site access amendments that were bundled with the parking amendments (A.O. 2022-80). These comments are not included in this memorandum or its attachments as they applied to a previous version, but it is worth noting that the previous version was similar to this code amendment.

2023 Public Hearing Draft Distribution. The Public Hearing Draft Title 21 Site Access Amendment was released for agency and public review on December 23, 2022 and scheduled for the February 13 Planning and Zoning Commission public hearing. Notice was provided for Case 2023-0011 in accordance with the procedures of AMC 21.03.020H., *Notice*. The documents were posted on the Planning Department webpages and distributed for review and comment to all review agencies and Community Councils. The February 13 public hearing was announced on the Municipality of Anchorage Public Notices webpages. The February 6 Planning and Zoning Commission work session was also advertised on the Public Notices and project webpages.

Comments Received. Written comments received prior to writing this staff report memorandum are provided in Attachment 4. Several agencies including the Traffic Engineering Department, Private Development, Anchorage Water and Wastewater Utility, and Alaska Department of Transportation and Public Facilities provided statements of support or no objection. The municipal Right-of-Way Section had concerns about the recent reduction in off-street parking but did not provide specific direction for the site access amendments. Right-of-Way wrote, “snow removal should be a high priority when developmental standards are implemented,” and called for more public transit, parking structures, and pedestrian corridors in response to reduced parking requirements. Comments from the President of Fairview Community Council were generally supportive, and recommended further differentiating urban neighborhoods and street designs.

Focus Groups. Four small focus group meetings with development and design experts and urban neighborhood representatives were held in January 2023. Summaries of these meetings are provided in Attachment 4. Project staff also appeared at the January meeting of the Federation of Community Councils Board of Delegates and consulted with municipal agencies.

Comment-Response. In response to the comments received, staff reevaluated and determined changes should be made to the public hearing draft Title 21 text amendments, as documented in Attachment 4. These changes are addressed in the Department recommendations on pages 10-12.

CONSISTENCY WITH TITLE 21 TEXT AMENDMENT APPROVAL CRITERIA

Subsection *21.03.210C.*, *Approval Criteria*, sets forth that text amendments to Title 21 may be approved if all three of the following approval criteria have been met.

The Department finds all three approval criteria are met as follows:

Approval Criteria 1: The proposed amendment will promote the public health, safety, and general welfare.

The proposed text amendments will promote public health, safety, and general welfare by achieving the goals of the project, improving the pedestrian experience, and facilitating urban infill development. Walkable places improve universal accessibility and promote active living, important components of public health and safety. Pedestrian-oriented design also ensures people with varying mobility can access a site, including those who do not have access to a car. Walkable streets provide safety benefits with natural surveillance and promote social cohesion. In addition, there are physical and mental health benefits to pedestrian access.¹ Since the amendments are tailored by neighborhood, requirements can be increased where it is feasible in urban neighborhoods while still addressing the pedestrian experience across the Municipality.

Approval Criteria 2: The proposed amendment is consistent with the comprehensive plan and the stated purposes of this title.

Consistency with the Stated Purposes of Title 21

The amendments are consistent with the purpose of Title 21 provided in AMC 21.01.030. The amendments promote development patterns and site designs that protect and enhance the surrounding neighborhood, facilitate development in city centers and infill areas to create efficient travel patterns, promote public health and safety with transportation mode choices, encourage a diverse supply of housing in livable neighborhoods, and encourage the efficient use of existing infrastructure and the available land supply.

Consistency with the *Anchorage 2040 Land Use Plan (2040 LUP)*

This project implements the following actions, policies, and design principles in the *2040 LUP*:

- Action 4-6: Amend Title 21 and other regulations for internal site circulation for vehicles, parking courtyards, and private lanes for compact infill housing.
- Action 7-2: Incorporate neighborhood compatibility standards in compact housing developments in Actions 3-4, 4-3, 4-4, 4-6, 4-7, and 4-10.
- Shared Infill Design Principle: Building orientation and scale that frames a welcoming walking environment.
- Shared Infill Design Principle: Windows and entrances of active uses, such as stores, offices, or living spaces, address the street and public realm.
- LUP Policies: 2.3, 3.2, 4.2, 4.4., and 7.1.

¹ Braun, Lindsay Maurer. 2015. *The Benefits of Street-Scale Features for Walking and Biking*. Published by the American Planning Association. Accessed February 1, 2023. https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Benefits-of-Street-Scale-Features-Walking-Biking.pdf

Consistency with the *Anchorage 2020 Comprehensive Plan*

The code amendments are consistent with the following policies: Residential Policies 9, 10, 12; Commercial Policies 20, 21, 23, 24, 25; Transportation Policies 30, 32, 34; and General Design & Environment Policy 46.

Consistency with Area-Specific Plans

The site access amendments conform to neighborhood and district plan policies regarding infill and redevelopment, land use, and urban design. These plans include primarily the *East Anchorage District Plan*, *Fairview Neighborhood Plan*, *Government Hill Neighborhood Plan*, *Spenard Corridor Plan*, *West Anchorage District Plan*, and the *Anchorage Original Neighborhoods Historic Preservation Plan*. In particular, the following policies apply: *Spenard Corridor Plan* - Street Edge Character Policy 3.20 and *Fairview Neighborhood Plan* - Goal/Strategy 2.4.

Consistency with the *AMATS Plans*

The amendments implement policies and strategies that support multi-modal transportation options, including those under Goal 3: Improve Travel Conditions, Goal 5: Promote Environmental Sustainability, and Goal 6: Quality Decision-Making: 3H-2. Policy, 3I-1. Action, 3I-2. Policy, and 6F-1. Action of the *AMATS 2040 Metropolitan Transportation Plan*. The amendments are consistent with objectives 1-I and 1-V under Goal 1, to increase the number of pedestrians using the non-motorized transportation network and to reduce car use on roadways by providing incentives for non-motorized transportation in the *AMATS Non-Motorized Transportation Plan*.

Approval Criteria 3: The proposed amendment is necessary or desirable because of changing conditions, new planning concepts, or other social or economic conditions.

These code amendments provide benefits to public health, economic development, and community-building that result from pedestrian-oriented design. The American Planning Association writes, “pedestrian-oriented design is an effective tool to...increase vibrancy in town centers and main corridors”². Recent news stories in Anchorage media have highlighted outmigration. Pedestrian-oriented design is an attractant for residents and tourists.

The site access code amendments also support the recently adopted elimination of minimum parking requirements by making pedestrian travel more enjoyable and feasible so that automobile miles are reduced. The changes to driveway access also will help provide space on the street for snow storage and parked vehicles. In addition, the proposed code amendments reduce the land space and money required to be spent on driveways and parking, which will help address the housing shortage and high cost of housing in Anchorage. The Public Hearing Draft Title 21 Site Access Amendments align with both the practical realities of development in Anchorage and best practices in urban design.

² Pena, Johamary and Shah, Sagar. 2022. “Connecting Destinations through Pedestrian-Oriented Design”. Published March 10, 2022. American Planning Association blog. Accessed February 1, 2023.
<https://www.planning.org/blog/9227407/connecting-destinations-through-pedestrian-oriented-design/>

DEPARTMENT RECOMMENDATION

The Department recommends **APPROVAL** of the Public Hearing Draft Title 21 Site Access Amendments, with the following amendments.

The following amendments numbered 1 to 11, respond to the public comments and focus groups discussed on page 7. A comment-response table in Attachment 4 summarizes the public comments and the staff responses that originated the following amendments. Five of the amendments are non-substantive clarifications, purpose statements, or technical corrections. Two amendments (1 and 8) adjust the approval process for administrative relief from the alley access requirements. The remaining four (5, 6, 9, and 10) are substantive adjustments to add more flexibility to some garage and front driveway development standards.

In the following amendments, proposed additions to the public hearing draft code language are shaded and underlined. Proposed deletions are [SHADED AND ALL-CAPITALIZED IN BRACKETS].

1. Amend current Title 21 Chapter 3, Subsection 21.03.180J., *Administrative Variances*, to move an alley access administrative exception from subsection 21.07.090H.9.b.iii., *Alley Access Requirement*, to the *Administrative Variances* section of Title 21 to become a new administrative variance, as shown below. (See also related amendment 8 on page 12.)

This amendment changes the approval process for administrative exceptions from the alley access requirements to require mailed public notice and to allow for public comment.

To support this amendment, also revise the title of the public hearing draft ordinance to include “Chapter 21.03, Review and Approval Procedures” in the list of amended chapters.

J. Administrative Variances

*** *** ***

7. For Front Driveways on Multifamily and Townhouse Lots with Alleys

Where a multifamily or townhouse development site is served by an alley in the Urban Neighborhood Development Context (21.07.010E.), the director and traffic engineer may grant an administrative variance from subsection 21.07.090H.9.b., *Alley Access Requirement*, provided:

- a.** There exist physical circumstances of the subject property such as topography, absence of alley improvements, exceptional lot configuration not shared by landowners in general, or adjoining street traffic patterns, and the traffic engineer determines that alley improvement and/or vehicle access are not feasible or would create a traffic impact or safety hazard;
- b.** Because of these physical circumstances, the strict application of the alley access requirement in 21.07.090H.9.b. would create an exceptional or undue hardship upon the property owner, and would deprive the owner of rights commonly enjoyed by other properties in the same zoning district;
- c.** The hardship is not self-imposed, the conditions and circumstances do not result from the actions of the applicant, and such conditions and circumstances do not merely constitute inconvenience; and

d. The administrative variance granted for additional driveway access shall be the minimum the traffic engineer determines is necessary to provide access for the development.

2. Clarify Subsection 21.07.010E.3., *Urban Neighborhood Development Context Area Established*, **Map 21.07-1** (Attachment 3, page 5), by labelling the streets and other landmarks in the map that delineate the boundaries of the Urban Neighborhood Development Context Area. Edit the text of the map description in E.3. (Attachment 3, page 4) as necessary to assist with the clarifications.
3. In Section 21.07.060F., *Pedestrian Frontage Standard*: Revise the illustration and Row A of *Table 21.07-2* in Subsection 21.07.060F.4., and Row A of *Table 21.07-3* in Subsection 21.07.060F.5. (Attachment 3, pages 9 and 10), to clarify the intent of what Row A in the tables allows and prohibits between the building façade and the street, as follows:
 - i. Adjust the left-hand illustration above Table 21.07-2, to depict the intent for there to be pedestrian space and landscaping rather than parking in front of the building.
 - ii. Revise the left-hand column of Row A in Tables 21.07-2 and 21.07-3 as follows:

Site Elements for Pedestrian-Oriented Frontages	Standard
A. Minimum required ground-floor, street-facing building elevation <u>with on-site walkways, pedestrian amenities, or landscaping in front—and no off-street automobile parking or circulation [WITHOUT DRIVEWAYS OR PARKING FACILITIES IN FRONT].</u>	50% of building elevation width ¹ Lost with alley access: no parking allowed in front of building except in driveways for individual dwellings

4. Amend Subsection 21.07.060F.4., *Table 21.07-2*, in footnote 1 at the bottom of the table (Attachment 3, page 9), by revising the exception for duplexes from the standard in Row A to be more flexible, by changing the footnote wording as follows,

¹ Exception: On lots without alley access in R-2A, R-2D, and R-2M zoning districts, two-family (duplex) developments may have a minimum of 20%[25%] in A. above and a maximum of 67% in B. above.

5. Amend Subsection 21.07.060F.4., *Table 21.07-2*, in Row C, right-hand column (Attachment 3, page 9), to remove the prohibition against projecting garages in urban neighborhoods with alleys, as follows:

Site Elements for Pedestrian-Oriented Frontages	Standard
C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation (No change to this language in right-hand column.)	<u>[NONE ALLOWED ON LOTS WITH ALLEY ACCESS]</u> (No change to the rest of the standard in right-hand column.)

6. Amend current Title 21 Section 21.07.090A., *Off-Street Parking and Loading – Purpose*, by adding the following objective regarding the public hearing draft driveway regulations. This objective was originally recommended in A.O. 2022-80 as approved by PZC:

- 5.** Manage the width and frequency of driveways along street frontages to reduce conflicts with traffic and provide space for street snow clearing and storage, on-street parking (where appropriate), and pedestrian facilities.
7. Amend Subsection 21.07.090H.9.b.iii. (Attachment 3, page 19, lines 21-18), which is an administrative exception from the *Alley Access Requirement*, by replacing its content with a reference to the Title 21 *Administrative Variances* section, as follows. The content of iii. is proposed to become an administrative variance (See amendment 1, above).

iii. The director and traffic engineer may approve an administrative variance from the requirements of this subsection, as provided in 21.03.180J.7.
8. Amend Subsection 21.07.090H.9.d., *Paired Residential Driveways Allowed* (Attachment 3, page 19, lines 37-40), by changing the maximum combined width of the paired driveway from 24 feet to, “28 feet, provided other standards of this section are met.” This relaxation of the proposed standard reflects existing/past practices in Traffic Engineering administrative review of paired driveways, in consideration of street snow clearing operational needs.
9. Amend Subsection 21.07.090H.9.e., *Residential Garage Setback* (Attachment 3, page 20, lines 5-9), by replacing its content with the language below. The first replacement sentence below improves the flexibility of the proposed standard, clarifies its intent, and makes it generally applicable. The second sentence below clarifies the current practice of the Municipality to require garage doors to be set back four-feet from streets and alleys to ensure adequate site distance.

e. Garage Door Setbacks. Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-8, *Parking Angle, Stall, and Aisle Dimensions*) shall be reviewed and approved by the Traffic Engineer, unless there is a sign posted for “no parking”. Garages shall be set back from public rights-of-way including alleys by at least four feet unless the traffic engineer approves otherwise, to ensure adequate site distance for turning and maneuvering.
10. Clarify Subsection 21.07.090H.11.d.vi., *Minimum Driveway Width* (Attachment 3, page 23, lines 35-38) by adding the following reference to other applicable codes to the end of the provision:

Minimum driveway widths are also subject to other applicable codes, including the Fire Code.
11. Correct the ordinance’s depiction of existing Section 21.07.110E.4., *Alleys* (Attachment 3, Page 39, line 6) by inserting existing subsections a. and b. from current code. Show a. and b. as being deleted along with the rest of Section E.4., as follows:

[A.] THE INTENT OF THIS SECTION IS TO PROMOTE VEHICLE DRIVEWAY ACCESS FROM REAR ALLEYS AND REDUCE THE IMPACTS OF FRONT YARD DRIVEWAYS IN OLDER URBAN NEIGHBORHOODS.]

[B.] THIS SECTION APPLIES TO RESIDENTIAL DEVELOPMENTS LOCATED IN THE TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP, IN THE ANCHORAGE 2040 LAND USE PLAN.] *(Correct the numbering of the subsequent subsections of E.4. in the draft ordinance.)*

RECOMMENDED FINDINGS

The Planning Department submits the following draft *findings of fact* for consideration by the Planning and Zoning Commission:

1. The Title 21 Site Access Amendment meets all three approval criteria for text amendments to Title 21 in 21.03.210C., *Approval Criteria*.
2. The Title 21 Site Access Amendments respond to forecast housing needs and Goal 4: Neighborhood Housing in the *Anchorage 2040 Land Use Plan (2040 LUP)* to accommodate the housing needs of Anchorage residents through infill and development that is compatible with the neighborhood.
3. The Title 21 Site Access Amendments respond to actions, policies, and design principles in the *2040 LUP*, including Goals 2 and 3 for growth through infill, redevelopment, and mixed-use centers.
4. The Title 21 Site Access Amendments respond to the unique development characteristics of urban neighborhoods and identifies these neighborhoods in a manner that enables appropriate, contextual development standards in Title 21.
5. The Title 21 Site Access Amendments respond to AMATS transportation planning policies and strategies for pedestrian access as important components of transportation infrastructure and factors in congestion management and equitable access.
6. The Title 21 Site Access Amendments are consistent with district and area-specific plans, including the *Spennard Corridor Plan* and the *Fairview Neighborhood Plan*.
7. The Title 21 Site Access Amendments reflect a significant public involvement effort to inform, engage, and incorporate input from stakeholders, experts, and the public to develop and revise the ordinance.
8. The Title 21 Site Access Amendments align with both the practical realities of development in Anchorage and best practices in urban design.
9. The Title 21 Site Access Amendments provide benefits to public health, economic development, and community-building that result from pedestrian-oriented design.

ATTACHMENTS

- Attachment 1: Public Hearing Draft Ordinance
- Attachment 2: Clean Version of the Public Hearing Draft Ordinance
- Attachment 3: Annotated (Narrated) Version of the Public Hearing Draft Ordinance
- Attachment 4: Public Comments

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Public Hearing Draft Ordinance

Title 21 Text Amendment to Site Access Regulations

**Public Hearing Draft
PZC Case No. 2023-0011**

***Anchorage 2040 Land Use Plan
Implementation Action 4-3***

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Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: _____, 2023

ANCHORAGE, ALASKA
AO No. 2023-____

AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; AND 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, IN ORDER TO AMEND THE SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

(Planning and Zoning Commission Case No. 2023-0011)

WHEREAS, the *Anchorage 2040 Land Use Plan (2040 Plan)* assesses the housing and employment needs of current and future Anchorage residents and includes goals, policies, and actions to address those needs; and

WHEREAS, Goal 3 of the *2040 Plan* defines Anchorage's commercial centers and corridors as the places to accommodate new business growth and mixed-use housing opportunities through infill and redevelopment in a more efficiently developed, walkable community; and

WHEREAS, Goal 4 of the *2040 Plan* defines Anchorage's neighborhoods as the places to provide a range of additional housing opportunities, meeting the housing needs of residents of all income levels and household types; and

WHEREAS, Goal 7 of the *2040 Plan* recommends infill and redevelopment that is compatible with the valued characteristics of surrounding neighborhood; and

WHEREAS, the *2040 Plan* as well as neighborhood and district plans recognize older, urban neighborhoods and transit-supportive development corridors in certain parts of the Anchorage Bowl as having stronger street grid patterns, greater access to public transit and sidewalks, lower rates of car ownership, and shorter distances between trip destinations, which merit alternative site access, pedestrian frontage, and driveway and regulations tailored to their urban contexts; and

WHEREAS, wider than necessary off-street driveway access and vehicle circulation aisle standards are often among the costliest and most land-consuming zoning requirements for multi-unit housing and mixed-use residential developments; and

WHEREAS, inadequate treatment of pedestrian site access affects the cost and range of housing types and business developments, and choices for travel mode; and

WHEREAS, Action 4-6 of the *2040 Plan* calls for amendments to Title 21 for internal site circulation for vehicles and private lanes for compact infill housing; and

WHEREAS, the *Metropolitan Area Transportation Solutions (AMATS) 2040 Metropolitan Transportation Plan* sets forth policies and actions under Goal 3 to develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability, including Action 3E-3 to support municipal review of development projects to ensure non-motorized amenities are provided and Policy 3I-2 to support initiatives that increase bicycle, pedestrian, and public transit mode share; and

WHEREAS, neighborhood and district plans such as the *Spenard Corridor Plan* and *Fairview Neighborhood Plan* promote designing developments for walkability and a pedestrian-scaled walking environment; and

WHEREAS, amending multifamily residential driveway access and circulation requirements will facilitate development within urban contexts that is true to neighborhood character and desired outcomes; and

WHEREAS, the Planning Department incorporated feedback from dozens of consultations and public meetings with the general public, private-sector development experts, design/architectural professionals, business organizations, neighborhoods, public agencies and officials, and municipal committees and commissions; and

WHEREAS, the Anchorage Assembly adopted A.O. No. 2022-80(S), which carried out Action 4-3 of the *2040 Plan* and eliminated minimum off-street parking requirements and increased bicycle parking requirements; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code Chapter 21.04, Zoning Districts, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.04.020 Residential Districts

*** **

H. *R-3A: Residential Mixed-Use District.*

*** **

2. District-Specific Standards

*** **

e[F]. *Enhanced street sidewalk [OPTION]. An enhanced street sidewalk [ENVIRONMENT] may be provided in lieu of required sidewalks and side perimeter landscaping, as defined[PROVIDED] in 21.07.060G.20[F.17].*

*** **

(AO 2012-124(S), 2-26-13; AO No. 2015-100, § 1, 10-13-15; AO No. 2017-176, § 3, 1-9-18; AO No. 2019-58, § 2, 5-7-19)

21.04.030 Commercial districts.

*** ***

G. Standards for Mixed-Use Development in the B-1A and B-1B Districts.

*** ***

5[6]. Enhanced street sidewalk [OPTION]. An enhanced street sidewalk [ENVIRONMENT] may be provided in lieu of required sidewalks and side perimeter landscaping, defined[PROVIDED] in 21.07.060G.20[F.17].

[7. BUILDING PLACEMENT AND ORIENTATION. BUILDINGS SHOULD BE PLACED AND ORIENTED TO THE STREET, LINING SIDEWALKS AND PUBLIC SPACES WITH FREQUENT SHOPS, ENTRANCES, WINDOWS WITH INTERIOR VIEWS, AND ARTICULATED GROUND-LEVEL FACADES. THE FOLLOWING STANDARDS APPLY:

A. BUILDINGS SHALL HAVE VISUAL ACCESS WINDOWS AND/OR PRIMARY ENTRANCES ON STREET-FACING BUILDING ELEVATIONS (UP TO A MAXIMUM OF TWO ELEVATIONS) FOR AT LEAST 15 PERCENT OF THE NON-RESIDENTIAL GROUND FLOOR WALL AREA. QUALIFYING WINDOWS SHALL BE NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. WINDOWS SHALL COMPRISE AT LEAST TEN PERCENT OF THE WALL AREA OF THE UPPER FLOOR BUILDING ELEVATION (ABOVE THE GROUND FLOOR). EXTERIOR WALL AREAS OF BUILDING MECHANICAL ROOMS ARE EXEMPT. AN ELEVATION THAT IS MORE THAN 150 FEET AWAY FROM THE FACING STREET SHALL BE EXEMPT, UNLESS IT IS THE ONLY APPLICABLE ELEVATION.

B. EITHER:

I. PROVIDE AT LEAST ONE PRIMARY ENTRANCE WITHIN 60 FEET OF A STREET SIDEWALK, OR 90 FEET FOR BUILDINGS OVER 25,000 SQUARE FEET OF GROSS FLOOR AREA, AND CONNECTED TO THE STREET BY A CLEAR AND DIRECT WALKWAY; OR

II. PROVIDE A PROMINENT AND INVITING PRIMARY ENTRANCE THAT IS VISIBLE FROM THE STREET, CONNECTED BY A

DIRECT WALKWAY TO THE STREET, AND
HIGHLIGHTED BY TWO OF THE
FOLLOWING:

- (A) PORTICO, OVERHANG, CANOPY, OR
SIMILAR PERMANENT FEATURE
PROJECTING FROM THE WALL;
- (B) RECESSED AND/OR PROJECTED
ENTRANCE THAT COVERS AT LEAST
80 SQUARE FEET;
- (C) ARCHES, PEAKED ROOF FORMS,
TERRACING PARAPETS, OR OTHER
CHANGE OF BUILDING ROOFLINE;
- (D) CHANGES IN SIDING MATERIAL, OR
DETAIL FEATURES SUCH AS
TILEWORK, TO SIGNIFY THE
ENTRANCE; OR
- (E) ENTRANCE PLAZA, PATIO, OR
SIMILAR COMMON PRIVATE OPEN
SPACE.

C. BUILDINGS SHALL COMPLY WITH THE MAXIMUM
SETBACKS ESTABLISHED IN SECTION 21.06.020,
TABLES OF DIMENSIONAL STANDARDS, AND
SUBSECTION 21.06.030C.5. THE MAXIMUM
SETBACK MAY BE REDUCED OR ELIMINATED
WITH THE CONCURRENCE OF THE DIRECTOR.]

H. *Standards for Mixed-Use Development in the B-3 District.*

[3. *BUILDING PLACEMENT AND ORIENTATION.* BUILDINGS
ARE SUBJECT TO THE BUILDING PLACEMENT AND
ORIENTATION STANDARDS FOR MIXED-USE
DEVELOPMENT IN THE B-1A/B-1B DISTRICTS IN
SUBSECTION 21.04.030G.7. ABOVE.]

3[5]. *Enhanced street sidewalk* [OPTION]. An enhanced street
sidewalk [ENVIRONMENT] may be provided in lieu of
required sidewalks and side perimeter landscaping,
defined[PROVIDED] in 21.07.060G.20[F.17].

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2017-58, § 1,
4-11-17; AO No. 2019-11, § 2, 2-12-19)

21.04.070 Overlay Zoning Districts.

C. *Commercial Center Overlay.*

5[6]. *Dimensional standards.*

[A. THE MINIMUM FRONT SETBACK IS REDUCED TO FIVE FEET FOR BUILDING ELEVATIONS THAT COMPLY WITH 21.04.030G.7., BUILDING PLACEMENT AND ORIENTATION.]

[B.] Uses in the B-1B district are exempt from the gross floor area limitations of subsection 21.04.030C.2.b., provided that an individual use occupies no more than 60,000 square feet of gross floor area.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

Section 2. Anchorage Municipal Code Chapter 21.07, Development and Design Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.07 Development and Design Standards

21.07.010 General Provisions.

*** **

D. *Alternative Equivalent Compliance.*

*** **

2. *Applicability.* The alternative equivalent compliance procedure shall be available only for the following sections of this title:

*** **

c. Subsection 21.07.060F., Pedestrian Frontage Standard;

d. Subsection 21.07.060G., Pedestrian Amenities;

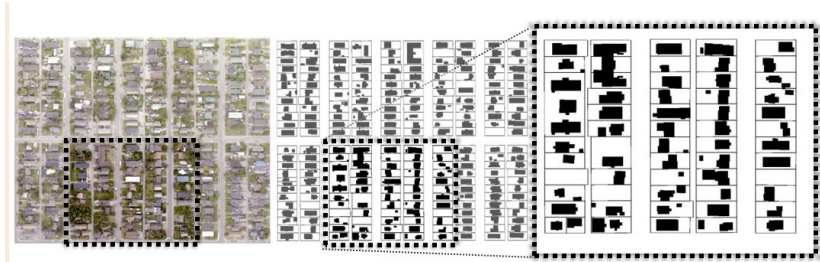
(*Note to code revisor: re-number subsections c. - i. as subsections d.- j.*)

*** **

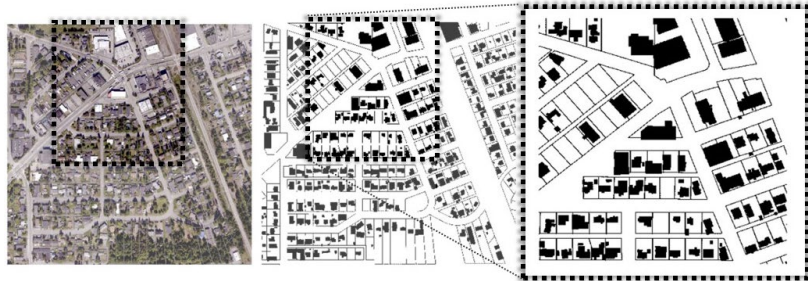
E. Urban Neighborhood Development Context Area.

1. *Purpose.* This section establishes an Urban Neighborhood Development Context Area that reflects the existing and desired characteristics of Anchorage's older, urban neighborhoods identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas. Some are also identified in neighborhood and district plans. This section provides a basis for development regulations tailored to the characteristics of these neighborhoods and fulfills their role as recommended in the Comprehensive Plan.

- a. This area is intended to include Anchorage's original urban neighborhoods of Government Hill, South Addition, and Fairview, and post-war era (1950s-1960s) neighborhoods such as Spenard, Airport Heights, and Russian Jack Park. It also includes transit-supportive development corridors and designated mixed-use centers.
- b. This area recognizes urban neighborhood characteristics including a more highly interconnected street system, smaller lot and block sizes, and access to pedestrian facilities and public transit. Some neighborhoods have consistent or frequent sidewalks and alleys. Buildings and residences often have moderate front setbacks and orient to the street, with landscaping or walkways (instead of parking) comprising most of their street frontage. Transit-supportive development corridors and mixed-use centers contribute to a compact, accessible land use pattern.



Regular street grid of city blocks and alleys in Mountain View.



More relaxed street grid along a transit corridor in Spenard.

2. Applicability. The urban neighborhood development context area shall apply as a basis for area-specific development standards in this chapter 21.07. It shall not be used as a basis to change allowed uses or review and approval procedures of the underlying zoning district, district-specific dimensional standards, or any other standards elsewhere in this title.

3. Urban Neighborhood Development Context Area Established.
The urban neighborhood development context area is delineated in map 21.07-1, with the following clarifications:

- a. The Downtown (DT) zoning districts are not included because they are addressed in chapter 21.11.
- b. The university and medical campuses of the UMED District are not included.
- c. The properties of Merrill Field Airport, Alaska Railroad Terminal Reserve, and Port of Alaska are not included.
- d. Broadmore Estates, Benzen Addition, and Creekside Park Addition Subdivisions are not included.
- e. Birchwood Park and Green Acres Subdivisions are included.



(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2020-11, 2-25-20;
AO 2020-38, 4-28-20; AO 2022-36, 4-26-22)

*** *** ***

21.07.060 Transportation and Connectivity

*** **

E. Standards for Pedestrian Facilities.

*** **

2. Sidewalks.

a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H.

b. Street improvement projects and new streets in subdivisions i[l]n all class A zoning districts except for industrial districts[,] shall install sidewalks [SHALL BE INSTALLED] on both sides of all streets (local, collector, arterial, public or private, including loop streets). Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one side. Street improvement projects i[l]n industrial zoning districts shall install[,] a sidewalk [SHALL BE INSTALLED] on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile.

*** **

f. Development on lots along existing streets in class A zoning districts shall install sidewalks on all lot frontages abutting streets in the following situations:

i. In R-4, R-4A, commercial [DISTRICTS], and DT zoning districts.

*** **

4. On-site pedestrian walkways.

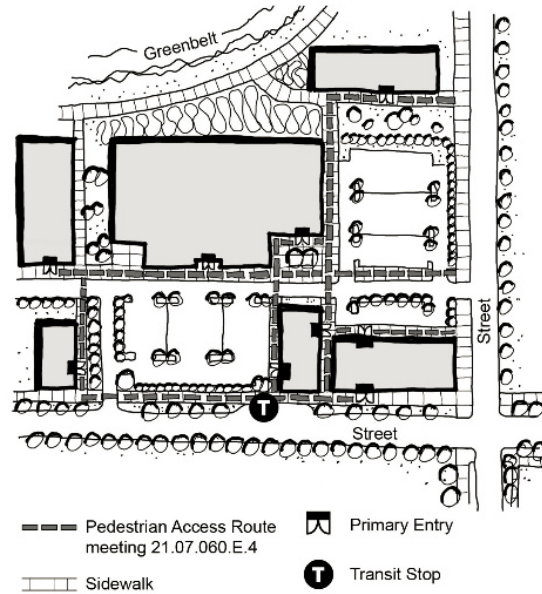
*** **

b. On-site pedestrian connections.

*** **

ii. All primary building entrances on a site shall be connected to the street by a convenient system of walkways. This includes multiple primary entrances into one building, and primary entrances in separate buildings on a site.

1



(Note to code revisor: replace existing illustration with illustration above.)

*** **

- iv. The primary front entrance of a residential dwelling shall be connected to the street by a walkway as provided in i. through ii. above, or by the dwelling's individual driveway, or by a shared parking courtyard meeting 21.07.060G.21.

c. Walkway clear width and improvements.

- i. Walkway clear width. The minimum width of a required pedestrian walkway shall be five feet of unobstructed clear width, [EXCLUDING VEHICULAR OVERHANG,] except where otherwise stated in this title. A walkway that provides access to no more than four residential dwelling units may provide an unobstructed clear width of three feet.

- ii. Walkways shall be improved in accordance with subsection 21.08.050H.

*** **

F. Pedestrian frontage standard.

1. Purpose. The pedestrian frontage standard requires site planning and building orientation toward neighborhood streets and sidewalks to facilitate pedestrian access and reduce automobile parking congestion. Objectives include to:

a. Organize and orient buildings around public streets and associated frontages in a way that frames streets as positive public space, promotes pedestrian activity, and connects to multiple modes of transportation.

b. Provide clearly defined, safe pedestrian access to building entries that invites people of all abilities and minimizes conflicts with vehicles and parking.

c. Place active indoor spaces, entrances, and windows on street-facing building facades to improve the visual connection to the street and promote a safe, secure neighborhood.

2. Applicability. Subsection 3. applies to development in the urban neighborhood development context area established in 21.07.010E. Subsection 4. applies to development in the other areas of the municipality. The following are exempt:

a. Changes of use and other developments that comprise building modifications of less than 50 percent of the total improvement value of the building(s) on the site.

b. Development in Girdwood, Downtown (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning districts.

c. Single-family and two-family dwellings constructed prior to January 1, 2016, or on lots of 20,000 square feet or larger, or in Class B zoning districts.

d. Uses without habitable floor area, such as utility substations.

3. Administrative adjustments.

a. The Alternative Equivalent Compliance procedure in 21.07.010D. may be used to propose alternative means of complying with the intent of this section.

b. The director shall approve administrative relief if the applicant demonstrates the adjustment is necessary to compensate for some practical difficulty of the site. This includes reducing the window area requirement by the amount needed to comply with 5-star or affordable housing (21.15.040) energy rating requirements. The department shall keep record of the approved exception with written findings supporting the exception on file.

4. Standard for urban neighborhood contexts. The standards of table 21.07-2 apply to the primary frontage and one secondary frontage.

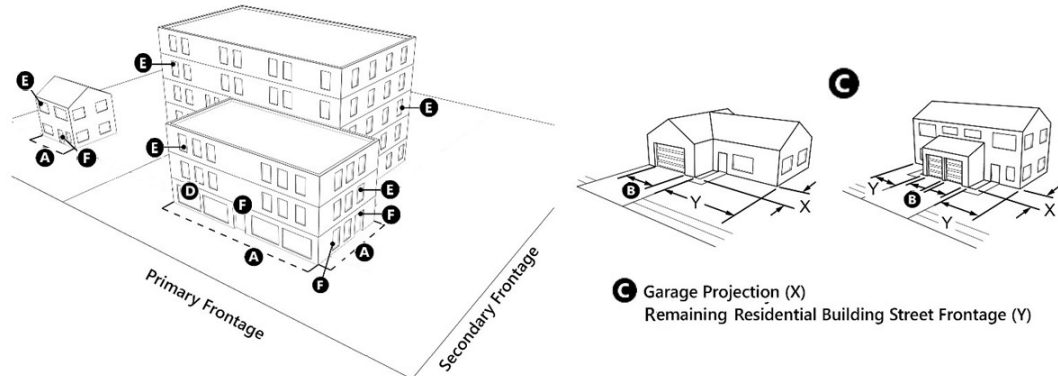


Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts

Site Elements for Pedestrian-Oriented Frontages	Standard
A. Minimum required ground-floor, street-facing building elevation without driveways or parking facilities in front	50% of building elevation width ¹ <u>Lots with alley access: no parking allowed in front of building except in driveways for individual dwellings</u>
B. Maximum allowed width of residential garage entrance(s) on ground-floor street-facing building elevation	40% of building elevation width ¹
C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation	None allowed on lots with alley access No more than 50% of the width of the non-garage portion of the street-facing building, on other lots
D. Minimum required visual access windows or primary entrances on non-residential ground-floor street-facing building elevation ²	25% of wall area on primary frontage 15% of wall area on second frontage
E. Minimum required windows or primary entrances on residential and upper-floor non-residential street-facing elevations ²	15% of wall area on primary frontage 10% of wall area on second frontage
F. Requirement for primary entrance facing the street or visible from the street via an unobstructed line of sight	Residential: Meet 21.07.060G.14., Covered, Visible Residential Entrance Other uses: at least one entrance
G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.14.) in multifamily, mixed-use, townhouse, group housing, and non-residential developments.	2 pedestrian amenities

¹ Exception: On lots without alley access in R-2A, R-2D, and R-2M zoning districts, two-family (duplex) developments may have a minimum of 25% in A. above and a maximum of 67% in B. above.

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

5. Standard for areas outside of urban neighborhood contexts.
The standards of table 21.07-3 apply to the primary frontage
and one secondary frontage.

Table 21.07-3: Pedestrian Frontage Standard – Outside of Urban Neighborhood Contexts	
<u>Site Elements for Pedestrian-Oriented Frontages</u>	<u>Standard</u>
<u>A. Minimum required ground-floor, street-facing building elevation without driveways or parking facilities in front</u>	<u>20% of building elevation width, on one frontage</u>
<u>B. Maximum allowed width of residential garage entrance(s) on ground-floor street-facing building elevation</u>	<u>67% of building elevation width</u>
<u>C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation</u>	<u>No more than the width of the non-garage portion of the street-facing building elevation</u>
<u>D. Minimum required visual access windows or primary entrances on non-residential ground-floor street-facing building elevation ²</u>	<u>15% on primary frontage</u> <u>10% on secondary frontage</u>
<u>E. Minimum required windows or primary entrances on residential and upper-floor non-residential street-facing elevations ²</u>	<u>10% on primary frontage</u> <u>5% on secondary frontage</u>
<u>F. Requirement for primary entrance facing the street or visible from the street via an unobstructed line of sight</u>	<u>Residential: Meet 21.07.060G.14., Covered, Visible Residential Entrance.</u> <u>Other uses: at least one entrance.</u>
<u>G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.14.) in multifamily, mixed-use, townhouse, group housing, and non-residential developments.</u>	<u>1 pedestrian amenity</u>
¹ Exception: Non-residential buildings located more than 100 feet from the applicable street rights-of-way are exempt from A., D., E., and F. above.	
² Visual access windows shall have a sill height of no more than four feet above finished grade. Rules for measuring window area as a percentage of building wall area are provided in 21.15.020P. Visual access windows ("window, providing visual access"), primary entrance, and ground-floor wall area are defined in 21.15.040.	

G. Pedestrian amenities menu.

1. *Purpose.* T[HE PURPOSE OF T]his section [IS TO]defines and provides standards for pedestrian amenities that are used in developments to satisfy a requirement, menu choice, or incentive in this title[MAY BE REQUIRED OR INCLUDED IN A MENU OF CHOICES TO MEET A REQUIREMENT, OR LISTED AS A SPECIAL FEATURE THAT CAN COUNT TOWARD A BONUS INCENTIVE ANYWHERE IN THIS TITLE. FOR EXAMPLE, ANOTHER SECTION OF THIS TITLE MAY LIST A PEDESTRIAN AMENITY AS A SPECIAL FEATURE FOR WHICH BONUS FLOOR AREA MAY BE GRANTED.] The standards [CONTAINED] in this section give predictability for applicants and the public[, DECISION-MAKERS, AND THE COMMUNITY] for the minimum acceptable standards for pedestrian amenities. It [ALSO

1 ENSURES THE] encourages amenities that will improve and
2 enhance the community[TO THE BENEFIT OF ALL,] and
3 respond to Anchorage's[THE] northern latitude climate. [THIS
4 TITLE PROVIDES FLEXIBILITY TO ENCOURAGE AND
5 ALLOW FOR CREATIVITY AND UNIQUE SITUATIONS
6 THROUGH THE ALTERNATIVE EQUIVALENT
7 COMPLIANCE AND MINOR MODIFICATIONS PROCESS.]
8

9 2. *Applicability.* Pedestrian amenities shall meet the minimum
10 standards of this section [IN ORDER]to be credited toward a
11 requirement, menu choice, or [AS A SPECIAL FEATURE
12 BONUS] incentive of this title, except where specifically
13 provided otherwise in this title. The standards of this section
14 do not apply to amenities that are not counted toward a
15 requirement, menu choice, or incentive under this title.
16

17 3. Administrative Adjustments. The alternative equivalent
18 compliance procedure set forth in subsection 21.07.010D.
19 may be used to propose alternative means of complying with
20 the standards of this subsection 21.07.060G[F].
21

22 [3. WALKWAY. A WALKWAY IS A SURFACE THAT
23 CONNECTS TWO POINTS FOR PEDESTRIAN USE, AS
24 DEFINED IN CHAPTER 21.15. A WALKWAY MAY BE IN A
25 PUBLICLY DEDICATED PEDESTRIAN EASEMENT.
26 EXAMPLES INCLUDE PEDESTRIAN CONNECTIONS
27 WITHIN ONE DEVELOPMENT SITE, MID-BLOCK,
28 BETWEEN SUBDIVISIONS, OR LEADING FROM STREETS
29 TO PUBLIC AMENITIES, SUCH AS SCHOOLS OR PARKS.]
30

31 A. A WALKWAY SHALL HAVE A MINIMUM
32 UNOBSTRUCTED CLEAR WIDTH OF FIVE FEET,
33 EXCEPT WHERE OTHERWISE STATED IN THIS
34 TITLE. A WALKWAY THAT PROVIDES ACCESS TO
35 NO MORE THAN FOUR RESIDENTIAL DWELLING
36 UNITS MAY HAVE AN UNOBSTRUCTED CLEAR
37 WIDTH OF THREE FEET.
38

39 B. WALKWAYS SHALL BE IMPROVED IN
40 ACCORDANCE WITH SUBSECTION 21.08.050H.]
41

4. Enhanced on-site [PRIMARY PEDESTRIAN] walkway. An enhanced on-site [A PRIMARY PEDESTRIAN] walkway is intended to provide an option for applicants to receive credit for exceeding the minimum development standards for walkways and improving pedestrian convenience, comfort, and safety on the site. Enhanced on-site walkways provide additional width [UNOBSTRUCTED CLEAR WIDTH OF AT LEAST EIGHT FEET] for pedestrian movement [WITH ADDITIONAL SPACE INCORPORATING FEATURES ALONG THE WALKWAY SUCH AS STOREFRONT SIDEWALK SPACE, ROOM FOR RESIDENTIAL STOOPS OR BUILDING FOUNDATION PLANTINGS,] and peripheral space that accommodates landscaping, furniture, and utilities. [AS ESTABLISHED GENERALLY IN SUBSECTION F.1 AND F. 2 ABOVE, THE STANDARDS OF THIS SUBSECTION APPLY ONLY WHERE THE SPECIFIC TERM "PRIMARY PEDESTRIAN WALKWAY" IS LISTED AS A REQUIREMENT, MENU CHOICE, OR SPECIAL FEATURE THAT COUNTS TOWARD A BONUS. THIS SUBSECTION IS NOT A GENERALLY APPLICABLE REQUIREMENT FOR OTHER LARGE WALKWAYS.]

a. [A PRIMARY PEDESTRIAN WALKWAY SHALL BE DEVELOPED AS A CONTINUOUS PEDESTRIAN ROUTE EXTENDING FOR AT LEAST 50 FEET.]

[B.] An enhanced on-site [A PRIMARY PEDESTRIAN] walkway shall have a pedestrian movement zone with a continuous,[N] unobstructed walkway clear width of at least eight feet, or six feet where providing access only to four or fewer residential dwelling units. Where adjacent to a ground-floor building elevation it shall also have a [SIDEWALK STOREFRONT OR] building interface zone a minimum of two feet in width for building foundation landscaping or [THREE FEET IN WIDTH OF SIDEWALK] space for opening doors or seating and transition pedestrian spaces. In addition to the pedestrian movement zone and any building interface zone, the enhanced on-site walkway shall have a buffer space of at least two[FOUR] feet in width where abutting motor vehicle parking lots, circulation aisles, or driveways [SHALL BE INCORPORATED AS PART OF THE WALKWAY WHEN ABUTTING ANY STREET OR VEHICLE AREA,]. The buffer space shall [TO] accommodate [STREET TREES,]landscaping beds, fencing or bollards, light poles, utilities, benches, and other furnishings[OBJECTS TO BE KEPT CLEAR OF THE WALKWAY].

b[C]. A minimum of two pedestrian features as defined by this title (21.15.040) shall be provided along the enhanced walkway, with at least one for every 50 feet of the walkway length [AT LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE SHALL BE PROVIDED FOR EVERY 50 FEET OF LENGTH ALONG A PRIMARY PEDESTRIAN WALKWAY].

[D. A PRIMARY PEDESTRIAN WALKWAY SHALL BE ILLUMINATED WITH PEDESTRIAN SCALE LIGHTING.]

c[E]. Enhanced on-site [A PRIMARY PEDESTRIAN] walkways shall provide continuous, direct[LY] connections from building primary entrance(s) to surrounding public streets and sidewalks[,] and be publicly accessible or available to all residents of the development [AT ALL TIMES].

*** *** ***

13. Separated walkway to the street. The development shall connect the building primary entrances to the street with a clear and direct walkway that is not routed through a parking facility or across vehicle driveways or circulation aisles. The minimum clear width portion of the walkway shall be separated from the parking facility by at least five feet.

14. Covered, visible residential entrance. A porch, stoop, or landing sheltered by a roof is intended to give visual emphasis to the building entrance as an aid in wayfinding, and help provide safe, convenient access to residential buildings from the street. The entrance shall meet the following standards:

a. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16 square feet, and a permanent, sheltering roof covering at least 12 square feet.

b. The porch, stoop, or landing shall be distinguished from adjoining areas and vehicle parking by vertical separation or a change in surfacing material.

c. The building entrance shall also be visible (via an unobstructed line of sight) from a street or face a common private open space (21.07.030), a plaza or courtyard (21.07.060G.6.), a housing courtyard

(21.07.060G.7.), or a shared parking courtyard (21.07.060G.21.) that is visible from a street.

15. Enhanced primary entrance. An enhanced building entry is intended to provide a more prominent and inviting primary pedestrian entrance. To receive credit, the enhanced primary entrance shall incorporate at least three of the following features:

- a. Outdoor sheltering roof feature projecting from the building façade such as an overhang, portico, canopy, marquee with an inside dimension of at least 16 square feet;
- b. Recessed and/or projected entrance or other building wall modulation with projections or recesses in the building wall plane;
- c. Changes in the building's main roofline such as arches, peaked roof forms, or terracing parapets;
- d. Changes in siding material or exterior finishes, or façade detail features such as tilework that emphasize the entrance;
- e. Entrance plaza, patio, or similar common private open space;
- f. Landscaping not otherwise required by this title, such as integrated planters, landscape accent lighting, or special paving treatments; or
- g. One or more pedestrian features (21.15.040) such as pedestrian-scale lighting or seating.

16. Enhanced Façade Transparency. Increase the windows and/or primary entrances on street-facing building elevations which are subject to the window requirement in 21.07.060F., by an additional five (5) percent of the wall area.

17. Pedestrian Frontage Free of Parking in Front. In urban neighborhood development contexts (21.07.010E.), provide a street frontage without driveways, parking, or loading facilities in front of at least 75% of the ground-floor, street-facing building elevation. In other areas, provide such a frontage in front of at least 33% of the street-facing building elevation.

18. Site Entry Feature. Highlight and define a pedestrian entrance to a development site using three or more of the following elements:

- a. Landscape treatment with seasonal color and trees, which clearly distinguishes and highlights the site entry.
- b. Plaza or courtyard as described in subsection 21.07.060G.6.
- c. Identifying building primary entrance form including a covered entry, when the primary entrance is within 50 feet of the site entrance.
- d. Special paving, pedestrian walkway area lighting, ornamental lighting, and/or bollards.
- e. Ornamental gate and/or fence.

19[16]. Pedestrian-interactive building [USE]. A pedestrian-interactive building [USE] is intended to provide interior [GROUND-FLOOR] spaces that [STRONGLY] engage the sidewalk with street-facing windows and entrances, and [FEATURE] activities and services that support neighborhood residents, and generally contribute to the activity level and quality of the pedestrian[-ORIENTED] environment of the neighborhood or district. [THE STANDARDS THAT FOLLOW APPLY WHERE THE TERM “PEDESTRIAN-INTERACTIVE USE” IS LISTED IN THIS TITLE AS A REQUIREMENT, SPECIAL FEATURE FOR A BONUS, OR A MENU CHOICE.]

- [A. A PEDESTRIAN-INTERACTIVE USE SHALL BE ANY OF THE FOLLOWING USES THAT ARE PERMITTED IN THE DISTRICT: RETAIL AND PET SERVICES; FINANCIAL INSTITUTION PROVIDING BANKING SERVICES OPEN TO THE PUBLIC WITH AT LEAST ONE EMPLOYEE ON SITE; FOOD OR BEVERAGE SERVICE; PERSONAL SERVICE; CULTURAL FACILITY; OR THE FRONTAGE OF ENTRYWAYS OR STAIRWAYS THROUGH WHICH SUCH USES ARE PRINCIPALLY ACCESSED;
- B. RETAIL SALES USES THAT ARE PERMITTED IN THE DISTRICT SHALL BE CONSIDERED PEDESTRIAN-INTERACTIVE USES, EXCEPT FOR THE FOLLOWING TYPES OF RETAIL SALES USES: FUELING STATION; BUILDING MATERIALS STORE.

C. THE FOLLOWING USES SUPPORTING RESIDENTIAL NEIGHBORHOOD AND HOUSING DEVELOPMENT ARE ALSO CONSIDERED PEDESTRIAN-INTERACTIVE USES WHEN PERMITTED IN THE DISTRICT: RESIDENTIAL DWELLINGS WITH INDIVIDUAL FRONT ENTRIES ALONG THE STREET; ELEMENTARY SCHOOL; MIDDLE OR HIGH SCHOOL; HEALTH SERVICES; CHILD CARE CENTER.]

a[D]. A pedestrian-interactive building [USE] shall provide a primary entrance facing the street. Entrances at building corners facing a street may be used to satisfy this requirement.

b[E]. A pedestrian-interactive building [USE] shall contain habitable floor area at least 24 feet deep extending along a minimum of 50 percent of the [FULL] length of the ground-floor, street-facing building elevation in Urban Neighborhood Contexts, and 30 percent elsewhere [ALLOWING FOR]. The habitable floor area may include pedestrian [AND VEHICLE] entrances, entry lobbies or atriums, and stairwells.

c[F]. At least 50 percent of the street-facing building elevation width of a pedestrian-interactive building shall have no parking facilities in front [USE SHALL COMPLY WITH SUBSECTION 21.06.030C.5., MAXIMUM SETBACKS, BUT THE EXCEPTIONS OF SUBSECTION 21.06.030C.5.D. SHALL NOT BE AVAILABLE].

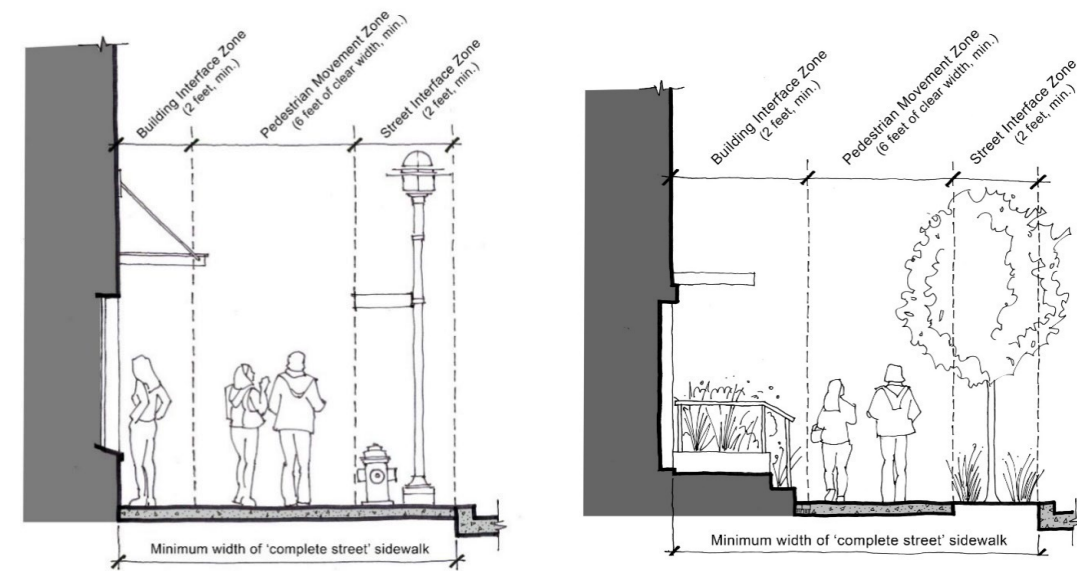
d[G]. Street-facing [GROUND-FLOOR] wall areas of a non-residential [PEDESTRIAN-INTERACTIVE] use shall be 50[67] percent visual access windows or primary entrances on the ground floor, and 20 percent windows above the ground floor. [, EXCEPT THAT SUCH]

e. Street-facing wall areas for residential uses [DWELLINGS] shall be at least 20 percent [VISUAL ACCESS] windows or primary entrances.

f[H]. Where a building has three or more street frontages, these criteria apply along only two of the frontages.

20[17]. Enhanced street sidewalk [OPTION]. An enhanced street sidewalk is intended to provide an option for applicants to receive credit for exceeding the minimum development standards for sidewalks. An enhanced street sidewalk promotes sidewalk widening and streetscape enhancements to support higher levels of pedestrian activity, comfort, and safety in the district [AND ACCESS IN MIXED-USE DEVELOPMENTS]. An enhanced street sidewalk [ENVIRONMENT] with “complete[MAIN] street” (21.15.040) style amenities may be provided in lieu of required site perimeter landscaping [WHERE IT IS LOGICAL TO SUPPORT A PEDESTRIAN ZONE] as determined through an administrative site plan review, and subject to the following:

- a. The enhanced street sidewalk cross-section [WIDTH] shall be at least 12 feet wide, and include a pedestrian movement zone, building interface zone, and street interface zone (21.15.040). The pedestrian movement zone shall have a clear width of at least six feet. The street interface zone shall be at least two feet wide from back-of-curb, and four feet wide along major arterials. Where a building adjoins the sidewalk, there shall be a building interface zone at least two feet wide [AT LEAST PART OF THE DEVELOPMENT’S FRONTAGE ALONG THE ENHANCED SIDEWALK SHALL FEATURE A PRINCIPAL BUILDING WITH A 20-FOOT MAXIMUM SETBACK IN COMPLIANCE WITH SUBSECTION 21.06.030C.5].



Enhanced Street Sidewalks in [A]Commercial and Residential Settings

(Note to code revisor: replace existing illustration with illustrations above.)

[I. A PUBLIC USE EASEMENT SHALL BE RECORDED FOR ANY PART OF THE DESIGNATED SIDEWALK TO BE LOCATED WITHIN THE SUBJECT PARCEL.

II. PHYSICAL OBSTRUCTIONS WITHIN THE SIDEWALK'S BUILDING INTERFACE ZONE, SUCH AS LANDSCAPING, ENTRY STOOPS, OR SEATING, SHALL EXTEND NO MORE THAN TWO FEET INTO THE MINIMUM REQUIRED 12 FOOT WIDTH, SO THAT AT LEAST TEN FEET REMAIN.]

b. The enhanced street sidewalk shall provide at least half[TWO-THIRDS] the number of trees and shrubs that would otherwise have been required for site perimeter landscaping. Shrubs are not required if perennials are substituted for shrubs on a three to one basis or if the tree planting bed is provided as a suspended pavement system with a minimum of 300 cubic yards of soil per tree.

c. The enhanced street sidewalk may be placed wholly or in part within a right-of-way, subject to approval of the traffic engineer and municipal engineer.

i. The enhanced street sidewalk shall be subject to the applicable requirements of title 24, including sections 24.30.020., *Permit to use Public Places*, and 24.90, *Encroachment Permit*.

[II. IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSISTENT WITH THE DCM AND MASS.]

ii[III]. Existing improvements that meet the standards of the enhanced street sidewalk may be counted towards the requirements of this section, subject to approval by the director.

iii[IV]. The owner shall maintain landscaping and amenities for the enhanced street sidewalk within the right-of-way[, AND COMPLY WITH THE PROVISIONS FOR REMOVAL OF SNOW AND ICE IN AMC 24.80.090, 100, AND 110].

iv[V]. Where the right-of-way is not adequate or cannot be configured to accommodate the enhanced street sidewalk, then the development shall be set back from the street frontage as necessary to accommodate part of the improvements within the property. A public use easement shall be recorded for any part of the designated sidewalk width to be located within the subject parcel.

21[18]. Shared p[P]arking courtyard.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20)

*** **

21.07.090 Off-Street Parking and Loading

*** **

H. *Parking and loading facility design standards.*

*** **

2. *Applicability.* These standards apply to all areas used for off-street parking, and any parking facility or loading facility [INCLUDING ALL PARKING SPACES] in a development, except where stated otherwise. A temporary parking lot shall comply with all applicable development requirements of this title for surface parking lots and parking lot landscaping, except when associated with another temporary use permitted pursuant to section 21.05.080.

*** **

8. *Vehicular Access and Circulation – General.* Parking lots and structures access, layout, and dimensions shall be designed for a safe and orderly flow of traffic throughout the site, as provided in [THE] subsections 9. through 12. that follow.

[A. *KEY ELEMENTS.* THE PARKING FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN SHALL ADDRESS THE FOLLOWING ELEMENTS AS THEY RELATE TO PARKING LOTS, INCLUDING BUT NOT LIMITED TO: FIRE LANES, EMERGENCY ACCESS, DRIVE-THROUGHS, QUEUING SPACES, PASSENGER LOADING ZONES, PEDESTRIAN CIRCULATION, AND LOADING BERTHS.]

[B. *CIRCULATION PATTERNS.* INTERNAL] Vehicular access and circulation patterns and the location and traffic direction of all circulation aisles, driveways, and queuing lanes shall be designed and maintained in

1 accordance with [THE MUNICIPAL DRIVEWAY
2 STANDARDS CURRENTLY ESTABLISHED BY THE
3 TRAFFIC ENGINEER, AND WITH] accepted principles
4 of traffic engineering and safety as determined by the
5 traffic engineer.], PER THE TRAFFIC ENGINEER'S
6 REVIEW BASED ON THE CURRENT MANUALS OF
7 THE INSTITUTE OF TRANSPORTATION
8 ENGINEERS AND THE URBAN LAND INSTITUTE,
9 AND THE MANUAL OF UNIFORM TRAFFIC
10 CONTROL DEVICES OR THE SUCCESSOR
11 DOCUMENTS. CIRCULATION PATTERNS WITHIN
12 PARKING FACILITIES SHALL BE WELL DEFINED
13 WITH PAVEMENT MARKING AND SIGNAGE,
14 CURBS, LANDSCAPING, LANDSCAPED ISLANDS,
15 AND/OR OTHER SIMILAR FEATURES. IN ORDER
16 TO DEFINE CIRCULATION AND PROVIDE BETTER
17 SIGHT DISTANCE, CURBED END ISLANDS SHALL
18 BE REQUIRED AT THE END OF EACH ROW OF
19 PARKING SPACES. WHERE LOADING FACILITIES
20 OR ON-SITE REFUSE COLLECTION ARE
21 PROVIDED, COMMERCIAL TRUCK CIRCULATION
22 SHALL BE CONSIDERED, AND TRUCK TURNING
23 RADII SHALL BE SHOWN ON THE PARKING
24 FACILITY LAYOUT, CIRCULATION, AND DESIGN
25 PLAN WHEN REQUIRED BY THE TRAFFIC
26 ENGINEER.]

27
28 [C. *PARKING SPACES ALONG MAJOR SITE*
29 *ENTRANCE DRIVES.* THE PROVISION, LOCATION,
30 DESIGN, AND DIMENSIONS OF PARKING SPACES
31 ON A MAJOR ACCESS DRIVEWAY THAT SERVES
32 AS AN ENTRY OR EXIT FOR A LARGE
33 ESTABLISHMENT WITH MULTIPLE LOTS, TRACTS,
34 OR BUSINESSES, SHALL CONFORM TO
35 MUNICIPAL STANDARDS FOR ON-STREET
36 PARKING AND BE SUBJECT TO REVIEW AND
37 APPROVAL BY THE TRAFFIC ENGINEER.]

38
39 9. Vehicular Access Location

40
41 a. *Street Access Location.* The number and spacing of
42 driveways, including minimum distance from street
43 intersections, shall be as provided in the *Municipal*
44 *Driveways Standards* and this section. Access to
45 streets owned by the state of Alaska requires
46 compliance with state driveway standards, department
47 of transportation and public facilities approval and
48 driveway permit.

b. Alley Access Requirement. Where a residential use is served by an alley in the Urban Neighborhood Development Context (21.07.010E.), vehicle access shall take place from the alley, except for direct vehicle access to the street that is limited to the following:

i. One driveway no wider than 12 feet at any point, except that lot frontages 100 feet or wider on a primary street frontage may have one driveway per 50 feet of lot frontage on that street.

ii. One additional driveway no wider than 12 feet providing access to the secondary street frontage on corner lots for multifamily, townhouse, or two-family developments.

iii. The director and traffic engineer may approve additional driveway access to the primary street frontage for multifamily or townhouse developments, provided the alley is unimproved and the traffic engineer determines that alley improvement and vehicle access are not feasible or would create a traffic impact or safety hazard. The additional driveway access shall be the minimum the traffic engineer determines is necessary to provide access for the development. The department shall keep record of the approved additional driveway access with written findings supporting the approval on file and available for public inspection.

c. Cross-Access and Shared Access with Adjacent Sites. Parking facilities serving a site, whether located on that same lot or on an adjacent lot, may be connected by means of a common access driveway within or between the interior of such lots. Where a property receives its access to the street through a shared driveway with another lot, a shared access easement shall be provided on the plat, or a shared access agreement running with the land shall be recorded by the municipality, as approved and executed by the director, guaranteeing the continued availability of the shared access between the properties.

d. Paired Residential Driveways Allowed. Driveways for two single-family, two-family, or townhouse units may be attached across a property line, provided the maximum combined width of the driveway is 24 feet.

e. Residential Garage Setback. Street-facing garages accessed from the driveway of an individual dwelling shall be set back from the street by the length of a standard parking space (as defined in table 21.07-8, Parking Angle, Stall, and Aisle Dimensions). The traffic engineer may approve exceptions to relieve hardship on narrow lots.

10. Access to Parking Spaces.

a. Access to Parking Spaces. Each parking space shall open to a parking aisle or driveway of such width and design as provided in subsection 21.07.090H.12. to provide safe and efficient means of vehicular access with no more than a standard two-movement entrance or exit from the parking space and without having to move another vehicle. Stacked and tandem parking spaces are allowed exceptions as provided in 21.07.090H.12.

b. Backing Distances. Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.

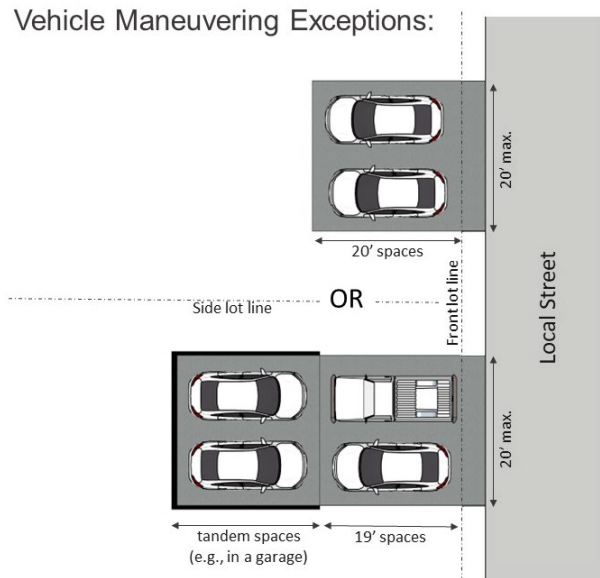
c. Dead-End Parking Aisles. Any parking bay that does not provide two means of vehicle egress shall provide, at the closed end, an extension of the parking aisle at least nine feet in depth, designated and signed as a "No Parking" turn-around area. Dead-end parking bays longer than 100 feet shall be subject to discretionary review and approval by the traffic engineer.

d. Vehicle Maneuvering. Off-street parking facilities shall be designed so that all vehicle maneuvers occur on the development site and not in the public right-of-way, and vehicles enter and exit the right-of-way in a forward motion, except the following are exempt:

i. Parking for single-family, two-family, and mobile home dwellings on individual lots, accessing a local street.

ii. For other developments, parking comprising only one or two parking spaces whose only access is to a local street, provided that the vehicle area occupies no more than 20 feet of the lot frontage in the front setback. The number

of spaces may be increased to four spaces if arranged in tandem for residential dwellings as provided in 21.07.090K.12.k. Additional spaces for multifamily developments with up to four dwelling units may be approved by the traffic engineer in appropriate circumstances such as lots on dead-end streets, cul-de-sacs, or other local streets with low traffic volumes.

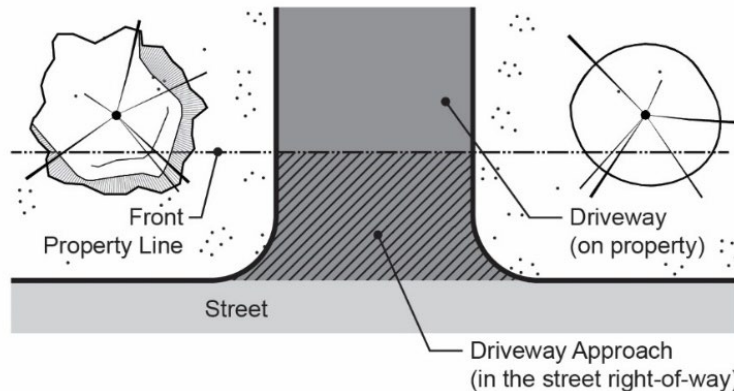


iii. The usable portion of an alley may be credited as circulation and/or parking aisle space for parking areas. The maneuvering area between the end of the parking space and the opposite side of the improved alley shall meet the parking aisle width in table 21.07-8, *Parking Angle, Stall, and Aisle Dimensions*.

11. Driveway Design and Dimensions

a[D]. *Parking Lot Entries/Driveway Approaches*. Entries and driveway approaches providing access from the street edge to the front property line [TO PARKING LOTS] shall conform to the municipal driveway standards [CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER] and this subsection 21.07.090H.11. Access to streets owned by the state of Alaska requires compliance with state driveway standards, as provided in 21.07.090H.9. [DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES APPROVAL, AND A CURRENT VALID STATE OF

ALASKA DRIVEWAY PERMIT. INGRESS AND EGRESS TO PARKING FACILITIES SHALL BE DESIGNED TO MAINTAIN ADEQUATE SIGHT DISTANCE AND SAFETY AND AS PRESCRIBED IN THE MUNICIPAL DRIVEWAY STANDARDS.]



b. Curb Openings and Public Walkway Crossings.

- i. Curb cut and curb returns at driveway openings to the street shall be provided as prescribed in the municipal driveway standards.
- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope prescribed by M.A.S.S. and A.D.A., except that in the urban neighborhood context areas (21.07.010E.), public walkways on local streets shall be restored to a level running grade to the extent reasonably feasible.

c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width.

I. **RESIDENTIAL USES.** RESIDENTIAL DRIVEWAY ENTRANCES SHALL COMPLY WITH SUBSECTION 21.07.110F.3., DRIVEWAY WIDTH.

II. **NONRESIDENTIAL USES.]**

The total width of the driveway approach [ENTRANCES TO A NONRESIDENTIAL LOT] from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, provided the following: [, UNLESS THE APPLICANT

PROVIDES FOR SNOW STORAGE IN A MANNER
APPROVED BY THE DECISION-MAKING BODY.]

i. The driveway approach is always allowed to have the minimum driveway width provided by subsection d. The traffic engineer may approve more than the minimum driveway width, provided the traffic engineer determines that snow storage, on-street parking, traffic flow and safety, and the neighborhood context are addressed.

ii. The driveway approach shall not exceed the maximum driveway width established in the municipal driveway standards.

iii. Flag lots are exempt from the percentage limitations but shall have a maximum driveway approach width of 20 feet. Abutting flag lots may share a driveway approach up to 24 feet wide (12 feet per lot).

d. *Minimum Driveway Width.* The minimum required width of driveways including the driveway approach within the street ROW and the portion of the driveway on the development property is as follows:

i. The minimum width of parking aisles shall be as set forth in 21.07.090H.12.

ii. The minimum width of the driveway approach shall be as set forth in the municipal driveway standards, except as modified or clarified by subsections iii. through vi.

iii. The minimum width of a driveway providing access to a single-family, two-family, townhouse, mobile home, or other individual dwelling from a local street or alley is 12 feet.

iv. The minimum width of a driveway providing access for up to 10 parking spaces serving a townhouse or multifamily residential use from a local street or alley is 12 feet, except that straight (non-curving) driveway segments on the development property (i.e., not in the driveway approach) may be 10 feet.

v. The minimum width of a driveway providing access for more than 10 parking spaces serving a townhouse or multifamily use from a local street or alley is 12 feet for one-way traffic and 20 feet for two-way traffic.

vi. The traffic engineer may reduce the driveway width to relieve hardship on small or narrow lots or increase the required width to meet vehicle turning and maneuvering needs, in accordance with accepted principles of traffic engineering and safety as determined by the traffic engineer.

e. Driveway Throat Length. The driveway throat shall be of sufficient length to enable the street and walkways in the ROW and the circulation, parking, and walkways in the development site to function without interfering with each other, as provided in the municipal driveway standards.

f. Sight Distance. Ingress and egress to parking facilities shall be designed as prescribed in the municipal driveway standards to maintain adequate sight distance and safety.

g. Circulation Definition. Circulation patterns within parking facilities shall be well defined with pavement marking and signage, curbs, landscaping, and/or other similar features. Curbed end islands shall be provided at the end of each row of parking spaces to define circulation and provide sight distance at internal intersections of parking aisles, driveways, and/or on-site roadways. Shared parking courtyards meeting 21.07.060G.21. may depart from this requirement.

[E. **PARKING AND MANEUVERING.** ALL CIRCULATION AISLES, DRIVEWAYS, AND VEHICLE MANEUVERING AREAS REQUIRED BY THIS SECTION SHALL BE LOCATED ENTIRELY OFF-STREET AND ON THE PROPERTY UNLESS SPECIFICALLY PROVIDED OTHERWISE BY THIS SECTION.

I. **ACCESS TO PARKING SPACES.** TO ENSURE SAFE AND EFFICIENT VEHICULAR ACCESS TO PARKING SPACES, EACH OFF-STREET PARKING SPACE SHALL OPEN DIRECTLY ON A PARKING AISLE OR DRIVEWAY OF

SUCH WIDTH AND DESIGN AS PROVIDED IN
TABLE 21.07-7 AND THE ILLUSTRATIONS
THAT FOLLOW THE TABLE. ADEQUATE
INGRESS AND EGRESS TO EACH PARKING
SPACE SHALL BE PROVIDED WITHOUT
BACKING MORE THAN 25 FEET.

II. *MANEUVERING AREA.* OFF-STREET
PARKING FACILITIES SHALL BE DESIGNED
WITH SUFFICIENT MANEUVERING ROOM
SO THAT ALL MANEUVERS ASSOCIATED
WITH THE PARKING SHALL OCCUR IN THE
OFF-STREET PARKING FACILITY, AND
THAT ALL VEHICLES ENTER THE ABUTTING
STREET IN A FORWARD MOTION.

III. *SOME DWELLINGS EXEMPTED.* SINGLE-
FAMILY, TWO-FAMILY, TOWNHOUSE, AND
MOBILE HOME DWELLINGS ON INDIVIDUAL
LOTS SHALL BE EXEMPTED FROM THIS
SUBSECTION. MULTIFAMILY DWELLINGS
WITH UP TO FOUR UNITS SHALL BE
EXEMPTED FROM THIS SUBSECTION IN
APPROPRIATE CIRCUMSTANCES IF
APPROVED BY THE TRAFFIC ENGINEER.
APPROPRIATE CIRCUMSTANCES MAY
INCLUDE LOTS WITH ALLEY ACCESS, LOTS
LOCATED ON LOW-VOLUME STREETS, AND
LOTS LOCATED ON DEAD-END STREETS
OR CUL-DE-SACS.

F. *DEAD-END PARKING AISLES.* DEAD-END
PARKING AISLES MAY BE ALLOWED ONLY WITH
THE APPROVAL OF THE TRAFFIC ENGINEER.

G. *ALLEYS.* SUBJECT TO SAFETY APPROVAL BY THE
TRAFFIC ENGINEER, THE USABLE PORTION OF
AN ALLEY MAY BE CREDITED AS CIRCULATION
AND/OR PARKING AISLE SPACE.

H. *CROSS ACCESS AND JOINT ACCESS WITH
ADJACENT SITES.* THE PLAN SHALL SHOW
EXISTING PARKING AND CIRCULATION
PATTERNS ON ADJACENT PROPERTIES AND
POTENTIAL CONNECTIONS. REQUIRED PARKING
LOTS SERVING A SITE, WHETHER LOCATED ON
THAT SAME LOT OR ON AN ADJACENT LOT, MAY
BE CONNECTED BY MEANS OF A COMMON

ACCESS DRIVEWAY WITHIN OR BETWEEN THE INTERIOR OF SUCH LOTS. APPLICANTS ARE ENCOURAGED TO PROVIDE SHARED VEHICLE AND PEDESTRIAN ACCESS TO ADJACENT PROPERTIES FOR CONVENIENCE, SAFETY, AND EFFICIENT CIRCULATION. AN ACCESS EASEMENT SHALL BE PROVIDED ON THE PLAT, OR A SHARED ACCESS AGREEMENT RUNNING WITH THE LAND SHALL BE RECORDED BY THE MUNICIPALITY, AS APPROVED AND EXECUTED BY THE DIRECTOR, GUARANTEEING THE CONTINUED AVAILABILITY OF THE SHARED ACCESS BETWEEN THE PROPERTIES.]

12[9]. Dimensions of Parking Spaces and Aisles.

- a. *Minimum Dimensions for Required Parking.* Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth in table 21.07-8[6], except as follows:
 - i. Parking facilities in the Downtown (DT) zoning districts, and the Urban Neighborhood Contexts delineated in subsection 21.07.010E. [TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN,] may meet the SMALL parking space and aisle dimensions in table 21.07-8[6]. Up to 30 percent of parking in the Downtown (DT) zoning districts may meet the COMPACT parking dimensions, if signed for compact vehicles only.

TABLE 21.07-8[6] PARKING ANGLE, STALL, AND AISLE DIMENSIONS									
Parking Angle (Degrees)	Parking Space Size	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
***	***	***							
¹ Developments in the Urban Neighborhood Development Context Areas delineated in 21.07.010E. [TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN] may use the following alternative STANDARD parking space depth (Vehicle Projection): 19' 0" for 90-degree parking angle; 20' 8" for 75-degree parking angle; 20' 11" for 60-degree parking angle, and 19' 6" for 45-degree parking angle. Parking bay width may decrease as a result.									

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14;
AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-131, 1-12-16; AO
2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1-9-18; AO 2019-
132, 12-3-19; AO 2020-38, 4-28-20)

*** *** ***

21.07.110 Residential Design Standards.

A. Purpose.

*** *** ***

[4. ENHANCE PUBLIC SAFETY BY PROMOTING LINES OF
SIGHT TO RESIDENTIAL ENTRIES, CLEARLY DEFINING
TRANSITIONS FROM PUBLIC TO MORE PRIVATE
RESIDENTIAL OUTDOOR SPACES, AND DESIGNING
ENTRANCES TO BE PROMINENT.

5. LOCATE ACTIVE LIVING SPACES, ENTRANCES, AND
WINDOWS TO IMPROVE THE PHYSICAL AND VISUAL
CONNECTION FROM RESIDENCES TO THE STREET,
AND FOSTER OPPORTUNITIES FOR CASUAL
SURVEILLANCE OF THE STREET AND OUTWARDLY
EXPRESSED PROPRIETORSHIP OF THE
NEIGHBORHOOD.]

(Note to code revisor: Re-number subsequent subsections.)

*** *** ***

C. Standards for Multifamily and Townhouse Residential.

1. Purpose.

*** *** ***

[G. PROMOTE A SAFE LIVING ENVIRONMENT
THROUGH "EYES ON THE STREET" DESIGN
ELEMENTS, SUCH AS PLACEMENT OF WINDOWS,
AND TRANSITION SPACES BETWEEN THE PUBLIC
REALM AND THE MORE PRIVATE AREAS OF THE
DEVELOPMENT.]

(Note to code revisor: Re-number remaining subsections.)

*** *** ***

3. Pedestrian-Oriented Street Frontage Standards. Provisions
for site planning and building orientation in relationship to
street frontages and pedestrian access are provided in
subsection 21.07.060F., Pedestrian Frontage Standards.
[WINDOWS FACING THE STREET.

A. WINDOWS. WINDOWS OR PRIMARY ENTRANCE
DOORS SHALL BE PROVIDED ON EACH BUILDING

ELEVATION FACING A STREET OR THAT HAS PRIMARY ENTRANCES TO DWELLINGS (UP TO A MAXIMUM OF TWO ELEVATIONS). AT LEAST 10 PERCENT OF THE WALL AREA OF THE BUILDING ELEVATION SHALL BE WINDOWS OR PRIMARY ENTRANCE DOORS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCE WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES (SUCH AS INFILL PROJECTS WHERE AN ENTRY FACES AN ADJACENT PROPERTY RATHER THAN THE STREET).

B. **WALL AREA CALCULATION.** THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED FLOOR OF EACH LEVEL, INCLUDING GARAGES TO TOP OF TOP PLATE. IN THE CASE OF A BASEMENT WALL, CALCULATE THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED GRADE TO THE TOP OF THE FINISHED FLOOR ABOVE OR TOP OF TOP PLATE, WHICHEVER IS APPLICABLE. ANY WALL AREA ABOVE THE TOP PLATE SHALL NOT APPLY, INCLUDING ANY GABLE ENDS. THE FAÇADE WALL AREA OF STORIES BELOW GRADE PLANE, SUCH AS BELOW GRADE PARKING, ARE EXEMPT FROM THE MEASUREMENT OF WALL AREA. THE ROOF, INCLUDING EAVES, FASCIA, AND VENT STACKS, IS ALSO EXEMPT, AS ILLUSTRATED BELOW.]

*** *** ***

(Note to code revisor: Delete the following illustration.)



*** *** ***

1 [C. *ENERGY EFFICIENCY EXCEPTION.* A REDUCTION
2 IN REQUIRED WINDOW AREA IS PERMITTED IF
3 DEMONSTRATED BY CALCULATION BY AN
4 ENERGY RATER CERTIFIED BY THE STATE OF
5 ALASKA THAT INSTALLING THE REQUIRED
6 WINDOW AREA WILL REDUCE THE ENERGY
7 RATING BELOW A 5-STAR ENERGY RATING.
8

9 D. *ADDITIONS AND RENOVATIONS.* ONLY THE WALL
10 AREA AFFECTED BY EITHER AN ADDITION OR A
11 RENOVATION SHALL BE REQUIRED TO COMPLY
12 WITH THE OPENING REQUIREMENTS.
13 UNAFFECTED WALL AREAS NEED NOT COMPLY.
14 GARAGE ADDITIONS ARE EXEMPT FROM
15 OPENING REQUIREMENTS. THE DIRECTOR MAY
16 ELIMINATE OR REDUCE THE REQUIREMENT FOR
17 WINDOW OPENINGS ON
18 ADDITIONS/RENOVATIONS BASED ON PROJECT
19 SPECIFIC CIRCUMSTANCES (SUCH AS THE
20 NATURE OF THE SPACES BEING ADDED,
21 BUILDING ORIENTATION, OR STRUCTURAL
22 REQUIREMENTS).]
23

*** *** ***

24 [5. *PEDESTRIAN ACCESS.* WALKWAY CONNECTIONS
25 FROM PRIMARY FRONT ENTRANCES TO THE STREET
26 ARE REQUIRED IN ACCORDANCE WITH SUBSECTION
27 21.07.060E.4., EXCEPT THAT DEVELOPMENTS MAY
28 PROVIDE ONE OF THE FOLLOWING ALTERNATIVES
29 INSTEAD:
30

31 A. PRIMARY FRONT ENTRANCES FOR INDIVIDUAL
32 DWELLINGS MAY CONNECT TO THE STREET BY
33 THE DWELLING UNIT'S INDIVIDUAL DRIVEWAY IF
34 SUCH IS PROVIDED;
35

36 B. A PARKING COURTYARD MAY BE PROVIDED IN
37 CONFORMANCE WITH SUBSECTION
38 21.07.060F.18., OR
39

40 C. OTHER METHODS, AS APPROVED BY THE
41 DIRECTOR, THAT PROVIDE SAFE, CONVENIENT,
42 AND ADEQUATE PEDESTRIAN ACCESS.
43

44 6. *BUILDING AND SITE ORIENTATION MENU.* BUILDINGS
45 SHALL BE ORIENTED TO SURROUNDING STREETS,
46 SIDEWALKS, COMMON PRIVATE OPEN SPACES, AND
47 THE NEIGHBORHOOD PUBLIC REALM THROUGH AT
48 LEAST THREE OF THE FOLLOWING MENU CHOICES.

THE DIRECTOR MAY REDUCE THE REQUIREMENT TO TWO MENU CHOICES IF HE OR SHE DETERMINES THAT THE PRIMARY OBJECTIVE OF THE MENU OPTION IS ACHIEVED OR THAT THE SPECIFIC SITE LIMITS AVAILABILITY OF A MAJORITY OF THE OPTIONS.

A. *COURTYARD HOUSING.* ARRANGE OR CONFIGURE THE BUILDING(S) TO ENCLOSE AND FRAME A HOUSING COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F.7.

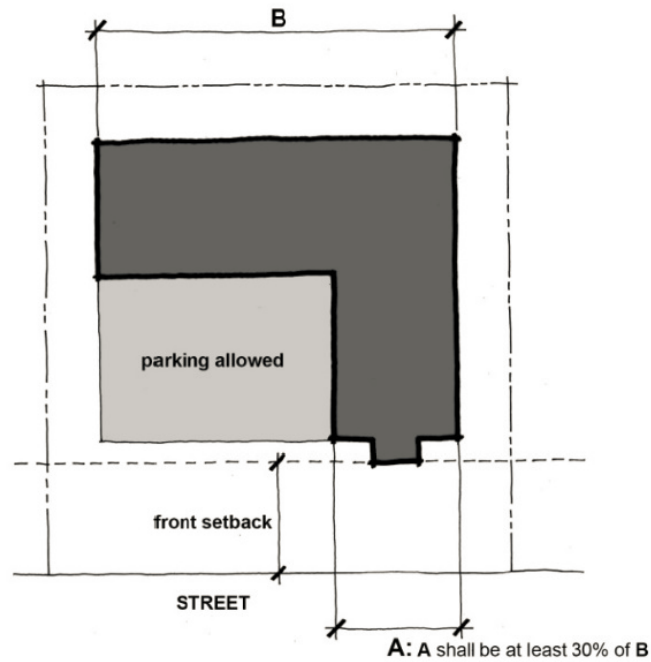
B. *ORIENTATION OF LIVING SPACES AND WINDOWS—GROUND FLOOR.* PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES COMPRISING, AT LEAST 10 PERCENT OF THE GROUND-FLOOR WALL AREA OF UP TO TWO BUILDING ELEVATIONS FACING A STREET OR HAVING A PRIMARY FRONT ENTRANCE. WINDOWS IN A GARAGE DOOR DO NOT COUNT TOWARDS THE MINIMUM AREA IN THIS SECTION.

C. *ORIENTATION OF LIVING SPACES AND WINDOWS—OVERALL DEVELOPMENT.* PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES, COMPRISING AT LEAST 10 PERCENT OF THE TOTAL WALL AREA OF UP TO TWO BUILDING ELEVATIONS FACING A STREET OR HAVING A PRIMARY FRONT ENTRANCE. WINDOWS IN A GARAGE DOOR DO NOT COUNT TOWARDS THE MINIMUM AREA OF THIS SECTION.

D. *ORIENTATION OF LIVING SPACES AND WINDOWS—ADDITIONAL TRANSPARENCY.* INCREASE THE PERCENTAGE OF THE WALL AREA COMPRISED OF WINDOWS AND/OR PEDESTRIAN ENTRANCES TO 20 PERCENT IN SUBSECTIONS 6.B. AND/OR 6.C. ABOVE.

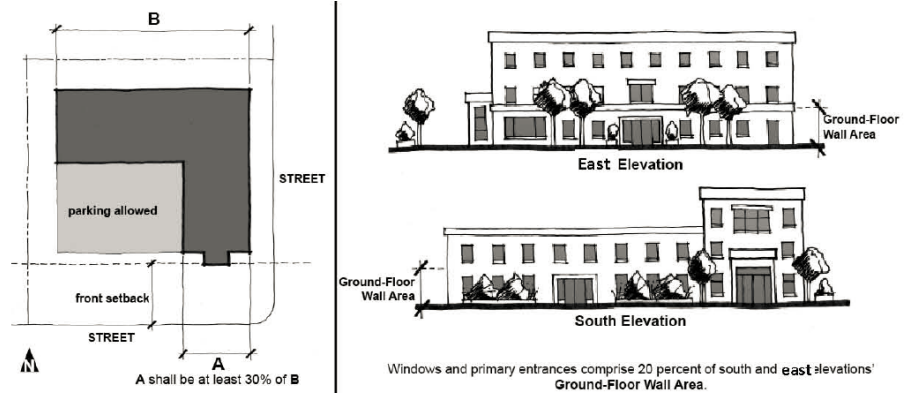
E. *STREET FRONTAGE – PARKING BESIDE OR BEHIND THE BUILDING.* NO MORE THAN 70 PERCENT OF A STREET-FACING BUILDING ELEVATION SHALL HAVE PARKING FACILITIES (INCLUDING GARAGES) BETWEEN IT AND THE STREET.]

(Note to code revisor: Delete the following illustration.)



- [F. *STREET FRONTAGE – LIMITED PARKING WIDTH.* AS AN ALTERNATIVE TO 6.E. ABOVE, LIMIT DRIVEWAYS AND PARKING FACILITIES TO NO MORE THAN 50 PERCENT OF THE TOTAL SITE AREA BETWEEN THE BUILDING AND A STREET, AND GARAGES TO NO MORE THAN 50 PERCENT OF THE STREET FACING BUILDING ELEVATION.
- G. *STREET CORNER BUILDING.* ON A CORNER LOT, PROVIDE CHOICES 6.E. AND 6.F. ON BOTH STREET FRONTAGES, SUCH THAT THE BUILDING (INCLUDING ITS HABITABLE FLOOR AREA WITH WINDOWS) IS PLACED NEAREST THE CORNER, AND ANY PARKING FACILITIES ARE LOCATED BESIDE OR BEHIND THE BUILDING AWAY FROM THE STREET CORNER. COMPLIANCE WITH THIS FEATURE COUNTS FOR MEETING TWO.]

(Note to code revisor: Delete the following illustration.)



- [H. *LIMITED FRONT-FACING GARAGE WIDTH FOR TOWNHOUSES.* WHERE GARAGES FOR INDIVIDUAL TOWNHOUSE-STYLE DWELLING UNITS FACE THE STREET OR ARE ON THE SAME BUILDING ELEVATION AS THE PRIMARY FRONT ENTRY TO THE DWELLINGS, LIMIT THE GARAGE DOOR WIDTH TO NO MORE THAN 50 PERCENT OF THE WIDTH OF EACH DWELLING, OR UP TO 67 PERCENT PROVIDED THE BUILDING FAÇADE ACHIEVES ONE MORE FEATURE THAN REQUIRED IN SUBSECTION C.7., BUILDING ARTICULATION MENU.
- I. *ENHANCED SIDEWALK.* PROVIDE AN ENHANCED SIDEWALK CONFORMING TO SUBSECTION 21.07.060F.17. ON AT LEAST ONE STREET FRONTAGE THAT IS NOT LESS THAN 100 LINEAR FEET.
- J. *SEPARATED WALKWAY TO THE STREET.* CONNECT ALL PRIMARY ENTRANCES TO THE STREET BY A CLEAR AND DIRECT WALKWAY SEPARATED FROM AND NOT ROUTED THROUGH A PARKING FACILITY.
- K. *VISIBLE FRONT ENTRIES.*
 - I. PLACE THE PRIMARY FRONT ENTRANCE(S) (AT LEAST ONE SHARED PRIMARY FRONT ENTRANCE FOR A MULTIFAMILY STRUCTURE OR AT LEAST 50 PERCENT OF INDIVIDUAL UNIT ENTRANCES) ON A STREET-FACING BUILDING ELEVATION, OR FACING A COMMON PRIVATE OPEN SPACE THAT IS VISIBLE FROM AND HAS DIRECT ACCESS TO THE STREET.

II. AS AN ALTERNATIVE, PLACE THE PRIMARY FRONT ENTRANCE(S) ON A FAÇADE AT AN ANGLE OF UP TO 90 DEGREES FROM THE STREET, WHERE THERE IS AN UNOBSTRUCTED LINE OF SIGHT FROM THE STREET OR SIDEWALK EDGE (ABUTTING THE SITE) TO THE ENTRY DOOR, AND A SHELTERING ROOF STRUCTURE NO MORE THAN 12 FEET ABOVE THE FLOOR OF THE ENTRY AS A PERMANENT ARCHITECTURAL FEATURE PROJECTING FROM THE FAÇADE.

L. *ENHANCED FRONT YARD LANDSCAPING.* PROVIDE ONE LEVEL HIGHER OF SITE OR PARKING LOT PERIMETER LANDSCAPING ALONG THE STREET FRONTAGES (UP TO A MAXIMUM OF TWO FRONTAGES) THAN OTHERWISE REQUIRED BY THIS TITLE. FOR EXAMPLE, IF L1 LANDSCAPING IS REQUIRED, PROVIDE L2 LANDSCAPING.

M. *SITE ENTRY FEATURE.* HIGHLIGHT AND DEFINE A PEDESTRIAN AND/OR VEHICLE ENTRANCE TO A DEVELOPMENT SITE USING THREE OR MORE OF THE FOLLOWING ELEMENTS:

I. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND TREES, WHICH CLEARLY DISTINGUISHES AND HIGHLIGHTS THE SITE ENTRY.

II. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F6. OR 7.

III. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM INCLUDING A COVERED ENTRY, WHEN THE PRIMARY ENTRANCE IS WITHIN 40 FEET OF THE SITE ENTRANCE.

IV. SPECIAL PAVING, PEDESTRIAN SCALE LIGHTING, AND/OR BOLLARDS.

V. ORNAMENTAL GATE AND/OR FENCE.

N. *DIRECTOR APPROVAL.* OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE

1 APPROPRIATE BUILDING AND SITE LAYOUTS
2 RELATIVE TO THE SURROUNDING
3 NEIGHBORHOOD AND STREETS.]

4 *** *** ***

5 4[7]. *Building Articulation Menu.*

6 *** *** ***

7 5[8]. *Northern Climate Weather Protection and Sunlight Menu.*

8 *** *** ***

9 [9. *ENTRYWAY TREATMENT.* PRIMARY FRONT
10 ENTRANCES SHALL BE GIVEN EMPHASIS AND
11 PHYSICAL ACCESS AS FOLLOWS. A PORCH, LANDING,
12 PATIO, OR OTHER SEMI-PRIVATE OUTDOOR
13 ENTRYWAY SPACE WITH A MINIMUM DIMENSION OF
14 FOUR FEET SHALL BE PROVIDED THAT IS
15 DISTINGUISHED FROM ADJACENT AREAS AND
16 VEHICULAR PARKING BY A VERTICAL SEPARATION OR
17 CHANGE IN SURFACE MATERIAL. EXAMPLES OF
18 FEATURES THAT MEET THE INTENT OF THE SECTION
19 INCLUDE THE FOLLOWING:

20
21 A. OUTDOOR SHELTERING ROOF STRUCTURE
22 SUCH AS AN OVERHANG, RECESS, PORTICO, OR
23 OTHER PERMANENT ARCHITECTURAL FEATURE
24 COVERING AT LEAST 12 SQUARE FEET.

25
26 B. FAÇADE VARIATION THROUGH WALL
27 MODULATION (CHANGES IN WALL PLANE) OR
28 CHANGES IN EXTERIOR FINISHES (COLOR OR
29 MATERIALS) THAT RELATE TO AND EMPHASIZE
30 THE ENTRY.

31
32 C. ENTRY DETAIL ELEMENTS SUCH AS DOUBLE
33 DOORS, ENTRY SIDE LIGHT OR TRANSOM
34 WINDOWS, OR PLANTER BOXES.

35
36 D. FRONT STEPS CREATING A VERTICAL
37 SEPARATION, AND/OR VERTICAL VEGETATION
38 OR LOW FRONT FENCING, TO DEFINE THE
39 TRANSITION FROM PUBLIC TO MORE PRIVATE
40 OUTDOOR ENTRYWAY SPACE.

41
42 E. LANDSCAPING AND PEDESTRIAN FEATURES,
43 NOT OTHERWISE REQUIRED BY THIS TITLE,
44 SUCH AS INTEGRATED PLANTERS, PEDESTRIAN-
45 SCALE LIGHTING OR ACCENT LIGHTING, OR
46 SPECIAL PAVING TREATMENTS.

F. OTHER METHODS AS APPROVED BY THE
DIRECTOR THAT EMPHASIZE PRIMARY FRONT
ENTRANCES.]

(Note to code revisor: Re-number remaining subsections.)

*** *** ***

D. Standards for some single-family and two-family residential
structures.

*** *** ***

*(Note to code revisor: Re-number table 21.07-10 to become table
21.07-16.)*

*** *** ***

3. Pedestrian-Oriented Street Frontage Standards. Provisions
for site planning and building orientation in relationship to
street frontages and pedestrian access are provided in
subsection 21.07.060F., Pedestrian Frontage Standards.
[PRIMARY ENTRANCE.

A. A PORCH OR LANDING WITH AT LEAST 16
SQUARE FEET SHALL BE PROVIDED AT THE
PRIMARY ENTRANCE. THE PORCH OR LANDING
SHALL BE COVERED BY A ROOF OF AT LEAST 16
SQUARE FEET.

B. THE PRIMARY ENTRANCE OF EACH RESIDENCE
AND THE WALKWAY TO THAT ENTRANCE SHALL
BE CLEARLY VISIBLE FROM THE STREET.
PRIMARY ENTRANCES SHALL NOT BE LOCATED
ON THE REAR OF THE STRUCTURE.

C. A HARD-SURFACED PEDESTRIAN WALKWAY
SHALL BE PROVIDED FROM THE STREET,
SIDEWALK, OR DRIVEWAY TO THE PRIMARY
ENTRANCE. ROOF DRAINAGE SHALL NOT FALL
UPON THE WALKWAY.

4. GARAGES.

A. WHERE A GARAGE (WITH NO HABITABLE FLOOR
AREA ABOVE) EXTENDS FROM THE REST OF THE
STRUCTURE TOWARDS THE STREET, THE WIDTH
OF THE NON-GARAGE PORTION OF THE FRONT
BUILDING ELEVATION SHALL BE NO LESS THAN
THE LENGTH THAT THE GARAGE EXTENDS FROM
THE REST OF THE STRUCTURE.

1 B. GARAGE DOORS FACING THE STREET SHALL
2 COMPRISE NO MORE THAN 67 PERCENT OF THE
3 TOTAL WIDTH OF A DWELLING'S BUILDING
4 ELEVATION.
5

6 C. DWELLING UNITS WITH A STREET-FACING
7 BUILDING ELEVATION THAT IS 40 FEET WIDE OR
8 NARROWER AND WITH GARAGE DOORS THAT
9 FACE THE STREET SHALL FEATURE AT LEAST
10 ONE DESIGN ELEMENT FROM EACH OF THE
11 THREE LISTS BELOW.
12

13 I. LIST A:
14

15 (A) AT LEAST ONE DORMER THAT IS
16 ORIENTED TOWARD THE STREET.
17

18 (B) THE FRONT BUILDING ELEVATION
19 HAS TWO OR MORE FACADES THAT
20 ARE OFFSET BY AT LEAST 16
21 INCHES. EACH FAÇADE OR A
22 COMBINATION OF OFFSET FACADES
23 SHALL BE AT LEAST ONE THIRD OF
24 THE AREA OF THE BUILDING
25 ELEVATION.
26

27 (C) FRONT-FACING BALCONY,
28 ACCESSIBLE FROM A HABITABLE
29 ROOM, AT LEAST SIX FEET WIDE,
30 THAT PROJECTS FROM A FAÇADE AT
31 LEAST TWO FEET AND IS ENCLOSED
32 BY AN OPEN RAILING.
33

34 II. LIST B:
35

36 (A) A PRIMARY ENTRANCE AREA WITH A
37 COVERED PORCH OR LANDING AT
38 LEAST EIGHT FEET WIDE,
39 INCORPORATING VISUAL
40 ENHANCEMENTS SUCH AS GABLED
41 ROOF FORMS, ROOF BRACKETS,
42 FASCIA BOARDS, SIDE LIGHTS,
43 AND/OR ORNAMENTAL COLUMNS
44 DIVIDED VISUALLY INTO TOP,
45 MIDDLE, AND BOTTOM.

(B) A BAY WINDOW ON THE FRONT ELEVATION AT LEAST SIX FEET WIDE THAT EXTENDS A MINIMUM OF 12 INCHES OUTWARD FROM A FAÇADE, FORMING A BAY OR ALCOVE IN THE ROOM WITHIN.

(C) IF THE GARAGE IS MORE THAN ONE CAR WIDE, MULTIPLE GARAGE DOORS ARE USED.

III. LIST C:

(A) WINDOWS AND PRIMARY ENTRANCE DOOR(S) THAT OCCUPY A MINIMUM OF 25 PERCENT OF THE WALL AREA OF THE FRONT ELEVATION. WINDOWS IN THE GARAGE DOOR DO NOT COUNT TOWARDS THE 25 PERCENT.

(B) TRIM (MINIMUM THREE AND ONE HALF INCHES WIDE) OF A DIFFERENT COLOR FROM THE PRIMARY SIDING COLOR, SHALL OUTLINE ALL WINDOWS, DOORS, AND ROOF EDGES ON THE FRONT BUILDING ELEVATION, AND MAY OUTLINE CORNERS AND PROJECTIONS/RECESSES ON THE FRONT BUILDING ELEVATION.

(C) A MINIMUM OF TWO DIFFERENT SIDING MATERIALS AND/OR PATTERNS ARE USED ON THE FRONT BUILDING ELEVATION. DOORS AND TRIM DO NOT QUALIFY AS A TYPE OF SIDING MATERIAL.

D. THE HOUSE MAY ENCROACH INTO THE PRIMARY FRONT SETBACK BY UP TO FIVE FEET WHEN THERE IS NO GARAGE, OR WHERE THERE IS A GARAGE (ATTACHED OR DETACHED) WHERE THE FRONT WALL OF THE GARAGE IS LOCATED AT LEAST 8 FEET BEHIND THE FRONT FAÇADE OF THE HOUSE.

5. *WINDOWS.*

- A. *MINIMUM WINDOW AREA REQUIREMENT.* WINDOWS AND PRIMARY ENTRANCE DOOR(S) SHALL OCCUPY A MINIMUM OF 10 PERCENT OF THE WALL AREA OF A BUILDING ELEVATION FACING A STREET OR REQUIRED PRIVATE COMMON OPEN SPACE (UP TO A MAXIMUM OF TWO ELEVATIONS). THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCES WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES, STRUCTURAL REQUIREMENTS FOR SHEAR, AND ORGANIZATION OF SPACES IN THE HOME (WINDOWS ARE NOT REQUIRED IN ROOMS NOT NORMALLY INHABITED OR IN GARAGES).
- B. *WALL AREA CALCULATION.* WALL AREA CALCULATION SHALL BE IN ACCORDANCE WITH SUBSECTION 21.07.110C.3.B.
- C. AN OVERALL REDUCTION IN REQUIRED WINDOW AREA MAY BE APPROVED IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.
- D. *NARROW LOT/SMALL HOME REDUCTION.* AN OVERALL REDUCTION IN REQUIRED WINDOW AND PRIMARY ENTRANCE DOOR AREA TO 7% MAY BE APPROVED WHEN THE CALCULATED WALL AREA IS UNDER 500 SQUARE FEET. UNITS USING THIS REDUCTION SHALL COMPLY WITH SUBSECTION 21.07.110D.4.C.
- E. *ADDITIONS AND RENOVATIONS.* ON EXISTING STRUCTURES, ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY WITH THE OPENING REQUIREMENTS. UNAFFECTED WALL AREAS NEED NOT COMPLY. GARAGE ADDITIONS ARE EXEMPT FROM OPENING REQUIREMENTS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT FOR WINDOW OPENINGS ON ADDITIONS/RENOVATIONS BASED ON PROJECT-

SPECIFIC CIRCUMSTANCES (SUCH AS THE NATURE OF THE SPACES BEING ADDED, BUILDING ORIENTATION, OR STRUCTURAL REQUIREMENTS).]

[E. *PROHIBITED STRUCTURES.* [RESERVED]]

E[F]. *Site Design.*
*** *** ***

[3. *DRIVEWAY WIDTH.*

A. PURPOSE. THIS SECTION LIMITS THE WIDTH OF A DRIVEWAY AT THE PROPERTY LINE AND AT THE STREET CURB. THE INTENT OF THESE LIMITATIONS IS TO PROVIDE ADEQUATE SPACE FOR SNOW STORAGE WITHIN THE RIGHT-OF-WAY, TO HAVE SPACE FOR ON-STREET PARKING WHERE APPROPRIATE, AND TO DISCOURAGE THE MAJORITY OF THE FRONT AREA OF A LOT FROM BEING PAVED AND/OR USED FOR VEHICLE PARKING.

B. *APPLICABILITY.*

I. THIS SECTION APPLIES TO DRIVEWAY THROAT WIDTH AT THE PROPERTY LINE AND STREET CURB.

II. RESIDENTIAL DRIVEWAYS ARE ALSO SUBJECT TO THE MUNICIPAL DRIVEWAY STANDARDS CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER. WHERE THERE IS A CONFLICT, THIS SECTION SHALL GOVERN. ACCESS TO STREETS OWNED BY THE STATE OF ALASKA REQUIRES COMPLIANCE WITH STATE DRIVEWAY STANDARDS, AS PROVIDED IN SUBSECTION 21.07.090H.8.D.

III. WHEN A DRIVEWAY SERVES BOTH RESIDENTIAL AND NONRESIDENTIAL PRINCIPAL USES, THE DRIVEWAY DIMENSIONS SHALL BE AS REQUIRED FOR THE NONRESIDENTIAL USE, UNLESS APPROVED OTHERWISE BY THE TRAFFIC ENGINEER.

1 C. *PERCENT OF LOT FRONTAGE.* THE TOTAL WIDTH
2 OF DRIVEWAY ENTRANCES TO A RESIDENTIAL
3 LOT FROM A STREET SHALL NOT EXCEED 40
4 PERCENT OF THE FRONTAGE OF THE LOT, OR 33
5 PERCENT OF THE FRONTAGE IF THE PLATTING
6 AUTHORITY OR TRAFFIC ENGINEER FINDS THAT
7 CONDITIONS WARRANT IT.
8

9 I. A DRIVEWAY FOR MULTIFAMILY
10 DWELLINGS, MIXED-USE DWELLINGS, OR A
11 GROUP LIVING USE MAY ALWAYS BE AT
12 LEAST 14 FEET WIDE.
13

14 II. A DRIVEWAY FOR A SINGLE-FAMILY, TWO-
15 FAMILY, OR TOWNHOUSE DWELLING MAY
16 ALWAYS BE AT LEAST TEN FEET WIDE,
17 PROVIDED THE TRAFFIC ENGINEER
18 DETERMINES SNOW STORAGE, TRAFFIC
19 FLOW AND SAFETY, AND THE URBAN
20 CONTEXT ARE ADDRESSED, AND
21 PROVIDED TOWNHOUSE DRIVEWAYS ARE
22 ATTACHED IN PAIRS TO THE MAXIMUM
23 EXTENT FEASIBLE.
24

25 III. FLAG LOTS ARE EXEMPT FROM THE
26 PERCENTAGE LIMITATIONS, BUT SHALL
27 HAVE A MAXIMUM DRIVEWAY WIDTH OF 20
28 FEET. ABUTTING FLAG LOTS MAY SHARE A
29 DRIVEWAY UP TO 24 FEET WIDE (12 FEET
30 PER LOT).
31

32 D. *EXCEPTIONS.* THE TRAFFIC ENGINEER AND THE
33 PLANNING DIRECTOR MAY APPROVE A
34 DEPARTURE FROM THE STANDARDS OF THIS
35 SECTION, SUCH AS A NARROWER DRIVEWAY, IF
36 DOCUMENTATION PREPARED BY A LICENSED
37 PROFESSIONAL IN THE STATE OF ALASKA
38 REGISTERED WITH THE ALASKA STATE BOARD
39 OF REGISTRATION FOR ARCHITECTS,
40 ENGINEERS AND LAND SURVEYORS
41 DEMONSTRATES THE DRIVEWAY STILL MEETS
42 THIS CHAPTER'S STANDARDS AND THE
43 MUNICIPAL DRIVEWAY STANDARDS MEMO
44 ISSUED BY THE MUNICIPAL TRAFFIC ENGINEER,
45 AND THAT CHANGE IS APPROPRIATE. APPROVAL
46 SHALL BE CONTINGENT ON FACTORS SUCH AS
47 STREET CLASSIFICATION, STREET TYPOLOGY,
48 URBAN CONTEXT, TRAFFIC VOLUME AND SPEED,

CURB RETURN RADII, STREET TRAVEL LANE OFFSET FROM FACE OF CURB, PEDESTRIAN AND BICYCLE FACILITIES, SNOW STORAGE, DRIVEWAY CONFIGURATION AND LENGTH, SITE AND PROJECT CHARACTERISTICS, NUMBER OF VEHICLES EXPECTED TO USE THE DRIVEWAY, AND COMPREHENSIVE PLAN POLICIES. THE TRAFFIC ENGINEER AND PLANNING DIRECTOR MAY ALSO BE MORE RESTRICTIVE THAN THE STANDARDS OF THIS SECTION, PROVIDED THEY DOCUMENT THE RATIONALE.

4. *ALLEYS.*

A. ACCESS TO PARKING FOR RESIDENTIAL USES SHALL BE FROM THE ALLEY WHEN THE SITE ABUTS AN ALLEY, EXCEPT THAT STREET ACCESS IS PERMITTED IN ANY OF THE FOLLOWING SITUATIONS:

I. ACCESS TO A TOWNHOUSE DWELLING ON A CORNER LOT MAY BE FROM THE STREET FRONTAGE HAVING THE SECONDARY FRONT SETBACK OR THE ALLEY.

II. DUE TO THE RELATIONSHIP OF THE ALLEY TO THE STREET SYSTEM AND/OR THE PROPOSED HOUSING DENSITY OF THE DEVELOPMENT, THE TRAFFIC ENGINEER DETERMINES THAT USE OF THE ALLEY FOR PARKING ACCESS WOULD BE A SIGNIFICANT TRAFFIC IMPACT OR SAFETY HAZARD.

III. THE TRAFFIC ENGINEER DETERMINES THAT TOPOGRAPHY OR OTHER NATURAL FEATURE OR PHYSICAL BARRIER MAKES ALLEY ACCESS INFEASIBLE.

IV. THE ALLEY IS NOT IMPROVED AND TRAFFIC ENGINEER DETERMINES THAT IMPROVEMENT IS NOT FEASIBLE.

V. A SINGLE-FAMILY DWELLING, TWO-FAMILY DWELLING, OR TOWNHOUSE DWELLING WITH TWO UNITS, WITH ALLEY ACCESS MAY HAVE A GARAGE OR DRIVEWAY THAT FACES THE STREET IF THE GARAGE DOOR IS NO WIDER THAN 10 FEET AND THE

DRIVEWAY NO WIDER THAN 12 FEET AT
ANY POINT.

B. IN SITUATIONS WHERE A GROUP OF LOTS FRONT
AN ENTIRE BLOCK ON ONE SIDE OF A STREET
BETWEEN TWO INTERSECTIONS, ABUT A MID-
BLOCK ALLEY, AND ARE BEING DEVELOPED
TOGETHER, THEN PARKING ACCESS TO THE
STRUCTURES SHALL BE FROM THE ALLEY, AND
BUILDING(S) MAY ENCROACH INTO THE FRONT
SETBACK BY UP TO FIVE FEET.

C. IF A NEW DEVELOPMENT INCLUDES ALLEYS, THE
LOT DEPTH REQUIREMENT IS REDUCED BY HALF
THE WIDTH OF THE ALLEY AND THE LOT AREA
REQUIREMENT IS REDUCED BY 12 PERCENT FOR
THOSE LOTS THAT ABUT AN ALLEY. VEHICULAR
ACCESS TO ALL DWELLING UNITS ON LOTS
ABUTTING ALLEYS SHALL BE FROM THE ALLEY,
AND VEHICULAR ACCESS TO SUCH UNITS FROM
THE STREET IS PROHIBITED.]

*** **

(Note to code revisor: Re-number subsequent subsections in section
21.07.110, and re-number tables 21.07-11 and 21.07-12. Re-
number table 21.07-13 in chapter 21.07 section 21.07.115.)

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-
14; AO 2015-36, 5-14-15; AO 2015-100, 10-13-15; AO 2016-34(S), 4-12-
16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59. 7-31-
2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20)

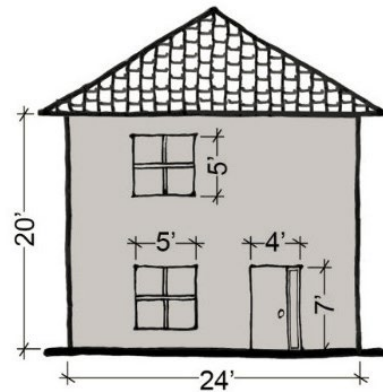
Section 3. Anchorage Municipal Code Chapter 21.15, Rules of Construction
and Definitions, is hereby amended to read as follows (*the remainder of the
chapter is not affected and therefore not set out*):

21.15.020 Rules of Construction and Interpretation.

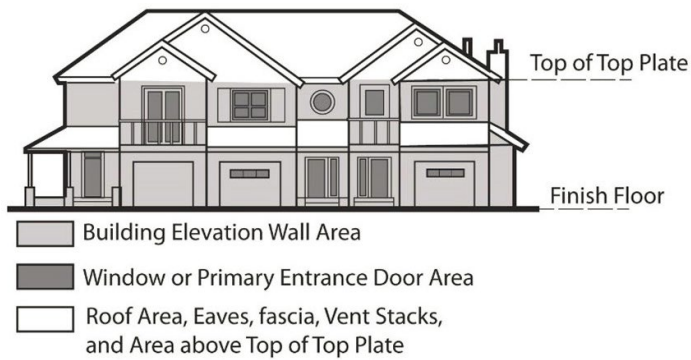
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P. Measurement of Windows and Entrances as a Percentage of
Building Wall Area. The percentage of building elevation wall area
that is window and entrance openings is determined by dividing the
total square footage of the windows and primary entrances on the
building elevation by the gross square footage of the building
elevation wall area (except for parts of the building exempted in 3.),
and then multiplying the resulting quotient by 100.

1. Illustrated Example. In the illustration, the building elevation wall area is 20 feet of height x 24 feet of length = 480 square feet. The window and primary entrance area is the area of the two windows (5 x 5 feet x 2) plus the area of the primary entrance and its sidelight (4 x 7 feet) = 78 square feet. The percentage of the building elevation wall area is found by dividing 78 by 480 then multiplying by 100, to yield 16%.



2. Measuring Window and Primary Entrance Area. "Window area" is defined in section 21.15.040, Definitions. Primary entrance area includes the entrance opening and door frame but excludes trim, molding, and other features beyond the door frame. "Primary entrance" is defined in 21.15.040.
3. Exempt Parts of the Building Elevation Wall Area. The building elevation wall area is measured as the exterior wall plane surface area from finished grade to the top of the wall on the building except that, for the purposes of measuring windows and entrances as a percentage of building wall area, the following parts of the building are not included in the wall area calculation:
- a. Wall area above the topmost story's top plate, such as gable ends of a roof enclosing a cold attic, or parapet walls.
 - b. Roof surfaces, eaves, fascia, vent stacks, mechanical equipment and rooms, rooftop access enclosures, and other roof appurtenances.
 - c. Wall area of stories below grade plane, such as below grade parking, up to the finished floor of the story above grade plane.
 - d. Parts of a street-facing building elevation below the grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk).



(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

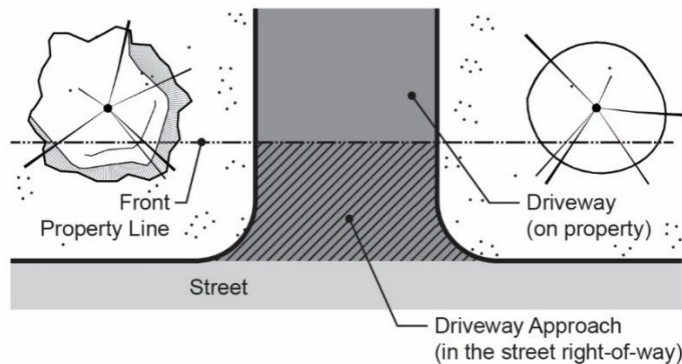
21.15.040 Definitions.

Complete Street

See Street, Complete.

Driveway Approach

The portion of a driveway providing direct vehicle ingress and egress over public right-of-way to a property. The driveway approach extends from the street edge to the front property line.



Pedestrian Feature

A permanent object that provides pedestrians with increased convenience, comfort, and utility, and which is publicly accessible and not limited to a tenant or establishment such as seating for a restaurant. Pedestrian features include:

- Seating such as benches accommodating several people;
- Secondary/informal seating opportunities such as steps, pedestals, low walls, or edges of fountains, accommodating several people;
- A space for standing with objects to lean against, such as bollards, short fences, or irregular building facades, accommodating several people;
- A tree or raised planter;

- A work of art such as a water feature, sculpture, cultural exhibit, or clock feature;
- Pedestrian-scale area lighting designed to light outdoor walkways or pedestrian spaces;
- Ornamental lighting designed to illuminate architecture and/or landscaping for decorative and aesthetic effect;
- A cross-country ski rack that can accommodate a ski lock and is located at building entrances within 500 feet of a ski trailhead;
- A winter city urban design feature such as a wind screen, or outdoor stove or space heater; or
- Other object supporting pedestrian utility, such as a gazebo or kiosk.

Pedestrian Movement Zone

The middle portion of an enhanced street sidewalk (21.07.060G.20.), comprising its walkway clear width located between the sidewalk's street interface and building interface zones. The pedestrian movement zone provides for the primary function of sidewalks[,] and is kept clear of any obstructions to pedestrian movement.

*** *** ***

Primary Entrance

See Entrance, Primary.

*** *** ***

Street, Complete

A street that is designed, used, and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities, and for all users to safely move through the transportation network. For example, Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a complete streets policy in 2018 for its urbanized planning area. The AMATS Complete Streets Policy is available on the municipal website.

*** *** ***

Walkway Clear Width

That portion of the total width of a walkway, trail, pathway, or sidewalk cross-section which is unobstructed, continuous (i.e., without interruption or being split by obstructions), and kept clear for pedestrian movement.

*** *** ***

[WALKWAY, PRIMARY PEDESTRIAN

SEE PRIMARY PEDESTRIAN WALKWAY.]

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-138, 1-12-16; AO 2015-133(S), 2-23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-144(S), 12-20-16; AO 2017-55, 4-11-17; AO 2017-75, 5-9-2017; AO 2018-12, 2-27-18; AO 2018-67(S-1), 10-9-18; AO 2018-92, 10-23-18; AO 2019-132, 12-2-19; AO 2020-38, 4-28-20)

Section 4. This ordinance shall become effective on January 1, 2024.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of
_____, 2023.

Chair

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2023-0011)

Clean Version of Public Hearing Draft
Ordinance

Title 21 Text Amendment to Site Access Regulations

Public Hearing Draft
PZC Case No. 2023-0011

Anchorage 2040 Land Use Plan
Implementation Action 4-3

February 13, 2023

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Clean Version of Proposed Amended Zoning Code

This version of the proposed amendments shows amended code sections as they would look in the published code book after final adoption. It includes indications of where sections of code are removed. For additional detail, please refer to the *Annotated (Narrated) Version of the Public Hearing Draft Ordinance* (Attachment 3).

The text amendments are arranged in the order they appear in Anchorage's *Title 21 Zoning Ordinance*. Only the sections of Title 21 that are being added or amended are included. Where a full subsection of current code is deleted, a note to the reader in italics and parentheses indicates the proposed deletion.

Asterisks (***) indicates that all intervening parts of the chapter are unchanged between the section header above the asterisks and the language shown below the asterisks.

Proposed new sections are marked "(New)" in the table of contents below:

Zoning Code Section Affected by Proposed Changes	Page
21.04. Zoning Districts (<i>district-specific standards</i>)	1
21.07.010D. Alternative Equivalent Compliance (<i>applicability</i>)	1
21.07.010E. Urban Neighborhood Development Context Area (<i>new subsection E.</i>)	2
21.07.060E. Standards for Pedestrian Facilities (<i>sidewalks and walkways</i>)	5
21.07.060F. Pedestrian Frontage Standard (<i>new subsection F.</i>)	6
21.07.060G. Pedestrian Amenities Menu (<i>renumbered from F to G; various amendments</i>)	8
21.07.090H.2. Parking and Loading Facility Design Standards – Applicability	13
21.07.090H.8. - 11. Vehicular Access and Circulation (<i>renumbered to H.8. through H.11.</i>)	13
21.07.090H.12. Dimensions of Parking Spaces and Aisles (<i>renumbered from H.9. to H.12.</i>)	17
21.07.110C. Residential Design Standards – Multifamily and Townhouse	18
21.07.110D. Residential Design Standards – Single-family and Two-family	18
21.07.110F. Residential Design Standards – Site Design (<i>driveway width; alley access</i>)	18
21.15.020P. Rules of Construction and Interpretation (<i>new subsection P.</i>)	18
21.15.040. Definitions	19

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1 **CHAPTER 21.04: ZONING DISTRICTS**

2 *** **

3 **21.04.020 Residential Districts**

4 *** **

5 **H. R-3A: Residential Mixed-Use District.**

6 *** **

7 **2. District-Specific Standards**

8 *** **

9 **e. Enhanced Street Sidewalk**

10 An enhanced street sidewalk may be provided in lieu of required sidewalks and site
11 perimeter landscaping, as defined in 21.07.060G.20.

12 *** **

13 **21.04.030 Commercial Districts**

14 *** **

15 **G. Standards for Mixed-Use Development in the B-1A and B-1B Districts**

16 *** **

17 **5. Enhanced Street Sidewalk**

18 An enhanced street sidewalk may be provided in lieu of required sidewalks and site perimeter
19 landscaping, as defined in 21.07.060G.20.

20
21 *(Note: Subsection 21.04.020G.7., Building Orientation and Placement, is deleted.)*

22
23 **H. Standards for Mixed-Use Development in the B-3 District**

24 *** **

25 *(Note: Subsections 21.04.020H.3., Building Placement and Orientation, is deleted.)*

26
27 **3. Enhanced Street Sidewalk**

28 An enhanced street sidewalk may be provided in lieu of required sidewalks and site perimeter
29 landscaping, as provided in 21.07.060G.20.

30 *** **

31 **21.04.070 Overlay Zoning Districts**

32 *** **

33 **C. Commercial Center Overlay**

34 *** **

35
36 **5. Dimensional Standards**

37 Uses in the B-1B district are exempt from the gross floor area limitations of subsection
38 21.04.030C.2.b., provided that an individual use occupies no more than 60,000 square feet of gross
39 floor area.

40
41 *(Note: Subsection 21.04.070C.5.a. is deleted.)*

42 *** **

43 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

44 *** **

45 **21.07.010 General Provisions.**

46 *** **

47 **D. Alternative Equivalent Compliance.**

48 *** **

2. *Applicability.* The alternative equivalent compliance procedure shall be available only for the following sections of this title:

*** *** ***

c. Subsection 21.07.060F., Pedestrian Frontage Standard;

d. Subsection 21.07.060G., Pedestrian Amenities;

(Note to code revisor: re-number subsections c. - i. as subsections d. - j.)

*** *** ***

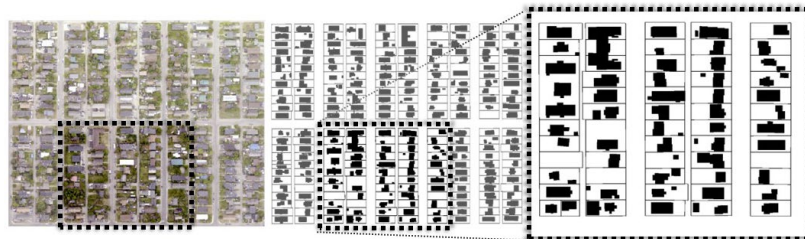
E. Urban Neighborhood Development Context Area.

1. Purpose.

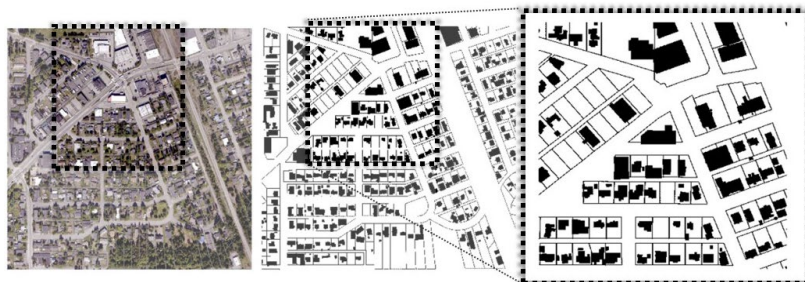
This section establishes an Urban Neighborhood Development Context Area that reflects the existing and desired characteristics of Anchorage's older, urban neighborhoods identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas. Some are also identified in neighborhood and district plans. This section provides a basis for development regulations tailored to the characteristics of these neighborhoods and fulfills their role as recommended in the Comprehensive Plan.

a. This area is intended to include Anchorage's original urban neighborhoods of Government Hill, South Addition, and Fairview, and post-war era (1950s-1960s) neighborhoods such as Spenard, Airport Heights, and Russian Jack Park. It also includes transit-supportive development corridors and designated mixed-use centers.

b. This area recognizes urban neighborhood characteristics including a more highly interconnected street system, smaller lot and block sizes, and access to pedestrian facilities and public transit. Some neighborhoods have consistent or frequent sidewalks and alleys. Buildings and residences often have moderate front setbacks and orient to the street, with landscaping or walkways (instead of parking) comprising most of their street frontage. Transit-supportive development corridors and mixed-use centers contribute to a compact, accessible land use pattern.



Regular street grid of city blocks and alleys in Mountain View.



More relaxed street grid along a transit corridor in Spenard.

2. **Applicability.**

The urban neighborhood development context area shall apply as a basis for area-specific development standards in this chapter 21.07. It shall not be used as a basis to change allowed uses or review and approval procedures of the underlying zoning district, district-specific dimensional standards, or any other standards elsewhere in this title.

3. **Urban Neighborhood Development Context Area Established.**

The urban neighborhood development context area is delineated in map 21.07-1, with the following clarifications:

- a. The Downtown (DT) zoning districts are not included because they are addressed in chapter 21.11.
- b. The university and medical campuses of the UMED District are not included.
- c. The properties of Merrill Field Airport, Alaska Railroad Terminal Reserve, and Port of Alaska are not included.
- d. Broadmore Estates, Benzen Addition, and Creekside Park Addition Subdivisions are not included.
- e. Birchwood Park and Green Acres Subdivisions are included.



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1 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **E. Standards for Pedestrian Facilities**

6 *** **

7 **2. Sidewalks**

8
9 a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual
10 (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be
11 improved in accordance with subsection 21.08.050H.

12
13 b. Street improvement projects and new streets in subdivisions in all class A zoning districts
14 except for industrial districts shall install sidewalks on both sides of all streets (local,
15 collector, arterial, public or private, including loop streets). Where indicated in the
16 comprehensive plan, a pathway may replace a sidewalk on one side. Street improvement
17 projects in industrial zoning districts shall install a sidewalk on one side of all local streets,
18 and on both sides of local streets if the new sidewalks would connect to existing sidewalks
19 on both ends and the needed sidewalk length is no greater than one quarter mile.

20 *** **

21 f. Development on lots along existing streets in class A zoning districts shall install sidewalks
22 on all lot frontages abutting streets in the following situations:

23
24 i. In R-4, R-4A, commercial, and DT zoning districts.

25 *** **

26 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

27 *** **

28 **21.07.060 Transportation and Connectivity**

29 *** **

30 **E. Standards for Pedestrian Facilities**

31 *** **

32 **4. On-Site Pedestrian Walkways**

33 *** **

34 **b. On-Site Pedestrian Connections**

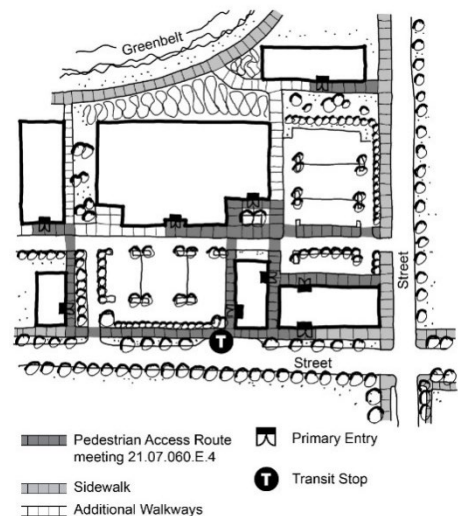
35 *** **

36 ii. All primary building entrances on a site
37 shall be connected to the street by a
38 convenient system of walkways. This
39 includes multiple primary entrances into
40 one building, and primary entrances in
41 separate buildings on a site.

42 *** **

43
44 iv. The primary front entrance of a residential
45 dwelling shall be connected to the street by
46 a walkway as provided in i. through ii.
47 above, or by the dwelling's individual
48 driveway, or by a shared parking courtyard
49 meeting 21.07.060G.21.

50 *** **



1
2
3
4 **c. Walkway Clear Width and Improvements**

5 *** *** ***

- 6 i. The minimum width of a required pedestrian walkway shall be five feet of
7 unobstructed clear width, except where otherwise stated in this title. A walkway
8 that provides access to no more than four residential dwelling units may provide
9 an unobstructed clear width of three feet.

- 10
11 ii. Walkways shall be improved in accordance with subsection 21.08.050H.

12 *** *** ***

13 **F. Pedestrian Frontage Standard**

14
15 **1. Purpose**

16 The pedestrian frontage standard requires site planning and building orientation toward
17 neighborhood streets and sidewalks to facilitate pedestrian access and reduce automobile parking
18 congestion. Objectives include to:

- 19
20 a. Organize and orient buildings around public streets and associated frontages in a way that
21 frames streets as positive public space, promotes pedestrian activity, and connects to
22 multiple modes of transportation.
23
24 b. Provide clearly defined, safe pedestrian access to building entries that invites people of all
25 abilities and minimizes conflicts with vehicles and parking.
26
27 c. Place active indoor spaces, entrances, and windows on street-facing building facades to
28 improve the visual connection to the street and promote a safe, secure neighborhood.
29

30 **2. Applicability**

31 Subsection 3. applies to development in the urban neighborhood development context area
32 established in 21.07.010E. Subsection 4. applies to development in the other areas of the
33 municipality. The following are exempt:

- 34
35 a. Changes of use and other developments that comprise building modifications of less than
36 50 percent of the total improvement value of the building(s) on the site.
37
38 b. Development in Girdwood, Downtown (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial
39 zoning districts.
40
41 c. Single-family and two-family dwellings constructed prior to January 1, 2016, or on lots of
42 20,000 square feet or larger, or in Class B zoning districts.
43
44 d. Uses without habitable floor area, such as utility substations.
45

46 **3. Administrative Adjustments**

- 47
48 a. The Alternative Equivalent Compliance procedure in 21.07.010D. may be used to propose
49 alternative means of complying with the intent of this section.
50
51 b. The director shall approve administrative relief if the applicant demonstrates the adjustment
52 is necessary to compensate for some practical difficulty of the site. This includes reducing
53 the window area requirement by the amount needed to comply with 5-star or affordable
54 housing (21.15.040) energy rating requirements. The department shall keep record of the
55 approved exception with written findings supporting the exception on file.
56

4. Standard or urban neighborhood contexts

The standards of table 21.07-2 apply to the primary frontage and one secondary frontage.

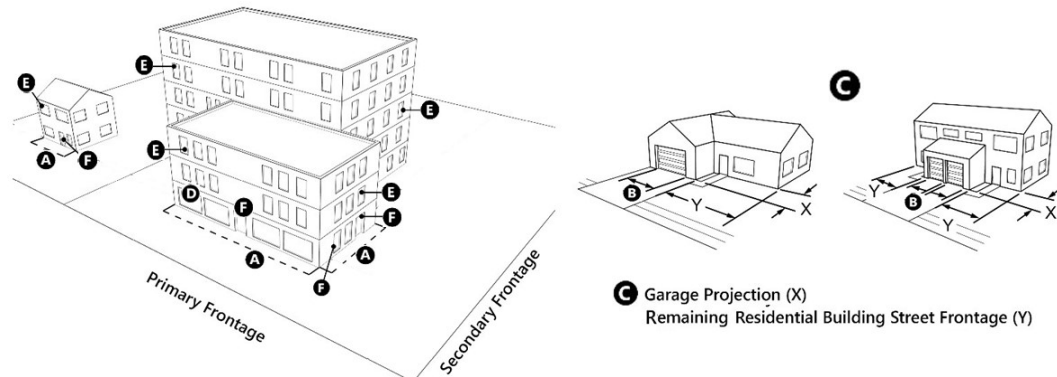


Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts

Site Elements for Pedestrian-Oriented Frontages	Standard
A. Minimum required ground-floor, street-facing building elevation without driveways or parking facilities in front	50% of building elevation width ¹ Lots with alley access: no parking allowed in front of building except in driveways for individual dwellings
B. Maximum allowed width of residential garage entrance(s) on ground-floor street-facing building elevation	40% of building elevation width ¹
C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation	None allowed on lots with alley access No more than 50% of the width of the non-garage portion of the street-facing building, on other lots
D. Minimum required visual access windows or primary entrances on non-residential ground-floor street-facing building elevation ²	25% of wall area on primary frontage 15% of wall area on second frontage
E. Minimum required windows or primary entrances on residential and upper-floor non-residential street-facing elevations ²	15% of wall area on primary frontage 10% of wall area on second frontage
F. Requirement for primary entrance facing the street or visible from the street via an unobstructed line of sight	Residential: Meet 21.07.060G.14., Covered, Visible Residential Entrance Other uses: at least one entrance
G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.14.) in multifamily, mixed-use, townhouse, group housing, and non-residential developments.	2 pedestrian amenities
¹ Exception: On lots without alley access in R-2A, R-2D, and R-2M zoning districts, two-family (duplex) developments may have a minimum of 25% in A. above and a maximum of 67% in B. above. ² Visual access windows shall have a sill height of no more than four feet above finished grade. Rules for measuring window area as a percentage of building wall area are provided in 21.15.020P. Visual access windows ("Window, providing visual access"), primary entrance, and ground-floor wall area are defined in 21.15.040.	

5. Standard for areas outside of urban neighborhood contexts

The standards of table 21.07-3, apply to the primary frontage and one secondary frontage.

Table 21.07-3: Pedestrian Frontage Standard – Outside of Urban Neighborhood Contexts	
Site Elements for Pedestrian-Oriented Frontages	Standard
A. Minimum required ground-floor, street-facing building elevation without driveways or parking facilities in front	20% of building elevation width, on one frontage
B. Maximum allowed width of residential garage entrance(s) on ground-floor street-facing building elevation	67% of building elevation width
C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation	No more than the width of the non-garage portion of the street-facing building elevation
D. Minimum required visual access windows or primary entrances on non-residential ground-floor street-facing building elevation ²	15% on primary frontage 10% on secondary frontage
E. Minimum required windows or primary entrances on residential and upper-floor non-residential street-facing elevations ²	10% on primary frontage 5% on secondary frontage
F. Requirement for primary entrance facing the street or visible from the street via an unobstructed line of sight	Residential: Meet 21.07.060G.14., Covered, Visible Residential Entrance. Other uses: at least one entrance.
G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.14.) in multifamily, mixed-use, townhouse, group housing, and non-residential developments.	1 pedestrian amenity
¹ Exception: Non-residential buildings located more than 100 feet from the applicable street rights-of-way are exempt from A., D., E., and F. above. ² Visual access windows shall have a sill height of no more than four feet above finished grade. Rules for measuring window area as a percentage of building wall area are provided in 21.15.020P. Visual access windows ("window, providing visual access"), primary entrance, and ground-floor wall area are defined in 21.15.040.	

G. Pedestrian Amenities Menu

1. Purpose

This section defines and provides standards for pedestrian amenities that are used in developments to satisfy a requirement, menu choice, or incentive in this title. The standards in this section give predictability for applicants and the public for the minimum acceptable standards for pedestrian amenities. It encourages amenities that will improve and enhance the community and respond to Anchorage's northern latitude climate.

2. Applicability

Pedestrian amenities shall meet the minimum standards of this section to be credited toward a requirement, menu choice, or incentive of this title, except where specifically provided otherwise in this title. The standards of this section do not apply to amenities that are not counted toward a requirement, menu choice, or incentive under this title.

3. Administrative Adjustments

The alternative equivalent compliance procedure set forth in subsection 21.07.010D. may be used to propose alternative means of complying with the standards of this subsection 21.07.060G.

(Note: Current subsection 3., Walkway, is deleted.)

4. Enhanced On-Site Walkway

An enhanced on-site walkway is intended to provide an option for applicants to receive credit for exceeding the minimum development standards for walkways and improving pedestrian convenience, comfort, and safety on the site. Enhanced on-site walkways provide additional width for pedestrian movement and peripheral space that accommodates landscaping, furniture, and utilities.

- a. An enhanced on-site walkway shall have a pedestrian movement zone with a continuous, unobstructed walkway clear width of at least eight feet, or six feet where providing access only to four or fewer residential dwelling units. Where adjacent to a ground-floor building elevation it shall also have a building interface zone a minimum of two feet in width for building foundation landscaping or space for opening doors or seating and transition pedestrian spaces. In addition to the pedestrian movement zone and any building interface zone, the enhanced on-site walkway shall have a buffer space of at least two feet in width where abutting motor vehicle parking lots, circulation aisles, or driveways. The buffer space shall accommodate landscaping beds, fencing or bollards, light poles, utilities, benches, and other furnishings.
- b. A minimum of two pedestrian features as defined by this title (21.15.040) shall be provided along the enhanced walkway, with at least one for every 50 feet of the walkway length.
- c. Enhanced on-site walkways shall provide continuous, direct connections from building primary entrance(s) to surrounding public streets and sidewalks and be publicly accessible or available to all residents of the development.

*** *** ***

(Note: Pedestrian Amenities G.4. through G.13 are not shown because they are not being amended.
Existing subsection 15, Bicycle Parking Amenities, is deleted.)

13. Separated Walkway to the Street

The development shall connect the building primary entrances to the street with a clear and direct walkway that is not routed through a parking facility or across vehicle driveways or circulation aisles. The minimum clear width portion of the walkway shall be separated from the parking facility by at least five feet.

14. Covered, Visible Residential Entrance

A porch, stoop, or landing sheltered by a roof is intended to give visual emphasis to the building entrance as an aid in wayfinding, and help provide safe, convenient access to residential buildings from the street. The entrance shall meet the following standards:

- a. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16 square feet, and a permanent, sheltering roof covering at least 12 square feet.
- b. The porch, stoop, or landing shall be distinguished from adjoining areas and vehicle parking by vertical separation or a change in surfacing material.
- c. The building entrance shall also be visible (via an unobstructed line of sight) from a street or face a common private open space (21.07.030), a plaza or courtyard (21.07.060G.6.), a housing courtyard (21.07.060G.7.), or a shared parking courtyard (21.07.060G.21.) that is visible from a street.

15. Enhanced Primary Entrance

An enhanced building entry is intended to provide an option for applicants to receive credit for a more prominent and inviting primary pedestrian entrance. To receive credit, the enhanced primary entrance shall incorporate at least three of the following features:

- a. Outdoor sheltering roof feature projecting from the building façade such as an overhang, portico, canopy, marquee with an inside dimension of at least 16 square feet;
- b. Recessed and/or projected entrance or other building wall modulation with projections or recesses in the building wall plane;
- c. Changes in the building's main roofline such as arches, peaked roof forms, or terracing parapets;
- d. Changes in siding material or exterior finishes, or façade detail features such as tilework that emphasize the entrance;
- e. Entrance plaza, patio, or similar common private open space;
- f. Landscaping not otherwise required by this title, such as integrated planters, landscape accent lighting, or special paving treatments; or
- g. One or more pedestrian features (21.15.040) such as pedestrian-scale lighting or seating.

16. Enhanced Façade Transparency.

Increase the windows and/or primary entrances on street-facing building elevations which are subject to the window requirement in 21.07.060F., by an additional five (5) percent of the wall area.

1 **17. Pedestrian Frontage Free of Parking in Front.**

2 In urban neighborhood development contexts (21.07.010E.), provide a street frontage without
3 driveways, parking, or loading facilities in front of at least 75% of the ground-floor, street-facing
4 building elevation. In other areas, provide such a frontage in front of at least 33% of the street-
5 facing building elevation.
6

7 **18. Site Entry Feature**

8 Highlight and define a pedestrian entrance to a development site using three or more of the
9 following elements:

- 10
- 11 a. Landscape treatment with seasonal color and trees, which clearly distinguishes and
12 highlights the site entry.
 - 13
 - 14 b. Plaza or courtyard as described in subsection 21.07.060G.6.
 - 15
 - 16 c. Identifying building primary entrance form including a covered entry, when the primary
17 entrance is within 50 feet of the site entrance.
 - 18
 - 19 d. Special paving, pedestrian walkway area lighting, ornamental lighting, and/or bollards.
 - 20
 - 21 e. Ornamental gate and/or fence.
 - 22

23 **19. Pedestrian-Interactive Building**

24 A pedestrian-interactive building is intended to provide interior spaces that engage the sidewalk
25 with street-facing windows and entrances and activities and services that support neighborhood
26 residents, and contribute to the activity level and quality of the pedestrian environment of the
27 neighborhood or district.
28

- 29 a. A pedestrian-interactive building shall provide a primary entrance facing the street.
30 Entrances at building corners facing a street may be used to satisfy this requirement.
- 31
- 32 b. A pedestrian-interactive building shall contain habitable floor area at least 24 feet deep
33 extending along a minimum of 50 percent of the length of the ground-floor, street-facing
34 building elevation in Urban Neighborhood Contexts, and 30 percent elsewhere. The
35 habitable floor area may include pedestrian entrances, entry lobbies or atriums, and
36 stairwells.
- 37
- 38 c. At least 50 percent of the street-facing building elevation width of a pedestrian-interactive
39 building shall have no parking facilities in front.
- 40
- 41 d. Street-facing wall areas of a non-residential use shall be 50 percent visual access windows
42 or primary entrances on the ground floor, and 20 percent windows above the ground floor.
- 43
- 44 e. Street-facing wall areas for residential uses shall be at least 20 percent windows or primary
45 entrances.
- 46
- 47 f. Where a building has three or more street frontages, these criteria apply along only two of
48 the frontages.
- 49

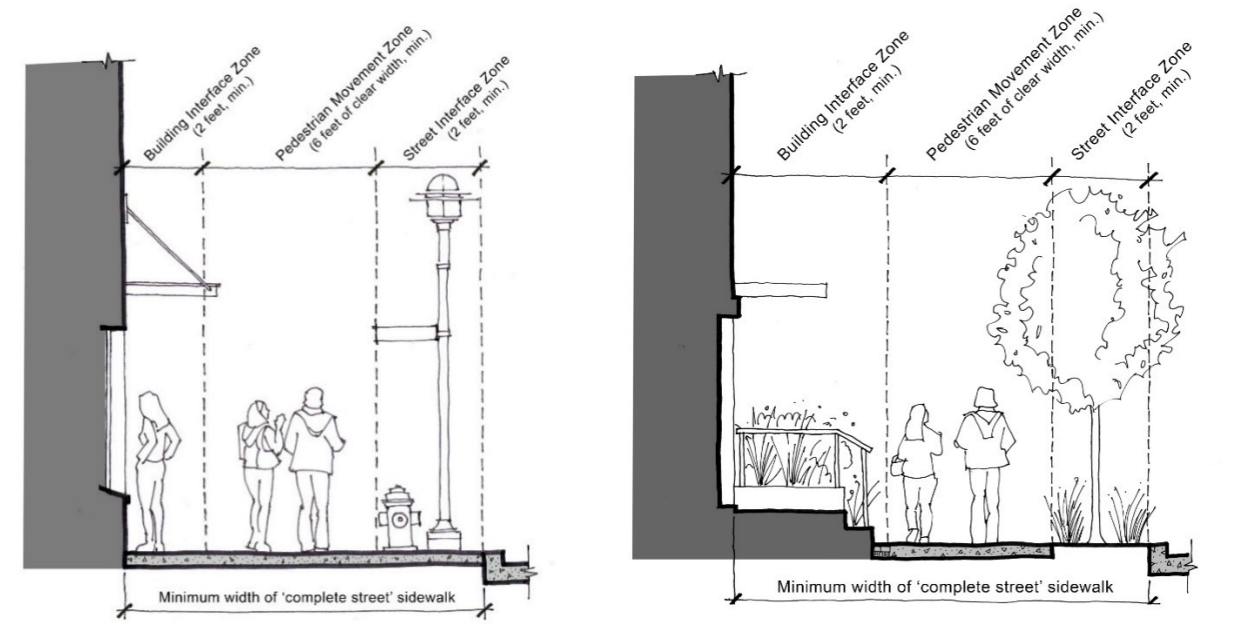
50 **20. Enhanced Street Sidewalk**

51 An enhanced street sidewalk is intended to provide an option for applicants to receive credit for
52 exceeding the minimum development standards for sidewalks. An enhanced street sidewalk
53 promotes sidewalk widening and streetscape enhancements to support higher levels of pedestrian
54 activity, comfort, and safety in the district. An enhanced street sidewalk with “complete street”

(21.15.040) style amenities may be provided in lieu of required site perimeter landscaping as determined through an administrative site plan review, and subject to the following:

- a. The enhanced street sidewalk cross-section shall be at least 12 feet wide, and include a pedestrian movement zone, building interface zone, and street interface zone (21.15.040). The pedestrian movement zone shall have a walkway clear width of at least six feet. The street interface zone shall be at least two feet wide from back-of-curb, and four feet wide along major arterials. Where a building adjoins the sidewalk, there shall be a building interface zone at least two feet wide.

(Note: Existing illustration replaced with the two illustrations below.)



Enhanced Street Sidewalks in Commercial and Residential Settings

- b. The enhanced street sidewalk shall provide at least half the number of trees and shrubs that would otherwise have been required for site perimeter landscaping. Shrubs are not required if perennials are substituted for shrubs on a three to one basis or if the tree planting bed is provided as a suspended pavement system with a minimum of 300 cubic yards of soil per tree.
- c. The enhanced street sidewalk may be placed wholly or in part within a right-of-way, subject to approval of the traffic engineer and municipal engineer.
 - i. The enhanced street sidewalk shall be subject to the applicable requirements of title 24, including sections 24.30.020., *Permit to use Public Places*, and 24.90, *Encroachment Permit*.
 - ii. Existing improvements that meet the standards of the enhanced street sidewalk may be counted towards the requirements of this section, subject to approval by the director.
 - iii. The owner shall maintain landscaping and amenities for the enhanced street sidewalk within the right-of-way.

1 iv. Where the right-of-way is not adequate or cannot be configured to accommodate
2 the enhanced street sidewalk, then the development shall be set back from the
3 street frontage as necessary to accommodate part of the improvements within the
4 property. A public use easement shall be recorded for any part of the designated
5 sidewalk width to be located within the subject parcel.
6

7 **20. Shared Parking Courtyard**
8 *** *** ***

1 **21.07.090 Off-Street Parking and Loading**

2
3 **H. Parking and Loading Facility Design Standards**

4 *** **

- 5
6 2. *Applicability.* These standards apply to all areas used for off-street parking, and any parking facility
7 or loading facility in a development, except where stated otherwise. A temporary parking lot shall
8 comply with all applicable development requirements of this title for surface parking lots and parking
9 lot landscaping, except when associated with another temporary use permitted pursuant to section
10 21.05.080.

11
12 **8. Vehicular Access and Circulation – General**

13 Parking lots and structures access, layout, and dimensions shall be designed for a safe and orderly
14 flow of traffic throughout the site, as provided in subsections 9. through 12. that follow. Vehicular
15 access and circulation patterns and the location and traffic direction of all circulation aisles,
16 driveways, and queuing lanes shall be designed and maintained in accordance with accepted
17 principles of traffic engineering and safety as determined by the traffic engineer.

18
19 *(Note: Existing subsection 8.a. Key Elements, 8.b. Circulation Patterns, and 8.c., Parking Spaces*
20 *Along Major Entrance Drives, are deleted.)*

21
22 **9. Vehicular Access Location**

23
24 **a. Street Access Location**

25 The number and spacing of driveways, including minimum distance from street
26 intersections, shall be as provided in the *Municipal Driveways Standards* and this section.
27 Access to streets owned by the state of Alaska requires compliance with state driveway
28 standards, department of transportation and public facilities approval and driveway permit.

29
30 **b. Alley Access Requirement**

31 Where a residential use is served by an alley in the Urban Neighborhood Development
32 Context (21.07.010E.), vehicle access shall take place from the alley, except for direct
33 vehicle access to the street that is limited to the following:

- 34
35 i. One driveway no wider than 12 feet at any point, except that lot frontages 100 feet
36 or wider on a primary street frontage may have one driveway per 50 feet of lot
37 frontage on that street.
38
39 ii. One additional driveway no wider than 12 feet providing access to the secondary
40 street frontage on corner lots for multifamily, townhouse, or two-family
41 developments.
42
43 iii. The director and traffic engineer may approve additional driveway access to the
44 primary street frontage for multifamily or townhouse developments, provided the
45 alley is unimproved and the traffic engineer determines that alley improvement and
46 vehicle access are not feasible or would create a traffic impact or safety hazard.
47 The additional driveway access shall be the minimum the traffic engineer
48 determines is necessary to provide access for the development. The department
49 shall keep record of the approved additional driveway access with written findings
50 supporting the approval on file and available for public inspection.

51
52 **c. Cross-Access and Shared Access with Adjacent Sites**

53 Parking facilities serving a site, whether located on that same lot or on an adjacent lot, may
54 be connected by means of a common access driveway within or between the interior of
55 such lots. Where a property receives its access to the street through a shared driveway

with another lot, a shared access easement shall be provided on the plat, or a shared access agreement running with the land shall be recorded by the municipality, as approved and executed by the director, guaranteeing the continued availability of the shared access between the properties.

d. Paired Residential Driveways Allowed

Driveways for two single-family, two-family, or townhouse units may be attached across a property line, provided the maximum combined width of the driveway is 24 feet.

e. Residential Garage Setback

Street-facing garages accessed from the driveway of an individual dwelling shall be set back from the street by the length of a standard parking space (as defined in table 21.07-8, Parking Angle, Stall, and Aisle Dimensions). The traffic engineer may approve exceptions to relieve hardship on narrow lots.

10. Access to Parking Spaces

a. Access to Parking Spaces

Each parking space shall open to a parking aisle or driveway of such width and design as provided in section 21.07.090H.12. to provide safe and efficient means of vehicular access with no more than a standard two-movement entrance or exit from the parking space and without having to move another vehicle. Stacked and tandem parking spaces are allowed exceptions as provided in 21.07.090H.12.

b. Backing Distances

Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.

c. Dead-End Parking Aisles

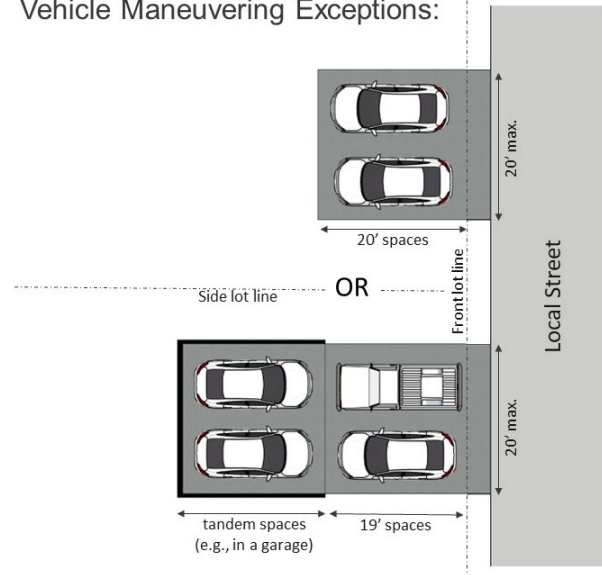
Any parking bay that does not provide two means of vehicle egress shall provide, at the closed end, an extension of the parking aisle at least nine feet in depth, designated and signed as a "No Parking" turn-around area. Dead-end parking bays longer than 100 feet shall be subject to discretionary review and approval by the traffic engineer.

d. Vehicle Maneuvering

Off-street parking facilities shall be designed so that all vehicle maneuvers occur on the development site and not in the public right-of-way, and vehicles enter and exit the right-of-way in a forward motion, except the following are exempt:

- i. Parking for single-family, two-family, and mobile home dwellings on individual lots, accessing a local street.
- ii. For other developments, parking comprising only one or two parking spaces whose only access is to a local street, provided that the vehicle area occupies no more than 20 feet of the lot frontage in the front setback. The number of spaces may be increased to four spaces if arranged in tandem for residential dwellings as provided in 21.07.090K.12.k. Additional spaces for multifamily developments with up to four dwelling units may be approved by the traffic engineer in appropriate circumstances such as lots on dead-end streets, cul-de-sacs, or other local streets with low traffic volumes.

Vehicle Maneuvering Exceptions:

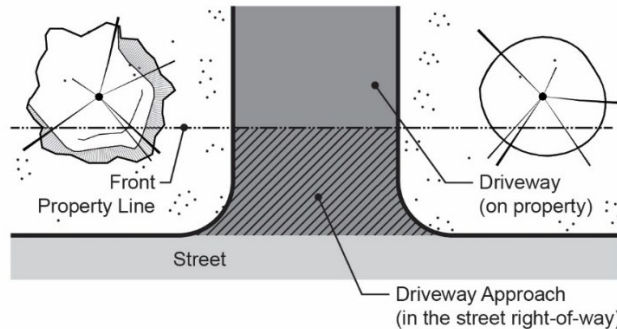


- iii. The usable portion of an alley may be credited as circulation and/or parking aisle space for parking areas. The maneuvering area between the end of the parking space and the opposite side of the improved alley shall meet the parking aisle width in table 21.07-8, *Parking Angle, Stall, and Aisle Dimensions*.

11. Driveway Design and Dimensions

a. Parking Lot Entries/Driveway Approaches

Entries and driveway approaches providing access from the street edge to the front property line shall conform to the municipal driveway standards and this section 21.07.090H.11. Access to streets owned by the state of Alaska requires compliance with state driveway standards as provided in 21.07.090H.9.



b. Curb Openings and Public Walkway Crossings

- i. Curb cut and curb returns at driveway openings to the street shall be provided as prescribed in the municipal driveway standards.
- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope prescribed by M.A.S.S. and A.D.A., except that in the urban

neighborhood context areas (21.07.010E.), public walkways on local streets shall be restored to a level running grade to the extent reasonably feasible.

c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width

The total width of the driveway approach from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, provided the following:

- i. The driveway approach is always allowed to have the minimum driveway width provided by subsection d. The traffic engineer may approve more than the minimum driveway width, provided the traffic engineer determines that snow storage, traffic flow and safety, and the neighborhood context are addressed.
- ii. The driveway approach shall not exceed the maximum driveway width established in the municipal driveway standards.
- iii. Flag lots are exempt from the percentage limitations but shall have a maximum driveway approach width of 20 feet. Abutting flag lots may share a driveway approach up to 24 feet wide (12 feet per lot).

d. Minimum Driveway Width

The minimum required width of driveways including both the driveway approach within the street ROW and the portion of the driveway on the development property is as follows:

- i. The minimum width of parking aisles shall be as set forth in 21.07.090H.12.
- ii. The minimum width of the driveway approach shall be as set forth in the municipal driveway standards, except as modified or clarified by subsections iii. through vi.
- iii. The minimum width of a driveway providing access to a single-family, two-family, townhouse, mobile home, or other individual dwelling from a local street or alley is 12 feet.
- iv. The minimum width of a driveway providing access for up to 10 parking spaces serving a townhouse or multifamily residential use from a local street or alley is 12 feet, except that straight (non-curving) driveway segments on the development property (i.e., not in the driveway approach) may be 10 feet.
- v. The minimum width of a driveway providing access for more than 10 parking spaces serving a townhouse or multifamily use from a local street or alley is 12 feet for one-way traffic and 20 feet for two-way traffic.
- vi. The traffic engineer may reduce the driveway width to relieve hardship on small or narrow lots or increase the required width to meet vehicle turning and maneuvering needs, in accordance with accepted principles of traffic engineering and safety as determined by the traffic engineer.

e. Driveway Throat Length

The driveway throat shall be of sufficient length to enable the street and walkways in the ROW and the circulation, parking, and walkways in the development site to function without interfering with each other, as provided in the municipal driveway standards.

f. Sight Distance

Ingress and egress to parking facilities shall be designed as prescribed in the municipal driveway standards to maintain adequate sight distance and safety.

1 **g. Circulation Definition**

2 Circulation patterns within parking facilities shall be well defined with pavement marking
3 and signage, curbs, landscaping, and/or other similar features. Curbed end islands shall
4 be provided at the end of each row of parking spaces to define circulation and provide sight
5 distance at internal intersections of parking aisles, driveways, and/or on-site roadways.
6 Shared parking courtyards meeting 21.07.060G.21. may depart from this requirement
7

8 *(Note: Existing subsections 21.07.090H.8.e., Parking and Maneuvering, through 21.07.090H.8.h., Cross*
9 *Access and Joint Access with Adjacent Sites, are deleted.)*

10
11 **12. Dimensions of Parking Spaces and Aisles**

12
13 **a. Minimum Dimensions for Required Parking**

14 Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth
15 in table 21.07-8, except as follows:

- 16
17 i. Parking facilities in the Downtown (DT) zoning districts, and in the Urban
18 Neighborhood Contexts delineated in subsection 21.07.010E., may meet the
19 SMALL parking space and aisle dimensions in table 21.07-8. Up to 30 percent of
20 parking in the Downtown (DT) zoning districts may meet the COMPACT parking
21 dimensions, if signed for compact vehicles only.
22
23 ii. In all other areas of the municipality, up to 50 percent of employee-only parking,
24 structured parking facilities, or parking for uses with a low parking turnover rate
25 may meet the SMALL parking space and aisle dimensions in table 21.07-13. Uses
26 with a low parking turnover rate comprise multifamily and mixed-use household
27 living uses, office uses, and educational facility uses other than instructional
28 services. Required parking shared between low-turnover and non-low-turnover
29 uses shall meet STANDARD dimensions.
30

TABLE 21.07-8 PARKING ANGLE, STALL, AND AISLE DIMENSIONS									
Parking Angle (Degrees)	Parking Space Size	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
***	***	***							
¹ Developments in the Urban Neighborhood Development Context Areas delineated in 21.07.010E. may use the following alternative STANDARD parking space depth (Vehicle Projection): 19' 0" for 90-degree parking angle; 20' 8" for 75-degree parking angle; 20' 11" for 60-degree parking angle, and 19' 6" for 45-degree parking angle. Parking bay width may decrease as a result.									

31 *** **

32
33 **21.07.110 Residential Design Standards**

34
35 **A. Purpose**

36
37 *(Note: Subsections 4. and 5. of the purpose statement for the residential design standards are deleted,*
38 *and the remaining subsections re-numbered.)*

39 *** **

40 **C. Standards for Multifamily and Townhouse Residential**

41
42 **1. Purpose**

43 *** **

(Note: Subsections c. and g. of the purpose statement for Multifamily and Townhouse Residential design standards are deleted, and the remaining subsections re-numbered.)

*** **

3. Pedestrian-Oriented Street Frontage Standards.

Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., *Pedestrian Frontage Standards*.

(Note: The following subsections of the Multifamily and Townhouse Residential design standards are deleted: 21.07.110C.3., *Windows Facing the Street*; 21.07.110C.5., *Pedestrian Access*; 21.07.110C.6., *Building and Site Orientation Menu*; and 21.07.110C.9., *Entryway Treatment*, are deleted. The remaining subsections of 21.07.110C. are re-numbered accordingly.)

D. Standards for Some Single-Family and Two-Family Residential Structures

2. Pedestrian-Oriented Street Frontage Standards.

Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., *Pedestrian Frontage Standards*.

(Note: Subsections 3., 4., and 5. are deleted.)

*** **

(Note: Subsection 21.07.110E., *Prohibited Structures*, is deleted, and *Site Design* (below) is re-numbered.)

E. Site Design

(Note: *Site Design* subsections 3., *Driveway Width*, and 4., *Alleys*, are deleted.)

*** **

21.15.020 Rules of Construction and Interpretation

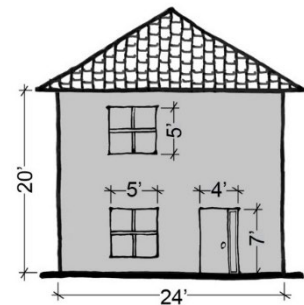
*** **

P. Measurement of Windows and Entrances as a Percentage of Building Wall Area

The percentage of building elevation wall area that is window and entrance openings is determined by dividing the total square footage of the windows and primary entrances on the building elevation by the gross square footage of the building elevation wall area (except for parts of the building exempted in 3.), and then multiplying the resulting quotient by 100.

1. Illustrated Example

In the illustration, the building elevation wall area is 20 feet of height x 24 feet of length = 480 square feet. The window and primary entrance area is the area of the two windows (5 x 5 feet x 2) plus the area of the primary entrance and its sidelight (4 x 7 feet) = 78 square feet. The percentage of the building elevation wall area is found by dividing 78 by 480 then multiplying by 100, to yield 16%.



2. Measuring Window and Primary Entrance Area

"Window area" is defined in section 21.15.040, Definitions. Primary entrance area includes the entrance opening and door frame but excludes trim, molding, and other features beyond the door frame. "Primary entrance" is defined in 21.15.040, Definitions.

3. Exempt Parts of the Building Elevation Wall Area

The building elevation wall area is measured as the exterior wall plane surface area from finished grade to the top of the wall on the building except that, for the purposes of measuring windows and

entrances as a percentage of building wall area, the following parts of the building are not included in the wall area calculation:

- a. Wall area above the topmost story's top plate, such as gable ends of a roof enclosing a cold attic, or parapet walls.
- b. Roof surfaces, eaves, fascia, vent stacks, mechanical equipment and rooms, rooftop access enclosures, and other roof appurtenances.
- c. Wall area of stories below grade plane, such as below grade parking, up to the finished floor of the story above grade plane.
- d. Parts of a street-facing building elevation below the grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk).



*** **

21.15.040 Definitions

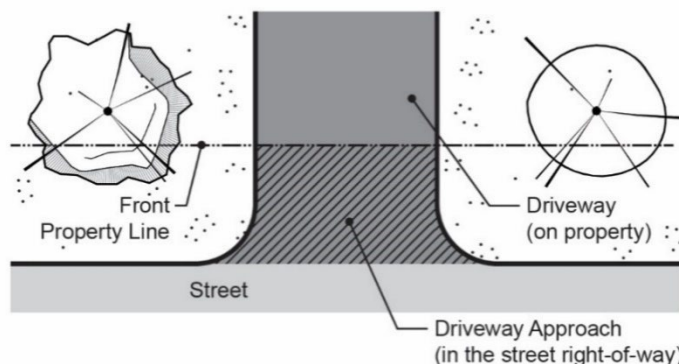
*** **

Complete Street. See *Street, Complete*.

*** **

Driveway Approach

The portion of a driveway providing direct vehicle ingress and egress over public right-of-way to a property. The driveway approach extends from the street edge to the front property line.



*** **

1 **21.15.040 Definitions**

2 *** **

3 **Pedestrian Feature**

4 A permanent object that provides pedestrians with increased convenience, comfort, and utility, and which is publicly
5 accessible and not limited to a tenant or establishment such as seating for a restaurant. Pedestrian features include:

- 6 • Seating such as benches accommodating several people;
- 7 • Secondary/informal seating opportunities such as steps, pedestals, low walls, or edges of fountains,
8 accommodating several people;
- 9 • A space for standing with objects to lean against, such as bollards, short fences, or irregular building
10 facades, accommodating several people;
- 11 • A tree or raised planter;
- 12 • A work of art such as a water feature, sculpture, cultural exhibit, or clock feature;
- 13 • Pedestrian-scale area lighting designed to light outdoor walkways or pedestrian spaces;
- 14 • Ornamental lighting designed to illuminate architecture and/or landscaping for decorative and aesthetic
15 effect;
- 16 • A cross-country ski rack that can accommodate a ski lock and is located at building entrances within 500
17 feet of a ski trailhead;
- 18 • A winter city urban design feature such as a wind screen, or outdoor stove or space heater; or
- 19 • Other object supporting pedestrian utility, such as a gazebo or kiosk.

20
21 **Pedestrian Movement Zone**

22 The middle portion of an enhanced street sidewalk (21.07.060G.19.), comprising its walkway clear width located
23 between the sidewalk's street interface and building interface zones. The pedestrian movement zone provides for
24 the primary function of sidewalks and is kept clear of any obstructions to pedestrian movement.

25 *** **

26 *(Note: The definition of Primary Pedestrian Walkway is deleted.)*

27 *** **

28 **Primary Entrance**

29 See **Entrance, Primary.**

30 *** **

31 **Street, Complete**

32 A street that is designed, used, and operated to enable safe access for all users, including pedestrians, bicyclists,
33 motorists, and public transportation users of all ages and abilities, and for all users to safely move through the
34 transportation network. For example, Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a
35 complete streets policy in 2018 for its urbanized planning area. The AMATS Complete Streets Policy is available
36 on the municipal website.

37 *** **

38 **Walkway Clear Width**

39 That portion of the total width of a walkway, trail, pathway, or sidewalk cross-section which is unobstructed,
40 continuous (without interruption or being split by obstructions), and kept clear for pedestrian movement.

41
42 *(Note: The definition reference "Walkway, Primary Pedestrian" is deleted.)*

43 *** **



Planning Department
Long-Range Planning Division
PO Box 196650
Anchorage, Alaska 99519-6650

www.muni.org/Planning/2040Actions.aspx

**Annotated (Narrated) Version of the Public Hearing
Draft Ordinance**

Title 21 Text Amendment to Site Access Regulations

PZC Case No. 2023-0011

Public Hearing Draft

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Annotated (Narrated) Zoning Code Amendments

This *Annotated (Narrated) Version of the Public Hearing Draft Site Access Ordinance* presents the public hearing draft Title 21 *Site Access* text amendment language, accompanied by supporting information, explanation, and references. The text amendments in this document are the same code text amendments as provided in the Public Hearing Draft Ordinance in Attachment 1, except they are shaded in light brown to be easier to see.

All text amendments are arranged in the order they appear in Anchorage’s *Title 21 Zoning Ordinance*. Only the sections of Title 21 that are being amended are included. Proposed new sections are marked “*new section*” below:

Zoning Code Section Affected by Proposed Changes	Page
21.04. Zoning Districts (<i>district-specific standards</i>)	1
21.07.010D. Alternative Equivalent Compliance (<i>applicability</i>)	2
21.07.010E. Urban Neighborhood Development Context Area (<i>new subsection E.</i>)	3
21.07.060E. Standards for Pedestrian Facilities (<i>sidewalks and walkways</i>)	6
21.07.060F. Pedestrian Frontage Standard (<i>new subsection F.</i>)	8
21.07.060G. Pedestrian Amenities Menu (<i>renumbered from F to G; various amendments</i>)	11
21.07.090H.2. Parking and Loading Facility Design Standards – Applicability	18
21.07.090H.8. - 11. Vehicular Access and Circulation (<i>renumbered to H.8. through H.11.</i>)	18
21.07.090H.12. Dimensions of Parking Spaces and Aisles (<i>renumbered from H.9. to H.12.</i>)	26
21.07.110C. Residential Design Standards – Multifamily and Townhouse	27
21.07.110D. Residential Design Standards – Single-family and Two-family	33
21.07.110F. Residential Design Standards – Site Design (<i>driveway width; alley access</i>)	37
21.15.020P. Rules of Construction and Interpretation (<i>new subsection P.</i>)	40
21.15.040. Definitions	41

How to Read this Document

Amended code language appears on the right-hand pages (numbered pages) and annotation on left-hand pages. The annotation explains how to interpret or apply the draft amendment language. Sometimes it describes the issue being addressed or the purpose of the proposed code change.

Proposed changes to zoning code language (called “amendments”) appear as “tracked changes” text with a shaded background, as follows:

- Added code language is underlined.
- Deleted language is in [ALL-CAPITALIZED TEXT IN BRACKETS].
- Text without tracked-changes/shaded background is current code language not being changed.

Each page of tracked-changes code language begins with a header showing the chapter and major section that contains the proposed changes. To show only those subsections being changed, a row with three sets of asterisks (***) indicates that all intervening parts of the chapter are unchanged between the section header or text above the asterisks and the language shown below the asterisks.

Cross-reference to Main Proposals

The Staff Report Memorandum for this case provides a summary list of the main code changes proposed in the ordinance. That list includes cross-references to the specific code amendment language in this Attachment 1.

Chapter 21.04., District-specific Standards

Current Title 21 Section 21.04.030G. establishes development standards specific to mixed-use projects in the B-1A and B-1B zoning districts. These also apply by to mixed-use developments in the B-3 district via subsection 21.04.030H. These current standards apply only to mixed-use developments—not to stand-alone residential or commercial-only developments.

The changes on page 2 delete the mixed-use development standards for building frontages from the mixed-use development standards chapter 21.04, including maximum setbacks from the street, and street-facing ground-floor uses with prominent entrances and windows facing the sidewalk. These are proposed to be replaced by pedestrian frontage standards in Section 21.07.060F. Tables 21.07-2 and 21.07-3 (see pages 8-10 below).

<i>Line (s) #</i>	<i>Comment on Change</i>
9-11; 17-19	Clarify the name of a referenced pedestrian amenity from “enhanced sidewalk” to “enhanced <u>street</u> sidewalk.” This change reflects edits and clarifications in 21.07.060G.20. (page 17) to the name of one of the pedestrian amenity menu choices that earns credit toward several pedestrian-related development standards in Title 21.
20-44	<p>Delete current Title 21 Code standards for pedestrian-oriented mixed-use developments. Subsections [A] and [C] are replaced by more flexible, generally applicable frontage requirements in 21.07.060F., Pedestrian Frontage Standard (pages 8-10). In that new subsection, the standards are modified to be stronger in designated urban neighborhood development context areas than elsewhere in the Municipality.</p> <p>Subsection [A] on lines 25-34 on the next page, regarding street-facing windows, is incorporated in revised form in rows D and E in Tables 21.07-2 and 21.-07-3 on pages 9 and 10.</p> <p>Subsection [B] starting on line 35 on the next page, regarding prominent entries, incorporated in revised form rows F and G in Tables 21.07-2 and 21.-07-3 on pages 9 and 10, which refer to new pedestrian amenity menu options in subsections 21.07.060G.14. and G.15 (page 13, lines 12-39).</p>

CHAPTER 21.04: ZONING DISTRICTS

*** **

21.04.020 Residential Districts

*** **

H. R-3A: Residential Mixed-Use District

*** **

2. District-Specific Standards

*** **

e[F]. Enhanced Street Sidewalk [OPTION]

An enhanced street sidewalk [ENVIRONMENT]may be provided in lieu of required sidewalks and site perimeter landscaping, as defined[PROVIDED] in 21.07.060G.20[F.17].

*** **

21.04.030 Commercial Districts

*** **

G. Standards for Mixed-Use Development in the B-1A and B-1B Districts

*** **

5[6]. Enhanced Street Sidewalk [OPTION]

An enhanced street sidewalk [ENVIRONMENT]may be provided in lieu of required sidewalks and site perimeter landscaping, as defined[PROVIDED] in 21.07.060G.20[F.17].

[7. BUILDING PLACEMENT AND ORIENTATION]

[BUILDINGS SHOULD BE PLACED AND ORIENTED TO THE STREET, LINING SIDEWALKS AND PUBLIC SPACES WITH FREQUENT SHOPS, ENTRANCES, WINDOWS WITH INTERIOR VIEWS, AND ARTICULATED GROUND-LEVEL FACADES. THE FOLLOWING STANDARDS APPLY:]

[A. BUILDINGS SHALL HAVE VISUAL ACCESS WINDOWS AND/OR PRIMARY ENTRANCES ON STREETFACING BUILDING ELEVATIONS (UP TO A MAXIMUM OF TWO ELEVATIONS) FOR AT LEAST 15 PERCENT OF THE NON-RESIDENTIAL GROUND FLOOR WALL AREA. QUALIFYING WINDOWS SHALL BE NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. WINDOWS SHALL COMPRISE AT LEAST 10 PERCENT OF THE WALL AREA OF THE UPPER FLOOR BUILDING ELEVATION (ABOVE THE GROUND FLOOR). EXTERIOR WALL AREAS OF BUILDING MECHANICAL ROOMS ARE EXEMPT. AN ELEVATION THAT IS MORE THAN 150 FEET AWAY FROM THE FACING STREET SHALL BE EXEMPT, UNLESS IT IS THE ONLY APPLICABLE ELEVATION.]

[B. EITHER:]

[I. PROVIDE AT LEAST ONE PRIMARY ENTRANCE WITHIN 60 FEET OF A STREET SIDEWALK, OR 90 FEET FOR BUILDINGS OVER 25,000 SQUARE FEET OF GROSS FLOOR AREA, AND CONNECTED TO THE STREET BY A CLEAR AND DIRECT WALKWAY; OR]

[II. PROVIDE A PROMINENT AND INVITING PRIMARY ENTRANCE THAT IS VISIBLE FROM THE STREET, CONNECTED BY A DIRECT WALKWAY TO THE STREET, AND HIGHLIGHTED BY TWO OF THE FOLLOWING:]

[(A) PORTICO, OVERHANG, CANOPY, OR SIMILAR PERMANENT FEATURE PROJECTING FROM THE WALL;]

ANNOTATION FOR PAGE 2

Chapter 21.04, District-specific Standards, (*cont'd*)

The changes on page 2 are a continuation of the amendments from page 1 to the district-specific mixed-use development standards.

<i>Line (s) #</i>	<i>Comment on Change</i>
15-25	<p>Delete maximum allowed setback requirements for mixed-use developments in the commercial zoning districts.</p> <p>Subsections 21.04.030G.7.C. on lines 15-18 and 21.04.030H.3. on the next page, regarding maximum setback requirements, are deleted from chapter 21.04 and not carried forward as a frontage standard in 21.07.060F.</p> <p>Maximum setback requirements are replaced in 21.07.060F. by a more flexible, generally applicable standard requiring a portion of the front building façade to not have parking facilities in between it and the street frontage (Row A in Tables 21.07-2 and 21.07-3, on pages 9 and 10).</p>

1 **CHAPTER 21.04: ZONING DISTRICTS**

2 *** **

3 **21.04.030 Commercial Districts**

4 *** **

5 **G. Standards for Mixed-Use Development in the B-1A and B-1B Districts**

6 *** **

7 [(B) RECESSED AND/OR PROJECTED ENTRANCE THAT COVERS AT
8 LEAST 80 SQUARE FEET;]

9 [(C) ARCHES, PEAKED ROOF FORMS, TERRACING PARAPETS, OR
10 OTHER CHANGE OF BUILDING ROOFLINE;]

11 [(D) CHANGES IN SIDING MATERIAL, OR DETAIL FEATURES SUCH AS
12 TILEWORK, TO SIGNIFY THE ENTRANCE; OR]

13 [(E) ENTRANCE PLAZA, PATIO, OR SIMILAR COMMON PRIVATE OPEN
14 SPACE.]

15 [C. BUILDINGS SHALL COMPLY WITH THE MAXIMUM SETBACKS ESTABLISHED IN
16 SECTION 21.06.020, TABLES OF DIMENSIONAL STANDARDS, AND SUBSECTION
17 21.06.030C.5. THE MAXIMUM SETBACK MAY BE REDUCED OR ELIMINATED WITH
18 THE CONCURRENCE OF THE DIRECTOR.]

19 *** **

20 **H. Standards for Mixed-Use Development in the B-3 District**

21 *** **

22 [3. BUILDING PLACEMENT AND ORIENTATION]
23 [BUILDINGS ARE SUBJECT TO THE BUILDING PLACEMENT AND ORIENTATION
24 STANDARDS FOR MIXED-USE DEVELOPMENT IN THE B-1A/B-1B DISTRICTS IN SECTION
25 21.04.030G.7. ABOVE.]

26
27 3[5]. **Enhanced Street Sidewalk**[OPTION]
28 An enhanced street sidewalk [ENVIRONMENT]may be provided in lieu of required sidewalks and
29 site perimeter landscaping, as defined[PROVIDED] in 21.07.060G.20[F.17].

30 *** **

31 **21.04.070 Overlay Zoning Districts**

32 *** **

33 **C. Commercial Center Overlay**

34 *** **

35 5[6]. **Dimensional Standards**

36 [A. THE MINIMUM FRONT SETBACK IS REDUCED TO FIVE FEET FOR BUILDING
37 ELEVATIONS THAT COMPLY WITH 21.04.030G.7., BUILDING PLACEMENT AND
38 ORIENTATION.]

39
40 [B.]Uses in the B-1B district are exempt from the gross floor area limitations of subsection
41 21.04.030C.2.b., provided that an individual use occupies no more than 60,000 square feet
42 of gross floor area.

43 *** **

Section 21.07.010D., General Provisions – Alternative Equivalent Compliance

The Alternative Equivalent Compliance procedure in the general provisions for Chapter 21.07 allows developers and designers to propose to meet the intent of a development standard through alternative means and methods. The proposed alternative design must achieve the intent of the site development standard to the same or better degree than would strict application of the site development standard.

The proposed change on the next page provides for flexibility in the application of pedestrian frontage standards proposed on pages 8-10 by amending Section 21.07.010D.2, *Alternative Equivalent Compliance – Applicability*, to add 21.07.060F., *Pedestrian Frontage Standard*, to the list of sections in Title 21 for which the alternative equivalent compliance process is available.

Section 21.07.010E., General Provisions – Urban Neighborhood Development Context Area (New)

A new subsection of the general provisions for Chapter 21.07 is proposed which delineates areas in the Anchorage Bowl where older, urban patterns of development and more accessible alternatives to single-occupancy motor vehicle travel provide a basis for tailored pedestrian frontage, driveway, and other development standards later in Chapter 21.07 to better fit urban neighborhoods.

Anchorage’s *Comprehensive Plan* establishes urban neighborhood development contexts in a variety of its individual plans. The *Anchorage 2040 Land Use Plan (2040 LUP)* identifies “Traditional Neighborhood Design” areas and “Transit-supportive Development” corridors. Area-specific plans such as the *Fairview Neighborhood Plan* and *Spenard Corridor Plan* call for alternative development standards to promote more urban, walkable forms of development and housing at market-feasible cost.

Line (s) #	Comment on Change
16-35	<p>Purpose This section establishes the specific Urban Development Context Area and describes its basic characteristics. The purpose statement, its neighborhood descriptions, and the illustrations are explanatory intent statements rather than regulatory requirements. For Title 21 guidance on the interpretation of intent statements, see the rules of construction and interpretation in 21.15.020B.</p> <p><i>Discussion:</i> Traditional urban patterns of development include a fine-grained street grid with more route choices and destinations within walking or biking distance. These neighborhoods more often include sidewalks or other pedestrian facilities, smaller lot sizes, and more buildings that have living spaces, windows, front entrances, entry walkways, and landscaped yards facing the street frontages. They tend to have a higher density of residential development and are closer to urban centers with jobs and services. The Municipality has also invested in higher levels of public transportation service in these areas. Older neighborhoods with a more urban layout tend to be prioritized for infill, redevelopment, new housing, and revitalization in municipal policy plans and neighborhood plans.</p>

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*** **

D. Alternative Equivalent Compliance.

*** **

2. Applicability.

The alternative equivalent compliance procedure shall be available only for the following sections of this title:

*** **

c. Subsection 21.07.060F., Pedestrian Frontage Standard;

d. Subsection 21.07.060G. Pedestrian Amenities;

*** **

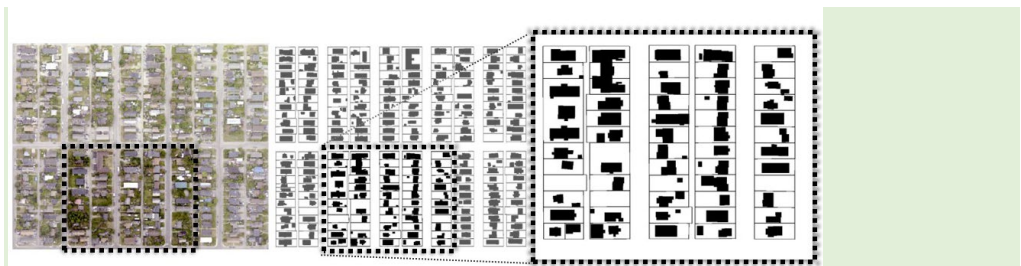
E. Urban Neighborhood Development Context Area

1. Purpose

This section establishes an Urban Neighborhood Development Context Area that reflects the existing and desired characteristics of Anchorage's older, urban neighborhoods identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas. Some are also identified in neighborhood and district plans. This section provides a basis for development regulations tailored to the characteristics of these neighborhoods and fulfills their role as recommended in the Comprehensive Plan.

a. This area is intended to include Anchorage's original urban neighborhoods of Government Hill, South Addition, and Fairview, and post-war era (1950s-1960s) neighborhoods such as Spenard, Airport Heights, and Russian Jack Park. It also includes transit-supportive development corridors and designated mixed-use centers.

b. This area recognizes urban neighborhood characteristics including a more highly interconnected street system, smaller lot and block sizes, and access to pedestrian facilities and public transit. Some neighborhoods have consistent or frequent sidewalks and alleys. Buildings and residences often have moderate front setbacks and orient to the street, with landscaping or walkways (instead of parking) comprising most of their street frontage. Transit-supportive development corridors and mixed-use centers contribute to a compact, accessible land use pattern.



Regular street grid of city blocks and alleys in Mountain View.

ANNOTATION FOR PAGE 4

21.07.010E., Urban Neighborhood Development Context Area (*cont'd*)

The amendments on the next page are a continuation of the amendments from page 3 establishing the Urban Neighborhood Development Context Area, including its purpose statement, applicability to Title 21 regulations, and its geographic extent.

<i>Line (s) #</i>	<i>Comment on Change</i>
12-16	Applicability The urban neighborhood context applies only to development and design standards of chapter 21.07. It cannot be used to override zoning districts or district-specific standards (chapter 21.04), allowed uses (chapter 21.05), or district-specific lot and building dimensions (chapter 21.06).
18-32	Establish the Neighborhood Development Context Areas. This subsection 21.07.015C. establishes the specific Urban Development Context Area with a map. (The map of the urban neighborhood context area is on page 5.) This section includes clarifications for interpreting the map, identifying specific zoning districts, public facility campuses, and certain neighborhood subdivisions that the urban neighborhood context area does or does not include.

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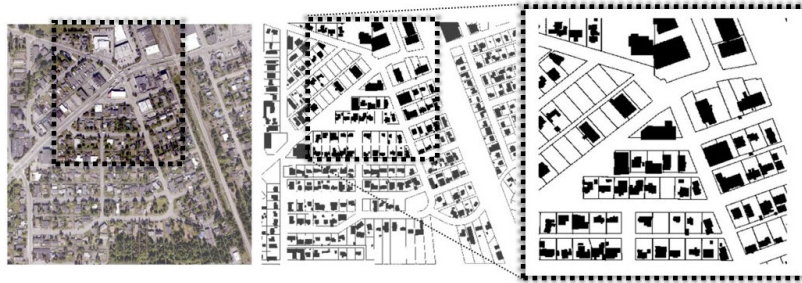
*** **

E. Urban Neighborhood Development Context Area

*** **

1. Purpose

*** **



More relaxed street grid along a transit corridor in Spenard.

2. Applicability

The neighborhood development context areas in this section shall apply as a basis for area-specific development standards in this chapter 21.07. It shall not be used as a basis to change the allowed uses or review and approval procedures of the underlying zoning district, district-specific dimensional standards, or any other standards of this title.

3. Urban Neighborhood Development Context Area Established.

The urban neighborhood development context area is delineated in map 21.07-1, with the following clarifications:

- a. The Downtown (DT) zoning districts are not included because they are addressed in chapter 21.11.
- b. The university and medical campuses of the UMED District are not included.
- c. The properties of Merrill Field Airport, Alaska Railroad Terminal Reserve, and Port of Alaska are not included.
- d. Broadmore Estates, Benzen Addition, and Creekside Park Addition Subdivisions are not included.
- e. Birchwood Park and Green Acres Subdivisions are included.

ANNOTATION FOR PAGE 5

21.07.010E., Urban Neighborhood Development Context Area (*cont'd*)

Page 5 provides the map of the urban neighborhood context area, to be included in the Title 21 code as part of subsection 21.07.010E.

The Planning Department and municipal GIS services will also be able to maintain a zoom-in, interactive version of the map online for code users and the public.

<i>Line (s) #</i>	<i>Comment on Change</i>
8-9	<p>Map 21.07-1, Urban Neighborhood Development Context Area</p> <p>The map legend indicates that the dark grey-shaded area with black outlines depicts the extent of the designated urban neighborhood development context area.</p> <p>The boundary lines tend to follow major streets (labelled on the map) or use greenbelts or other major geographic landmarks as boundaries.</p> <p>This area is based on neighborhood plans, the Anchorage 2040 Land Use Plan Map's designated "Traditional Neighborhood Design" and "Transit-Supportive Development" areas, and analyses of existing neighborhood types documented in the Anchorage 2040 Land Use Plan's <i>Appendix A: Planning Atlas</i> (Map CC-1: Neighborhood Contexts).</p>

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

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21.07.010 General Provisions

*** *** ***

E. Urban Neighborhood Development Context Area

*** *** ***

3. Urban Neighborhood Development Context Area Established.

*** *** ***



*** *** ***

Section 21.07.060E.2., Standards for Pedestrian Facilities (Sidewalks)

Current Section 21.07.060E. establishes the pedestrian walkway requirements in Title 21. It includes existing requirements for public sidewalks, trails, and pathways, and for on-site walkways within development properties.

The following clarifications on the next page are recommended to subsection E.2., Sidewalks.

<i>Line (s) #</i>	<i>Comment on Change</i>
9-10	Provide a reference to existing applicable sidewalk design standard in Chapter 21.08. This is a clarification of existing standards.
11-18	Clarify that the requirement to provide sidewalks in subsection b. applies to street improvement projects and not to private property developments. Existing sidewalk requirements for development projects are provided in subsection f. beginning on line 11.
20-21	Clarify sidewalk requirement applies along all street frontages. This is a clarification of an existing standard based on feedback from municipal zoning/land use review staff.

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5 **E. Standards for Pedestrian Facilities**

6 *** **

7 **2. Sidewalks**

8 a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual
9 (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be
10 improved in accordance with subsection 21.08.050H.

11 b. Street improvement projects and new streets in subdivisions [I]in all class A zoning districts
12 except for industrial districts[,] shall install sidewalks [SHALL BE INSTALLED]on both
13 sides of all streets (local, collector, arterial, public or private, including loop streets). Where
14 indicated in the comprehensive plan, a pathway may replace a sidewalk on one side. Street
15 improvement projects [I]in industrial zoning districts shall install[,] a sidewalk [SHALL BE
16 INSTALLED]on one side of all local streets, and on both sides of local streets if the new
17 sidewalks would connect to existing sidewalks on both ends and the needed sidewalk
18 length is no greater than one quarter mile.

19 *** **

20 f. Development on lots along existing streets in class A zoning districts shall install sidewalks
21 on all lot frontages abutting streets in the following situations:

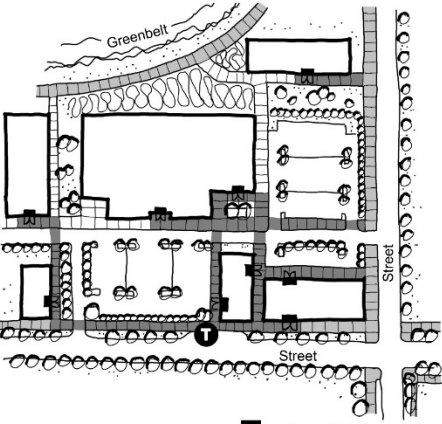
22 i. In R-4, R-4A, commercial [DISTRICTS], and DT zoning districts.

23 *** **

ANNOTATION FOR PAGE 7

Section 21.07.060E.4., Standards for Pedestrian Facilities – On-site Walkways

Current Subsection 21.07.060E.4. establishes the requirements for on-site walkways within development properties. The changes on page 12 propose the following consolidations and clarifications:

Line (s) #	Comment on Change
11-16	<p>Enhance existing illustration of continuous pedestrian access. The illustration at right is an enlarged version of the proposed replacement illustration on the next page. This clarifies (does not change) existing standards.</p> <p>Illustrations are not regulatory but rather help convey the intent of the regulations (Section 21.15.010, <i>Rules of Interpretation</i>).</p> 
18-20	<p>Consolidate residential walkway requirements and alternative pedestrian access options from Section 21.07.110 Residential Design Standards. This merges and standardizes existing on-site pedestrian connection requirements for residential uses being deleted from sections 21.07.110C.5. (page 29 lines 22-32) and 21.07.110D.3.c. (page 34 lines 5-7), which are proposed to be deleted from those sections.</p>
22-28	<p>Consolidate and clarify on-site walkway width and design requirements. The redundant walkway width and improvements standards are consolidated into this subsection c. The redundant, identical standards for walkway width and improvements are being deleted from subsection 21.07.060F.3. (page 11, lines 29-40).</p> <p>Exclusion of vehicle overhang from the minimum unobstructed sidewalk width is deleted from this subsection because vehicle overhang into sidewalks is currently addressed in the off-street parking section of Title 21 and is unnecessary to repeat here.</p>

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E. Standards for Pedestrian Facilities

*** **

4. On-Site Pedestrian Walkways

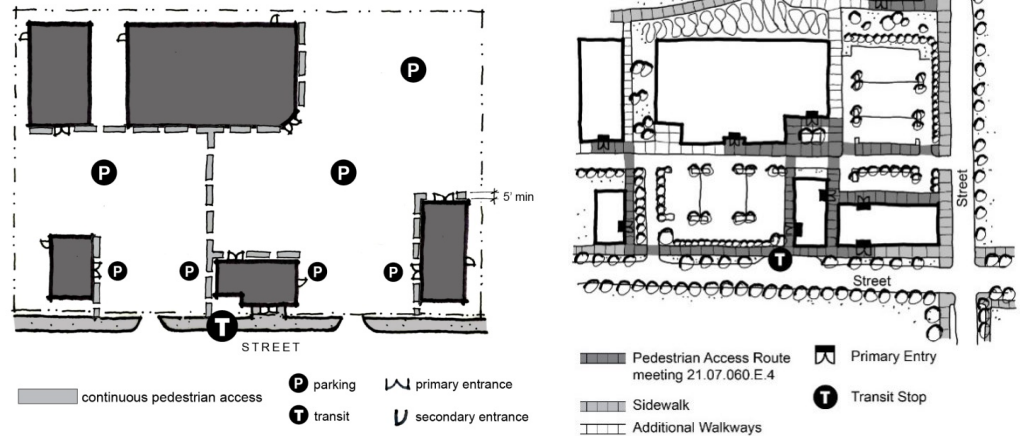
*** **

b. On-Site Pedestrian Connections

*** **

- ii. All primary building entrances on a site shall be connected to the street by a convenient system of walkways. This includes multiple primary entrances into one building, and primary entrances in separate buildings on a site.

(Replace existing illustration on the left with illustration on the right.)



*** **

- iv. The primary front entrance of a residential dwelling shall be connected to the street by a walkway as provided in i. through ii. above, or by the dwelling's individual driveway, or by a shared parking courtyard meeting 21.07.060G.21.

*** **

c. Walkway Clear Width and Improvements

*** **

- i. The minimum width of a required pedestrian walkway shall be five feet of unobstructed clear width, [EXCLUDING VEHICULAR OVERHANG,] except where otherwise stated in this title. A walkway that provides access to no more than four residential dwelling units may provide an unobstructed clear width of three feet.

- ii. Walkways shall be improved in accordance with subsection 21.08.050H.

*** **

Section 21.07.060F., Pedestrian Frontage Standard (New)

Proposed subsection 21.07.060F. consolidates and revises existing pedestrian-oriented frontage standards from other parts of Title 21. (Existing subsection 21.07.060F., *Pedestrian Amenities*, is re-numbered to G.). Pedestrian frontage standards in various sections of current Title 21 include accessible building entries, street-facing buildings with windows; entries, and active interior spaces, and maximum front setbacks or other limitations on parking facilities in front. The consolidated standards in 21.07.060F. will revise, standardize, and simplify the Title 21 pedestrian frontage standards, and make them more generally applicable for consistency among uses. It also tailors pedestrian frontage standards to urban neighborhood context areas versus the suburban contexts in the rest of the Municipality. The urban neighborhood standards support more efficient land use, re-use of urban lots, and alternative transportation modes.

Consolidated Title 21 sections include:

- Mixed-use development standards in commercial zoning districts (21.04.030G. and H., pages 1-2).
- Standards for street-facing windows, building placement, and other requirements for developments that received parking reductions (21.07.090F.4, deleted by companion ordinance A.O. 2022-80(S)).
- Street-facing windows, prominent entrance, garage façade, and building orientation requirements in the Title 21 Residential Design Standards (21.07.110, deletions shown on pages 27-36).
- Limits to the width of street-facing garage doors on lots with alleys (21.07.110F.4., page 39).

Line (s) #	Comment on Change
6-16	Purpose: Consolidate pedestrian frontage intent statements from other parts of Title 21. The purpose statement objectives a, b, and c on lines 10-16 are transferred and revised from Section 21.07.110, <i>Residential Design Standards</i> intent statements that address pedestrian oriented frontages and pedestrian access, shown as deleted on page 66.
18-20	Applicability: Tailor frontage standards specific to the urban neighborhood contexts. Subsection 2 sets the stage for area-specific frontage standards (in subsection 4 on page 14) for the Urban Neighborhood Context Area (21.07.010E., pages 3–5) to match urban neighborhood development character and objectives. Lines 19-20 establish that a separate set of frontage standards apply to the rest of Anchorage. Currently, various parts of Title 21 include a variety of frontage standards that apply solely based on zoning districts, use types, or (until recently) site-specific parking reductions. The proposed changes would no longer apply the same frontages in urban and suburban neighborhoods.
21-27	Exemptions: Carry forward and expand exemptions for developments and areas of the Municipality currently exempted from pedestrian frontage standards. Subsection a. on lines 21-22 exempts changes of use and minor building renovations in existing buildings. Current code does not always exempt existing buildings from pedestrian frontage standards, depending on the Title 21 section. Subsections b, c, and d. on lines 23-27 expand on exemptions from Residential Design Standards (21.07.110B.1; 21.07.110C.2.; 21.07.110D.1.) being consolidated into this section. In subsection b., and exemption for Girdwood, Downtown, and Industrial zones is expanded to include PLI and other zones that would be inappropriate to be included or that have their own standards. In subsection c., an exemption from 21.07.110D.1. for homes built prior to 2014 is changed to 2016.
28-35	Administrative Adjustments: Expand flexibility and relief from Residential Design Standards where they are not practical for projects on existing sites or there is a better design option. Subsection a. on lines 29-30 ties to the amendment on page 3, lines 11-13. Subsection b. includes the energy efficiency exception from 21.07.110C.3.c. (p. 29).

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

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F. Pedestrian Frontage Standard

1. Purpose

The pedestrian frontage standard requires site planning and building orientation toward neighborhood streets and sidewalks to facilitate pedestrian access and reduce automobile parking congestion. Objectives include to:

- a. Organize and orient buildings around public streets and associated frontages in a way that frames streets as positive public space, promotes pedestrian activity, and connects to multiple modes of transportation.
- b. Provide clearly defined, safe pedestrian access to building entries that invites people of all abilities and minimizes conflicts with vehicles and parking.
- c. Place active indoor spaces, entrances, and windows on street-facing building facades to improve the visual connection to the street and promote a safe, secure neighborhood.

2. Applicability

Subsection 3. applies to development in the urban neighborhood development context area established in 21.07.010E. Subsection 4. applies to development in the other areas of the municipality. The following are exempt:

- a. Changes of use and other developments that comprise building modifications of less than 50 percent of the total improvement value of the building(s) on the site.
- b. Development in Girdwood, Downtown (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning districts.
- c. Single-family and two-family dwellings constructed prior to January 1, 2016, or on lots of 20,000 square feet or larger, or in Class B zoning districts.
- d. Uses without habitable floor area, such as utility substations.

3. Administrative Adjustments

- a. The Alternative Equivalent Compliance procedure in 21.07.010D. may be used to propose alternative means of complying with the intent of this section.
- b. The director shall approve administrative relief if the applicant demonstrates the adjustment is necessary to compensate for some practical difficulty of the site. This includes reducing the window area requirement by the amount needed to comply with 5-star or affordable housing (21.15.040) energy rating requirements. The department shall keep record of the approved exception with written findings supporting the exception on file.

Subsection 21.07.060F.4., Pedestrian Frontage Standard in Urban Neighborhood Context (New)

Subsection 21.07.060F.4. on page 9 consolidates and simplifies pedestrian-oriented frontage standards that have been scattered across other parts of Title 21, and tailors them for the urban neighborhood context.

<i>Line #</i>	<i>Comment on Change</i>
Table 21.07-2	<p>Reformat pedestrian frontage standards from other parts of Title 21 into a table. Provide an illustration to visualize the development standards in the table. Each row in the table is a standard and begins with a capital letter that corresponds to the letters labelling the illustration. The table carries forward how Title 21 has applied frontage standards on up to 2 street frontages.</p>
Table, row A	<p>Replace maximum front setbacks and restrictions on front parking coverage. Maximum setbacks are removed from Title 21 commercial district-specific standards in 21.04.030 (page 2). These required half the building façade to be within 20 feet of the street. Additionally, regulations to discourage siting buildings behind parking facilities are removed from the criteria for parking reduction strategies in 21.07.090F. (recently deleted by A.O. 2022-80(S)), and from the residential multifamily building orientation menu in 21.07.110C.6. (pages 30-31). These restricted front parking facilities coverage to no more than 50% of the lot area between the building and the street.</p> <p>All are replaced by a consolidated, more flexible, and generally applicable standard in Table 21.07-2, row A, which requires half of the building façade to not have parking facilities in front of it, with an exception for duplexes in footnote 1. For lots with rear alley access in urban neighborhoods such as South Addition or Fairview, parking lots (other than a driveway) are proposed to be prohibited between the building façade and the street.</p>
Table, rows B and C	<p>Merge, simplify, and tailor residential garage width and projection limitations for Urban Neighborhood Contexts. Table row B consolidates the current 10-foot maximum garage door width on residential properties with alleys (page 39, line 25), the 50% limitation on properties that received parking reductions in urban contexts (deleted by A.O. 2022-80(S)), the 67% façade width limit on garages on homes and duplexes in 21.07.110D.4.b. (page 34, line 14); and multifamily menu choices 21.07.110C.6.e., f., g., and h. (pages 30-31).</p> <p>The revised garage width and projection limitations are tailored for urban neighborhood contexts. Table row B is adapted from the single-family and two-family design standard in 21.07.110D.4. (page 34 lines 9-13), and the multifamily building orientation menu choices 21.07.110C.6.e., f., g., and h. (pp. 30-31). See the exception for duplexes in footnote 1. For lots with rear alley access in urban neighborhoods such as South Addition, front-projecting garages are prohibited.</p>
Table, rows D and E	<p>Consolidate, simplify, and tailor urban window requirements. Façade window requirements are consolidated from district-specific standards in 21.04.030G. and H. (pages 1 - 2); former parking reductions criteria in 21.07.060F.4. (deleted by A.O. 2022-80); and residential standards in 21.07.110C.3. (page 28) and 21.07.110D.5. (page 36). The proposed standard for urban contexts matches the former 15% residential and 25% commercial window criteria for urban area-specific parking reductions. The requirements are relaxed on secondary streets frontages are relaxed.</p>
Table, rows F and G.	<p>Consolidate primary entrance requirements and multifamily building orientation menu. Table rows F and G consolidate the primary entrance standards for mixed-use and residential developments from 21.04.030G.7.B. (page 1) and 21.07.110C.9. and D.3. (page 33). Row F carries forward the more flexible residential standard from page 33 instead of the maximum setback-based mixed-use standard for locating entries from page 1. Row G. carries forward specific elements of 21.07.110C.9. and the building orientation menu in 21.07.110C.6. (pp. 69-71). The applicability of the requirements is expanded to non-residential commercial uses.</p> <p>In row G., rather than selecting 3 items from the multifamily building orientation menu in 21.07.110C.6. as under current code, the applicant would select 2 pedestrian amenities from 21.07.060F. (renumbered to 21.07.060G. on page 16 and revised to bring in more menu choices).</p>

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

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F. Pedestrian Frontage Standard

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4. Standard for Urban Neighborhood Contexts

The standards of table 21.07-2, apply to the primary frontage and one secondary frontage.

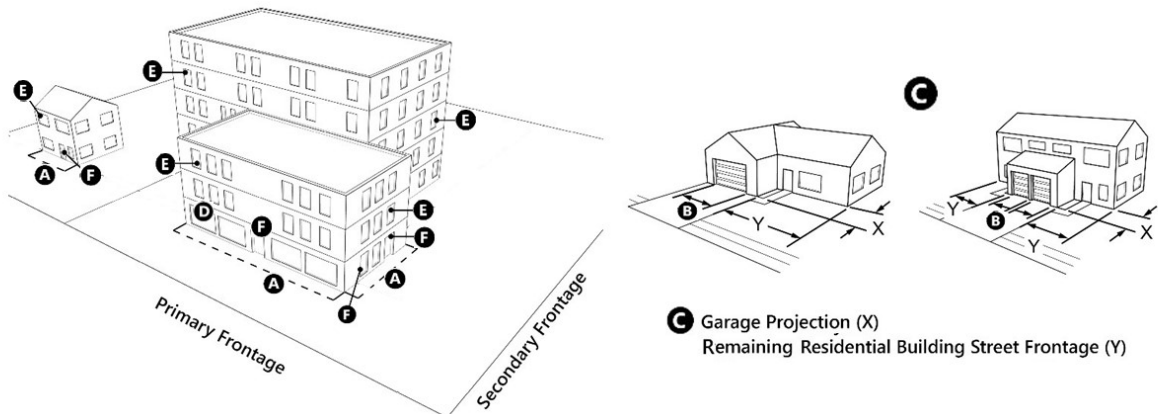


Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts

Site Elements for Pedestrian-Oriented Frontages	Standard
<u>A. Minimum required ground-floor, street-facing building elevation without driveways or parking facilities in front</u>	50% of building elevation width ¹ <u>Lots with alley access: no parking allowed in front of building except in driveways for individual dwellings</u>
<u>B. Maximum allowed width of residential garage entrance(s) on ground-floor street-facing building elevation</u>	40% of building elevation width ¹
<u>C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation</u>	None allowed on lots with alley access No more than 50% of the width of the non-garage portion of the street-facing building, on other lots
<u>D. Minimum required visual access windows or primary entrances on non-residential ground-floor street-facing building elevation ²</u>	25% of wall area on primary frontage 15% of wall area on second frontage
<u>E. Minimum required windows or primary entrances on residential and upper-floor non-residential street-facing elevations ²</u>	15% of wall area on primary frontage 10% of wall area on second frontage
<u>F. Requirement for primary entrance facing the street or visible from the street via an unobstructed line of sight</u>	Residential: Meet 21.07.060G.14., Covered, Visible Residential Entrance Other uses: at least one entrance
<u>G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.14.) in multifamily, mixed-use, townhouse, group housing, and non-residential developments.</u>	2 pedestrian amenities
¹ Exception: On lots without alley access in R-2A, R-2D, and R-2M zoning districts, two-family (duplex) developments may have a minimum of 25% in A. above and a maximum of 67% in B. above.	
² Visual access windows shall have a sill height of no more than four feet above finished grade. Rules for measuring window area as a percentage of building wall area are provided in 21.15.020P. Visual access windows ("Window, providing visual access"), primary entrance, and ground-floor wall area are defined in 21.15.040.	

Subsection 21.07.060F.4., Pedestrian Frontage Standard in Other Areas of the Municipality (New)

Section 21.07.060F.4. (Table 21.07-3) consolidates pedestrian-oriented frontage standards from other parts of Title 21 that are generally applicable to development in the Anchorage Bowl and Chugiak-Eagle River. It adjusts, simplifies, and relaxes these existing frontage standards for suburban neighborhood contexts. The standards in Table 21.07-3 are generally more relaxed than the equivalent standards for urban neighborhood contexts in Table 21.07-2 (page 9). Both tables use the illustration on page 9.

<i>Line (s) #</i>	<i>Comment on Change</i>
Table 21.07-3	Reformat pedestrian frontage standards from other parts of Title 21 into a table. Each row in the table is a development standard and begins with a capital letter. The letters correspond to the labels in the illustration on page 9. The table brings forward the current approach in other parts of Title 21 of applying frontage standards to 2 frontages. <u>Table 21.07-3 exempts non-residential buildings located more than 100 feet from the street rights-of-way from rows A, D, E, and F.</u>
Table, row A	Replace maximum front setbacks and other restrictions on front parking coverage. Row A consolidates and revises/replaces the maximum setbacks for mixed-uses in 21.04.030 (page 2) and the residential multifamily building orientation menu choices in 21.07.110C.6. (pages 30-31). It also replaces similar criteria for getting reduced parking requirements in 21.07.090F., which were recently deleted by A.O. 2022-80(S). These restricted front parking facilities coverage to no more than 50% of the lot area between the building and the street. Row A allows up to 80% of the building façade width to have parking in front, is required on one street frontage (instead of two), and broadens its applicability to include non-residential commercial uses.
Table, rows B and C	Merge and simplify limitations on residential garage width and projections. Row B merges the current 67% limitation on garages for single- and two-family residences from 21.07.110D.4.b. (page 34), and the multifamily/townhouse building orientation choices 21.07.110C.6.e., f., g., and h. (pages 30-31). Row C brings forward the residential garage standard from 21.07.110D.4.a. (page 34) for single- and two-family buildings and corresponds to building orientation menu choices 21.07.110C.6.e., f., g., and h. (deleted on pages 30-31) for townhouse and multifamily buildings.
Table, rows D and E	Consolidate, simplify, and revise suburban window requirements. Row E replaces and simplifies requirements for residential street-facing windows and entries from sections 21.07.110C.3. (page 28) and 21.07.110D.5. (page 36). The 10% residential window requirement is carried forward but relaxed to 5% on the secondary frontage. Row D carries forward a window requirement for mixed-use developments from 21.04.030, and a façade window criterion for reduced parking requirements in 21.07.090F. deleted by A.O. 2022-80(S). Applicability is broadened to commercial uses.
Table, rows F and G	Consolidate primary entrance requirements and multifamily building orientation. Table rows F and G consolidate the entrance standards for mixed-use and residential developments from 21.04.030G.7.B. (page 1) and 21.07.110C.9. and D.3. (page 33). Row F carries forward the more flexible residential standard from page 33 instead of the maximum setback-based mixed-use standard for locating entries from page 1. Row G. carries forward elements of 21.07.110C.9. and the building orientation menu in 21.07.110C.6. (pp. 30-31), which required applicants to select 3 choices (Row G requires 1 menu choice). The applicability of the requirements is expanded to non-residential commercial uses.

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F. Pedestrian Frontage Standard

4. Standard for Areas Outside of Urban Neighborhood Contexts

The standards of table 21.07-3, apply to the primary frontage and one secondary frontage.

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

<u>Site Elements for Pedestrian-Oriented Frontages</u>	<u>Standard</u>
<u>A. Minimum required ground-floor, street-facing building elevation without driveways or parking facilities in front</u>	<u>20% of building elevation width, on one frontage</u>
<u>B. Maximum allowed width of residential garage entrance(s) on ground-floor street-facing building elevation</u>	<u>67% of building elevation width</u>
<u>C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation</u>	<u>No more than the width of the non-garage portion of the street-facing building elevation</u>
<u>D. Minimum required visual access windows or primary entrances on non-residential ground-floor street-facing building elevation ²</u>	<u>15% on primary frontage</u> <u>10% on secondary frontage</u>
<u>E. Minimum required windows or primary entrances on residential and upper-floor non-residential street-facing elevations ²</u>	<u>10% on primary frontage</u> <u>5% on secondary frontage</u>
<u>F. Requirement for primary entrance facing the street or visible from the street via an unobstructed line of sight</u>	<u>Residential: Meet 21.07.060G.14., Covered, Visible Residential Entrance.</u> <u>Other uses: at least one entrance.</u>
<u>G. Minimum required number of pedestrian amenities from 21.07.060G. (in addition to G.14.) in multifamily, mixed-use, townhouse, group housing, and non-residential developments.</u>	<u>1 pedestrian amenity</u>
¹ <u>Exception: Non-residential buildings located more than 100 feet from the applicable street rights-of-way are exempt from A., D., E., and F. above.</u>	
² <u>Visual access windows shall have a sill height of no more than four feet above finished grade.</u> <u>Rules for measuring window area as a percentage of building wall area are provided in 21.15.020P. Visual access windows ("window, providing visual access"), primary entrance, and ground-floor wall area are defined in 21.15.040.</u>	

Section 21.07.060G., Pedestrian Amenities Menu (re-numbered from 21.07.060F.)

Current Section 21.07.060F. (re-numbered to G.) is a one-stop menu of pedestrian amenities and their supplementary design standards. It is referenced by other sections and chapters of Title 21. These pedestrian amenities are used as credit toward bonus incentives, menu choices, and development standards in various parts of Title 21. For example, these pedestrian amenities receive credit toward the proposed Pedestrian Frontage Standard in rows F and G in tables 21.07-2 and -3 (pages 9 and 10).

The changes to Section 21.07.060G. proposed on pages 11-17 include renaming, revising, and adding pedestrian amenity menu choices, resulting in the revised outline of subsections below. Amenities G.3. and G.14. through G.20. below are amended or added by this ordinance and are underlined. Only these underlined subsections being revised or added are shown in the Site Access amendment ordinance.

G.3. <u>Enhanced On-Site Walkway</u>	G.13. Sheltered Transition Space
G.4. Ice-Free (Snow Melting) Walkway	<u>G.14. Separated Walkway to the Street</u>
G.5. Plaza or Courtyard	<u>G.14. Covered, Visible Residential Entrance</u>
G.6. Housing Courtyard	<u>G.15. Enhanced Primary Entrance</u>
G.7. Transit Stop or Shelter	<u>G.16. Enhanced Transparency</u>
G.8. Pedestrian Shelter	<u>G.17. Pedestrian Frontage Free of Parking...</u>
G.9. Arcade (or Building Recess)	<u>G.18. Site Entry Feature</u>
G.10. Atrium, Galleria, or Winter Garden	<u>G.19. Pedestrian-Interactive Building</u>
G.11. Sun Pocket (or Sun Trap)	<u>G.20. Enhanced Street Sidewalk</u>
G.12. Reflected Sunlight	<u>G.21. Shared Parking Courtyard</u>

Line (s) #	Comment on Change
7-25	<p>Purpose and applicability of pedestrian amenities section 21.07.060G.</p> <p>Clarify that these pedestrian amenities may be used as credit for parking reductions in addition to other existing incentives in the code.</p> <p>The supplementary design standards for all the pedestrian amenities listed in section 21.07.060G. apply only when a pedestrian amenity is being used to count toward a requirement or incentive in Title 21.</p> <p>No substantive changes are proposed to applicability or administrative adjustments.</p>
29-40	<p>Delete redundant definition and regulation for on-site walkways.</p> <p>This definition of a walkway is proposed to be deleted from this section because the same definition for this term is provided in the Title 21 glossary in 21.15.040.</p> <p>The walkway standards deleted on lines 35-40 duplicate the standards for walkway width and design provided in 21.07.060E.4.c. (page 7, lines 22-28).</p> <p><i>Discussion:</i> This consolidation removes redundancy and confusion by placing walkway standards in one location of Title 21. This change will assist development applicants seeking to meet the walkway requirements to become eligible for parking reductions.</p>

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

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G[F]. Pedestrian Amenities Menu

*** *** ***

1. Purpose

T[HE PURPOSE OF T]his section [IS TO]defines and provides standards for pedestrian amenities that are used in developments to satisfy a requirement, menu choice, or incentive in this title[MAY BE REQUIRED OR INCLUDED IN A MENU OF CHOICES TO MEET A REQUIREMENT, OR LISTED AS A SPECIAL FEATURE THAT CAN COUNT TOWARD A BONUS INCENTIVE ANYWHERE IN THIS TITLE. FOR EXAMPLE, ANOTHER SECTION OF THIS TITLE MAY LIST A PEDESTRIAN AMENITY AS A SPECIAL FEATURE FOR WHICH BONUS FLOOR AREA MAY BE GRANTED.] The standards [CONTAINED] in this section give predictability for applicants and the public, DECISION-MAKERS, AND THE COMMUNITY] for the minimum acceptable standards for pedestrian amenities. It [ALSO ENSURES THE] encourages amenities that will improve and enhance the community[TO THE BENEFIT OF ALL,] and respond to Anchorage's[THE] northern latitude climate. [THIS TITLE PROVIDES FLEXIBILITY TO ENCOURAGE AND ALLOW FOR CREATIVITY AND UNIQUE SITUATIONS THROUGH THE ALTERNATIVE EQUIVALENT COMPLIANCE AND MINOR MODIFICATIONS PROCESS.]

2. Applicability.

Pedestrian amenities shall meet the minimum standards of this section [IN ORDER]to be credited toward a requirement, menu choice, or [AS A SPECIAL FEATURE BONUS] incentive of this title, except where specifically provided otherwise in this title. The standards of this section do not apply to amenities that are not counted toward a requirement, menu choice, or incentive under this title.

3. Administrative Adjustments.

The alternative equivalent compliance procedure set forth in subsection 21.07.010D. may be used to propose alternative means of complying with the standards of this subsection 21.07.060G[F].

[3. WALKWAY]

[A WALKWAY IS A SURFACE THAT CONNECTS TWO POINTS FOR PEDESTRIAN USE, AS DEFINED IN CHAPTER 21.15. A WALKWAY MAY BE IN A PUBLICLY DEDICATED PEDESTRIAN EASEMENT. EXAMPLES INCLUDE PEDESTRIAN CONNECTIONS WITHIN ONE DEVELOPMENT SITE, MID-BLOCK, BETWEEN SUBDIVISIONS, OR LEADING FROM STREETS TO PUBLIC AMENITIES, SUCH AS SCHOOLS OR PARKS.]

[A. A WALKWAY SHALL HAVE A MINIMUM UNOBSTRUCTED CLEAR WIDTH OF FIVE FEET, EXCEPT WHERE OTHERWISE STATED IN THIS TITLE. A WALKWAY THAT PROVIDES ACCESS TO NO MORE THAN FOUR RESIDENTIAL DWELLING UNITS MAY HAVE AN UNOBSTRUCTED CLEAR WIDTH OF THREE FEET.]

[B. WALKWAYS SHALL BE IMPROVED IN ACCORDANCE WITH SUBSECTION 21.08.050H.]

21.07.060F.4., Primary Pedestrian Walkway

(Re-named and re-numbered to 21.07.060G.3., Enhanced On-Site Walkway)

This is an existing pedestrian amenity referenced by menus in various parts of Title 21.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-46	<p>Clarify and simplify this pedestrian amenity and make its supplementary design and dimensional standards more flexible for applicants. It is renamed to “Enhanced On-site Walkway,” to help distinguish it from public sidewalks and to remove confusion caused by the word “primary”.</p> <p>Its existing dimensional and design standards for pedestrian movement zones, building interface zones, and vehicle areas buffer zones in the walkway cross-section are simplified and clarified.</p> <p>Substantive changes to the standards for this amenity are specified below.</p>
20-21	<p>Delete the minimum 50-foot length requirement. This change makes small infill developments with building entrances closer than 50 feet to the street eligible to get credit for this amenity.</p>
22-23	<p>Reduce minimum required walkway width. For walkways providing access to 4 or fewer dwellings, the minimum clear width of the pedestrian movement zone portion of the walkway is reduced from eight to six feet.</p> <p>The minimum total required width of the walkway, including its building interface zone, vehicle areas buffer zone, and pedestrian movement zone, is reduced from 14 feet to 12 feet.</p> <p>The required buffer space from adjoining parking facilities is reduced from 4 feet to 2 feet.</p>
36-42	<p>Change “pedestrian scale lighting” from a requirement to a menu option. The requirement for pedestrian lighting on lines 41-42 is merged into the requirement for “pedestrian features” on line 36 (defined in 21.15.040, see page 42), which includes ornamental lighting for architecture and landscaping, and pedestrian-scale area lighting, as options.</p> <p>For this reason, the number of pedestrian features required on line 36 is increased from 1 to 2 features. Pedestrian lighting is no longer required to be selected in addition as a separate amenity from line 36.</p>

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7 **3[4]. Enhanced On-Site[PRIMARY PEDESTRIAN] Walkway**

8 An enhanced on-site[A PRIMARY PEDESTRIAN] walkway is intended to provide an option for
9 applicants to receive credit for exceeding the minimum development standards for walkways and
10 improving pedestrian convenience, comfort, and safety on the site. Enhanced on-site walkways
11 provide additional width [UNOBSTRUCTED CLEAR WIDTH OF AT LEAST EIGHT FEET] for
12 pedestrian movement [WITH ADDITIONAL SPACE INCORPORATING FEATURES ALONG THE
13 WALKWAY SUCH AS STOREFRONT SIDEWALK SPACE, ROOM FOR RESIDENTIAL STOOPS
14 OR BUILDING FOUNDATION PLANTINGS,] and peripheral space that accommodates
15 landscaping, furniture, and utilities. [AS ESTABLISHED GENERALLY IN SUBSECTION F.1 AND
16 F. 2 ABOVE, THE STANDARDS OF THIS SUBSECTION APPLY ONLY WHERE THE SPECIFIC
17 TERM "PRIMARY PEDESTRIAN WALKWAY" IS LISTED AS A REQUIREMENT, MENU CHOICE,
18 OR SPECIAL FEATURE THAT COUNTS TOWARD A BONUS. THIS SUBSECTION IS NOT A
19 GENERALLY APPLICABLE REQUIREMENT FOR OTHER LARGE WALKWAYS.]

20 **a.** [A PRIMARY PEDESTRIAN WALKWAY SHALL BE DEVELOPED AS A CONTINUOUS
21 PEDESTRIAN ROUTE EXTENDING FOR AT LEAST 50 FEET.]

22 **[B.]** An enhanced on-site[PRIMARY PEDESTRIAN] walkway shall have a pedestrian
23 movement zone with a continuous,[N] unobstructed walkway clear width of at least eight
24 feet, or six feet where providing access only to four or fewer residential dwelling units.
25 Where adjacent to a ground-floor building elevation it shall also have a[SIDEWALK
26 STOREFRONT OR] building interface zone a minimum of two feet in width for building
27 foundation landscaping or [THREE FEET IN WIDTH OF SIDEWALK] space for opening
28 doors or seating and transition pedestrian spaces. In addition to the pedestrian movement
29 zone and any building interface zone, the enhanced on-site walkway shall have a buffer
30 space of at least two[FOUR] feet in width where abutting motor vehicle parking lots,
31 circulation aisles, or driveways [SHALL BE INCORPORATED AS PART OF THE
32 WALKWAY WHEN ABUTTING ANY STREET OR VEHICLE AREA,]. The buffer space
33 shall [TO] accommodate [STREET TREES,]landscaping beds, fencing or bollards, light
34 poles, utilities, benches, and other furnishings[OBJECTS TO BE KEPT CLEAR OF THE
35 WALKWAY].

36 **b[C].** A minimum of two pedestrian features as defined by this title (21.15.040) shall be provided
37 along the enhanced walkway, with at least one for every 50 feet of the walkway length[AT
38 LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE SHALL BE
39 PROVIDED FOR EVERY 50 FEET OF LENGTH ALONG A PRIMARY PEDESTRIAN
40 WALKWAY].

41 **[D.]** A PRIMARY PEDESTRIAN WALKWAY SHALL BE ILLUMINATED WITH PEDESTRIAN
42 SCALE LIGHTING.]

43 **c[E].** [A]Enhanced on-site[PRIMARY PEDESTRIAN] walkways shall provide continuous,
44 direct[LY] connections from building primary entrance(s) to surrounding public streets and
45 sidewalks[,], and be publicly accessible or available to all residents of the development[AT
46 ALL TIMES].

47 *** **

Subsection 21.07.060G.13., Separated Walkway to Street and Covered (Relocated/Revised)

Subsection 21.07.060G.14., Covered, Visible Residential Entrance (Relocated/Revised)

Subsection 21.07.060G.15., Enhanced Primary Entrance (Relocated/Revised)

Pedestrian facility requirements and menu choices are moved from other parts of Title 21 to become additional Pedestrian Amenities Menu choices.

Line (s) #	Comment on Change
7-11	<p>Add subsection 21.07.060G.13., Separated Walkway to the Street. Multifamily Building Orientation Menu item 21.07.110C.6.j., <i>Separated Walkway to the Street</i>, is proposed to be relocated from the Residential Design Standards (page 31, lines 31-34) to become a Pedestrian Amenity menu option in 21.07.060G.</p> <p>A clarification of the minimum separation from parking facilities is proposed on lines 10-11 (the deleted standard being on page 70, lines 33-34).</p>
12-23	<p>Add subsection 21.07.060G.14., Covered, Visible Residential Entrance.</p> <p>Relocate and merge the residential entryway requirements from the Residential Design Standards. The residential design standards are proposed to be removed from 21.07.110C.9. and D.3. (page 33) and C.6.k. (page 32). The replacement standard is referenced by the Pedestrian Frontage Standard tables 21.07-2 and 21.07-3 in row F (see pages 9-10).</p> <p>The current Residential Design Standards minimum area requirement of 16 square feet for the entry porch, stoop, or landing is carried forward for all household types.</p> <p>The minimum area of the sheltering roof over entrances for single-family and duplex homes from page 33 is reduced from 16 to 12 square feet, to be equivalent to the existing 12 square foot sheltering roof standard over multifamily and townhouse entries (page 33, lines 12-14).</p>
24-39	<p>Add subsection 21.07.060G.15., Enhanced Primary Entrance.</p> <p>Relocate and revise the content of the mixed-use development standard for prominent, accessible building entrances from section 21.04.030G.7.b. (pages 1-2). Convert the standard into a Pedestrian Amenity menu option through which applicants may earn credit toward Title 21 requirements. This makes the “Enhanced Primary Entrance” option available to residential and non-residential developments, in addition to mixed-use projects.</p> <p>Expand the options for how to make an enhanced entrance visible and inviting. Remove specifications for exact dimensions. Insert elements from the menu choices for multifamily and townhouse design standards subsection 21.07.110C.9., <i>Entryway Treatment</i>. By comparison to the deleted language from Section 21.04.030G.7.b. shown on pages 1-2 (starting on line 40 of page 1), the changes include:</p> <ul style="list-style-type: none"> • Adding building wall modulation to expand the recessed/projected entry choice; • Eliminating the min. 80 sf. space requirement for recessed and projected entries; • Adding to the list of detail features and changes in exterior finishes that get credit. • Adding extra landscaping as a menu choice; and • Adding “pedestrian features” (defined in 21.15.040 on page 83) as menu choices.

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G[F]. Pedestrian Amenities Menu

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13. Separated Walkway to the Street

The development shall connect the building primary entrances to the street with a clear and direct walkway that is not routed through a parking facility or across vehicle driveways or circulation aisles. The minimum clear width portion of the walkway shall be separated from the parking facility by at least five feet.

14. Covered, Visible Residential Entrance

A porch, stoop, or landing sheltered by a roof is intended to give visual emphasis to the building entrance as an aid in wayfinding, and help provide safe, convenient access to residential buildings from the street. The entrance shall meet the following standards:

a. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16 square feet, and a permanent, sheltering roof covering at least 12 square feet.

b. The porch, stoop, or landing shall be distinguished from adjoining areas and vehicle parking by vertical separation or a change in surfacing material.

c. The building entrance shall also be visible (via an unobstructed line of sight) from a street or face a common private open space (21.07.030), a plaza or courtyard (21.07.060G.6.), a housing courtyard (21.07.060G.7.), or a shared parking courtyard (21.07.060G.21.) that is visible from a street.

15. Enhanced Primary Entrance

An enhanced building entry is intended to provide an option for applicants to receive credit for a more prominent and inviting primary pedestrian entrance. To receive credit, the enhanced primary entrance shall incorporate at least three of the following features:

a. Outdoor sheltering roof feature projecting from the building façade such as an overhang, portico, canopy, marquee with an inside dimension of at least 16 square feet;

b. Recessed and/or projected entrance or other building wall modulation with projections or recesses in the building wall plane;

c. Changes in the building's main roofline such as arches, peaked roof forms, or terracing parapets;

d. Changes in siding material or exterior finishes, or façade detail features such as tilework that emphasize the entrance;

e. Entrance plaza, patio, or similar common private open space;

f. Landscaping not otherwise required by this title, such as integrated planters, landscape accent lighting, or special paving treatments; or

g. One or more pedestrian features (21.15.040) such as pedestrian-scale lighting or seating.

Subsection 21.07.060G.16., Enhanced Transparency (*Relocated/Revised*)

Subsection 21.07.060G.17., Pedestrian Frontage Free of Parking in Front (*Relocated/Revised*)

Subsection 21.07.060G.18., Site Entry Feature (*Relocated/Revised*)

More pedestrian facility provisions are moved from other parts of Title 21 to become additional Pedestrian Amenity Menu choices.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-8	<p>Add Subsection 21.07.060G.16., Enhanced Transparency.</p> <p>Relocate the “Additional Transparency” menu choice from the building and site orientation menu being deleted from the Residential Design Standards in 21.07.110C.6.d. (page 30).</p> <p>This new menu choice gives credit to buildings that exemplify a stronger orientation to the public street. It offers a revised version of the multifamily and townhouse building orientation menu item 21.07.110C.6.d., in which windows or entries comprise 20% of the building facade. Switching the standard to be “...an additional 5%...” enables this menu choice to be available to more development types with different window requirements.</p>
10-14	<p>Add Subsection 21.07.060G.17., Pedestrian Frontage Free of Parking in Front.</p> <p>This new menu choice offers a more enhanced version of the multifamily and townhouse building orientation menu items 21.07.110C.6.e, f, and g, in which parking is placed beside or behind the building. It gives credit to buildings that exemplify a stronger orientation to the public street.</p>
15-24	<p>Add Subsection 21.07.060G.18., Site Entry Feature.</p> <p>Relocate the “Site Entry Feature” menu choice from the building and site orientation menu being deleted from the Residential Design Standards in 21.07.110C.6.m. (page 32). The relocated menu choice is made available to all uses as an option for earning credit in the Pedestrian Frontage Standards on pages 9-10 and other locations in Title 21.</p> <p>On line 23, in subsection d., the pedestrian lighting menu option provision from 21.07.110C.6.m. (page 32) is revised to become more flexible, by allowing the lighting to be either walkway area lighting or ornamental lighting. Ornamental (decorative) lighting could include up-lighting on trees or facades, or be built into objects or architectural facades. Area lighting could be included as part of the decorative lighting. This could improve the function or the aesthetics. See also the definition for “pedestrian feature” in 21.15.040 (page 42).</p>

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16. Enhanced Transparency

Increase the windows and/or primary entrances on street-facing building elevations which are subject to the window requirement in 21.07.060F., by an additional five (5) percent of the wall area.

17. Pedestrian Frontage Free of Parking in Front

In urban neighborhood development contexts (21.07.010E.), provide a street frontage without driveways, parking, or loading facilities in front of at least 75% of the ground-floor, street-facing building elevation. In other areas, provide such a frontage in front of at least 33% of the street-facing building elevation.

18. Site Entry Feature

Highlight and define a pedestrian entrance to a development site using three or more of the following elements:

a. Landscape treatment with seasonal color and trees, which clearly distinguishes and highlights the site entry.

b. Plaza or courtyard as described in subsection 21.07.060G.5.

c. Identifying building primary entrance form including a covered entry, when the primary entrance is within 50 feet of the site entrance.

d. Special paving, pedestrian walkway area lighting, ornamental lighting, and/or bollards.

e. Ornamental gate and/or fence.

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**Section 21.07.060F.16., Pedestrian-Interactive Use
(Re-named to 21.07.060G.19., Pedestrian-Interactive Building)**

This existing Pedestrian Amenity Menu choice is re-numbered, renamed, and revised.

<i>Line (s) #</i>	<i>Comment on Change</i>
7-11	<p>Simplify and reduce the standards for this existing pedestrian amenity.</p> <p>Revise this amenity to increase the opportunity for more developments to use this amenity option and receive credit for providing additional street-facing habitable floor area and façade transparency. The revised standard replaces similar menu choices from sections proposed to be deleted from the Residential Design Standards (21.07.110).</p> <p>Substantive changes to the standards for this amenity are described below.</p>
15-29	<p>Remove land use requirements.</p> <p>No longer limit which use types are allowed in the building. Instead focus on the building design, and let building uses change over time.</p>
37-40	<p>Remove the maximum setback requirement (i.e., build-to lines).</p> <p>Lines 37-40 retains the portion of the existing maximum setback requirement that requires at least 50% of the building façade to not have parking facilities located in front of it (per Title 21 chapter 21.06 general standards for maximum setbacks).</p>
32-36	<p>Reduce habitable floor space requirements within the building façade.</p> <p>This change reduces the percentage of the ground-floor, street-facing façade width that must be habitable floor space. Habitable floor area is defined in 21.15.040.</p>
41-46	<p>Reduce window area requirements for non-residential uses.</p> <p>The minimum window area for commercial uses is reduced from 67% to 50% of the ground-floor façade wall area, and to only 20% of upper-floor façade area.</p> <p>The residential window area requirement of 20% is carried forward.</p> <p>Both standards are revised to allow primary entries to count toward the minimum percentage.</p>

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7 **19[16]. Pedestrian-Interactive Building[USE]**

8 A pedestrian-interactive building[USE] is intended to provide interior[GROUND-FLOOR] spaces
9 that [STRONGLY] engage the sidewalk with street-facing windows and entrances and [FEATURE]
10 activities and services that support neighborhood residents, and generally contribute to the activity
11 level and quality of the pedestrian~~[-ORIENTED]~~ environment of the neighborhood or district. [THE
12 STANDARDS THAT FOLLOW APPLY WHERE THE TERM "PEDESTRIAN-INTERACTIVE USE"
13 IS LISTED IN THIS TITLE AS A REQUIREMENT, SPECIAL FEATURE FOR A BONUS, OR A
14 MENU CHOICE.]

15 **[A. A PEDESTRIAN-INTERACTIVE USE SHALL BE ANY OF THE FOLLOWING USES THAT**
16 **ARE PERMITTED IN THE DISTRICT: RETAIL AND PET SERVICES; FINANCIAL**
17 **INSTITUTION PROVIDING BANKING SERVICES OPEN TO THE PUBLIC WITH AT**
18 **LEAST ONE EMPLOYEE ON SITE; FOOD OR BEVERAGE SERVICE; PERSONAL**
19 **SERVICE; CULTURAL FACILITY; OR THE FRONTAGE OF ENTRYWAYS OR**
20 **STAIRWAYS THROUGH WHICH SUCH USES ARE PRINCIPALLY ACCESSED;]**

21 **[B. RETAIL SALES USES THAT ARE PERMITTED IN THE DISTRICT SHALL BE**
22 **CONSIDERED PEDESTRIAN-INTERACTIVE USES, EXCEPT FOR THE FOLLOWING**
23 **TYPES OF RETAIL SALES USES: FUELING STATION; BUILDING MATERIALS**
24 **STORE.]**

25 **[C. THE FOLLOWING USES SUPPORTING RESIDENTIAL NEIGHBORHOOD AND**
26 **HOUSING DEVELOPMENT ARE ALSO CONSIDERED PEDESTRIAN-INTERACTIVE**
27 **USES WHEN PERMITTED IN THE DISTRICT: RESIDENTIAL DWELLINGS WITH**
28 **INDIVIDUAL FRONT ENTRIES ALONG THE STREET; ELEMENTARY SCHOOL;**
29 **MIDDLE OR HIGH SCHOOL; HEALTH SERVICES; CHILD CARE CENTER.]**

30 **a[D]. A pedestrian-interactive building[USE] shall provide a primary entrance facing the street.**
31 **Entrances at building corners facing a street may be used to satisfy this requirement.**

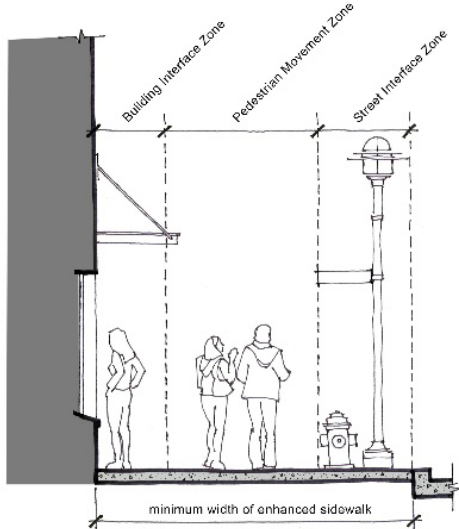
32 **b[E]. A pedestrian-interactive building[USE] shall contain habitable floor area at least 24 feet**
33 **deep extending along a minimum of 50 percent of the [FULL]length of the ground-floor,**
34 **street-facing building elevation in Urban Neighborhood Contexts, and 30 percent**
35 **elsewhere. The habitable floor area may include~~[ALLOWING FOR]~~ pedestrian ~~[AND~~**
36 **VEHICLE] entrances, entry lobbies or atriums, and stairwells.**

37 **c[F]. At least 50 percent of the street-facing building elevation width of a pedestrian-interactive**
38 **building shall have no parking facilities in front[USE SHALL COMPLY WITH SUBSECTION**
39 **21.06.030C.5., MAXIMUM SETBACKS, BUT THE EXCEPTIONS OF SUBSECTION**
40 **21.06.030C.5.D. SHALL NOT BE AVAILABLE].**

41 **d[G]. Street-facing [GROUND-FLOOR] wall areas of a non-residential[PEDESTRIAN-**
42 **INTERACTIVE] use shall be 50[67] percent visual access windows or primary entrances**
43 **on the ground floor, and 20 percent windows above the ground floor.], EXCEPT THAT**
44 **SUCH]**

45 **e. Street-facing wall areas for residential uses[DWELLINGS] shall be at least 20 percent**
46 **[VISUAL ACCESS] windows or primary entrances.**

**Section 21.07.060F.17., Enhanced Sidewalk Option
(Re-named to Section 21.07.060G.19., Enhanced Street Sidewalk)**

<i>Line (s) #</i>	<i>Comment on Change</i>
1-30	Clarify, simplify, and improve flexibility of the “enhanced sidewalk” pedestrian amenity. Clarify the name to “Enhanced <u>Street</u> Sidewalk” to help distinguish it from other pedestrian amenities. Substantive changes to the standards for this amenity are described below and continue on page 17.
20-25	Clarify the minimum unobstructed pedestrian movement zone width of 6 feet and the minimum width of the building interface zone of 2 feet. Retain the overall minimum width of 12 feet for the entire cross-section of the enhanced-street sidewalk.
15-17 and 25-28	Broaden potential usability beyond “main street” commercial frontages to be more inclusive of other kinds of “complete streets” especially for residential developments and neighborhood settings. This refers to the municipal “complete streets” term for a street which provides a good pedestrian environment in addition to motor vehicle access. A definition for Complete Street is added in 21.15.040 on page 84.
29-30	<p>Clarify existing commercial main street sidewalk illustration and add a second, residential sidewalk illustration.</p> <p>The existing commercial sidewalk illustration to be replaced appears below. Width dimensions are proposed to be added to each of the three zones in the sidewalk cross section. A residential sidewalk illustration is proposed to be added to help code users visualize how the building interface zone and street interface zone would be in a residential setting.</p> 

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G[F]. Pedestrian Amenities Menu

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19[16]. Pedestrian-Interactive Building[USE]

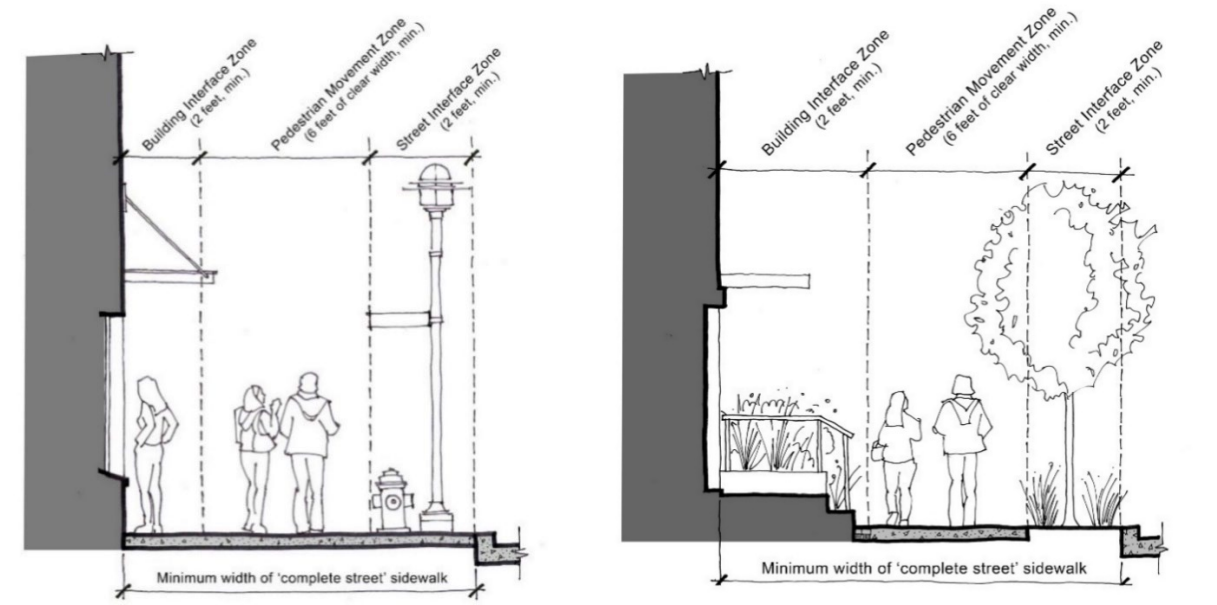
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f[H]. Where a building has three or more street frontages, these criteria apply along only two of the frontages.

20[17]. Enhanced Street Sidewalk [OPTION]

An enhanced street sidewalk is intended to provide an option for applicants to receive credit for exceeding the minimum development standards for sidewalks. An enhanced street sidewalk promotes sidewalk widening and streetscape enhancements to support higher levels of pedestrian activity, comfort, and safety in the district [AND ACCESS IN MIXED-USE DEVELOPMENTS]. An enhanced street sidewalk with “complete[MAIN] street” (21.15.040) style amenities may be provided in lieu of required site perimeter landscaping [WHERE IT IS LOGICAL TO SUPPORT A PEDESTRIAN ZONE]as determined through an administrative site plan review, and subject to the following:

- a. The enhanced street sidewalk cross-section[WIDTH] shall be at least 12 feet wide, and include a pedestrian movement zone, building interface zone, and street interface zone (21.15.040). The pedestrian movement zone shall have a walkway clear width of at least six feet. The street interface zone shall be at least two feet wide from back-of-curb, and four feet wide along major arterials. Where a building adjoins the sidewalk, there shall be a building interface zone at least two feet wide [AT LEAST PART OF THE DEVELOPMENT'S FRONTAGE ALONG THE ENHANCED SIDEWALK SHALL FEATURE A PRINCIPAL BUILDING WITH A 20-FOOT MAXIMUM SETBACK IN COMPLIANCE WITH SUBSECTION 21.06.030C.5].



Enhanced Street Sidewalks in [A] Commercial and Residential Settings

Section 21.07.060G.20., Enhanced Street Sidewalk (*Continued*)

Line (s) #	Comment on Change
9-37	<p>Provide further clarifications, simplification, and reorganization of standards for the enhanced street sidewalk pedestrian amenity.</p> <p>The deleted text on lines 9-10 is moved to the bottom paragraph on the page (lines 36-37). The deleted text on lines 11-14 is replaced by a minimum width of 2 feet for building interface zones and a minimum width of 6 feet for pedestrian movement zones that is added to page 16 lines 22-25. The resulting standards are more flexible.</p> <p>On lines 15-19, the landscaping requirements are relaxed and made more flexible. This includes reducing the tree requirement from “two-thirds” to “half” of the site perimeter landscaping tree requirement and adding a new second sentence with more shrub and perennial landscaping choices.</p> <p><i>Discussion:</i> A shrub has woody skeleton that doesn't die back. Perennials die back to the root each winter then return. An iris is an example perennial. Typical landscape architect professional practice is to differentiate shrubs and perennials in a site plan.</p> <p>Suspended pavement system is the generic term for a system that allows the tree trunk to stick up above the sidewalk and its roots to extend below the sidewalk. The soil bed extends below the sidewalk instead of being contained within a planter on the sidewalk. Silva Cells is a common brand.</p> <p>An Alaska tree will typically survive with 250 cubic yards of soil per tree, but that is a bare minimum. 300 cubic yards is a round number that should yield a decent street tree to achieve the intent of the standard. This information is a part of the arctic design manual for landscape architects in Alaska.</p>

1 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**

2 *** **

3 **21.07.060 Transportation and Connectivity**

4 *** **

5 **G[F]. Pedestrian Amenities Menu**

6 *** **

7 **20[17]. Enhanced Street Sidewalk [OPTION]**

8 *** **

9 [I. A PUBLIC USE EASEMENT SHALL BE RECORDED FOR ANY PART OF THE
10 DESIGNATED SIDEWALK TO BE LOCATED WITHIN THE SUBJECT PARCEL.]

11 [II. PHYSICAL OBSTRUCTIONS WITHIN THE SIDEWALK'S BUILDING
12 INTERFACE ZONE, SUCH AS LANDSCAPING, ENTRY STOOPS, OR
13 SEATING, SHALL EXTEND NO MORE THAN TWO FEET INTO THE MINIMUM
14 REQUIRED 12 FOOT WIDTH, SO THAT AT LEAST TEN FEET REMAIN.]

15 b. The enhanced street sidewalk shall provide at least half[TWO-THIRDS] the number of
16 trees and shrubs that would otherwise be required for site perimeter landscaping. Shrubs
17 are not required if perennials are substituted for shrubs on a three to one basis or if the
18 tree planting bed is provided as a suspended pavement system with a minimum of 300
19 cubic yards of soil per tree.

20 c. The enhanced street sidewalk may be placed wholly or in part within a right-of-way, subject
21 to approval of the traffic engineer and municipal engineer.

22 i. The enhanced street sidewalk shall be subject to the applicable requirements of
23 title 24, including sections 24.30.020., *Permit to use Public Places*, and 24.90,
24 *Encroachment Permit*.

25 [II. IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE
26 CONSISTENT WITH THE DCM AND MASS.]

27 ii[III]. Existing improvements that meet the standards of the enhanced street sidewalk
28 may be counted towards the requirements of this section, subject to approval by
29 the director.

30 iii[IV]. The owner shall maintain landscaping and amenities for the enhanced street
31 sidewalk within the right-of-way[, AND COMPLY WITH THE PROVISIONS FOR
32 REMOVAL OF SNOW AND ICE IN AMC 24.80.090, 100, AND 110].

33 iv[V]. Where the right-of-way is not adequate or cannot be configured to accommodate
34 the enhanced street sidewalk, then the development shall be set back from the
35 street frontage as necessary to accommodate part of the improvements within the
36 property. A public use easement shall be recorded for any part of the designated
37 sidewalk width to be located within the subject parcel.

38 **21[19]. Shared Parking Courtyard**

39 (Note: No changes to Shared Parking Courtyard subsection)

40 *** **

41 *** **

Section 21.07.090H.2., Parking and Loading Facility Design Standards – Applicability

This subsection determines the applicability of Title 21 parking facility and driveway development standards. The change on page 18 brings the statement into consistency with the recently amended parking requirements in subsection 21.07.090E.1. which reads, "All areas used for off-street parking shall be constructed as parking facilities that meet the standards of section 21.07.090H. ..."

With the recent removal of parking minimums from Title 21, this change ensures all areas utilized regularly for parking are designed, dimensioned, and engineered to accommodate motor vehicles, ADA accessibility, water quality treatment and storm water runoff management and avoid impacts to other site facilities, neighboring properties, and abutting streets.

Section 21.07.090H.8., Vehicular Access and Circulation

This section of the Title 21 *Off-Street Parking and Loading* requirements establishes the vehicle driveway and on-site circulation layout and design standards for site developments. It interacts with the Municipal Driveway Standards, a policy document that is separate from Title 21 and that primarily applies to driveways within the public street right-of-way.

In current Title 21, some driveway and circulation requirements are unclear or left unstated or arranged out of order within the subsections of 21.07.090H.8. Others are in different parts of Title 21, such as the residential driveway and alley access requirements. The revisions on pages 18-25 subdivide subsection H.8 into four topic-specific subsections organized in a sequence of site planning steps, from the general location of site access (H.9.) to the details of on-site circulation aisle curbs and sight triangles in (H.11.):

- H.8. Vehicle Access and Circulation – General (*establishes a general framework*)
- H.9. Vehicular Access and Parking Location
- H.10. Access to Parking Spaces
- H.11. Driveway Design and Dimensions

These revisions clarify the vehicle access standards and references to the Municipal Driveway Standards, consolidate driveway and alley access standards from Section 21.07.110., *Residential Design Standards*, and propose amendments such as reducing minimum width requirements for residential access driveways.

The changes to H.8. on the next page simplify and add flexibility to the general standards:

<i>Line (s) #</i>	<i>Comment on Change</i>
15-20; 35-39	Remove all plan submittal requirements from this section. The parking reforms in A.O. 2022-80(S) consolidated all parking facility plan submittal requirements from this subsection into section 21.07.090D., <i>Parking Lot Layout and Design Plan</i> , the generally applicable submittal requirements for parking facility layout plans.
30-35	Remove circulation delineation standards and the requirement to provide curbed end islands from H.8.b. to the appropriate subsection on page 24, lines 14-18.
40-45	Delete an unused requirement in subsection H.8.c.

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **H. Parking and Loading Facility Design Standards**

4 *** **

5 **2. Applicability.**

6 These standards apply to all areas used for off-street parking, and any parking facility or loading
7 facility [INCLUDING ALL PARKING SPACES] in a development, except where stated otherwise.
8 A temporary parking lot shall comply with all applicable development requirements of this title for
9 surface parking lots and parking lot landscaping, except when associated with another temporary
10 use permitted pursuant to section 21.05.080.

11 *** **

12 **8. Vehicular Access and Circulation – General**

13 Parking lots and structures access, layout, and dimensions shall be designed for a safe and orderly
14 flow of traffic throughout the site, as provided in [THE] subsections 9. through 12. that follow.

15 **[A. KEY ELEMENTS]**

16 [THE PARKING FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN SHALL
17 ADDRESS THE FOLLOWING ELEMENTS AS THEY RELATE TO PARKING LOTS,
18 INCLUDING BUT NOT LIMITED TO: FIRE LANES, EMERGENCY ACCESS, DRIVE-
19 THROUGH, QUEUING SPACES, PASSENGER LOADING ZONES, PEDESTRIAN
20 CIRCULATION, AND LOADING BERTHS.]

21 **[B. CIRCULATION PATTERNS]**

22 [INTERNAL] Vehicular access and circulation patterns and the location and traffic direction
23 of all circulation aisles, driveways, and queuing lanes shall be designed and maintained in
24 accordance with [THE MUNICIPAL DRIVEWAY STANDARDS CURRENTLY
25 ESTABLISHED BY THE TRAFFIC ENGINEER, AND WITH]accepted principles of traffic
26 engineering and safety as determined by the traffic engineer. [, PER THE TRAFFIC
27 ENGINEER'S REVIEW BASED ON THE CURRENT MANUALS OF THE INSTITUTE OF
28 TRANSPORTATION ENGINEERS AND THE URBAN LAND INSTITUTE, AND THE
29 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OR THE SUCCESSOR
30 DOCUMENTS. CIRCULATION PATTERNS WITHIN PARKING FACILITIES SHALL BE
31 WELL DEFINED WITH PAVEMENT MARKING AND SIGNAGE, CURBS,
32 LANDSCAPING, LANDSCAPED ISLANDS, AND/OR OTHER SIMILAR FEATURES. IN
33 ORDER TO DEFINE CIRCULATION AND PROVIDE BETTER SIGHT DISTANCE,
34 CURBED END ISLANDS SHALL BE REQUIRED AT THE END OF EACH ROW OF
35 PARKING SPACES. WHERE LOADING FACILITIES OR ON-SITE REFUSE
36 COLLECTION ARE PROVIDED, COMMERCIAL TRUCK CIRCULATION SHALL BE
37 CONSIDERED, AND TRUCK TURNING RADII SHALL BE SHOWN ON THE PARKING
38 FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN WHEN REQUIRED BY THE
39 TRAFFIC ENGINEER.]

40 **[C. PARKING SPACES ALONG MAJOR SITE ENTRANCE DRIVES]**

41 [THE PROVISION, LOCATION, DESIGN, AND DIMENSIONS OF PARKING SPACES ON
42 A MAJOR ACCESS DRIVEWAY THAT SERVES AS AN ENTRY OR EXIT FOR A LARGE
43 ESTABLISHMENT WITH MULTIPLE LOTS, TRACTS, OR BUSINESSES, SHALL
44 CONFORM TO MUNICIPAL STANDARDS FOR ON-STREET PARKING AND BE
45 SUBJECT TO REVIEW AND APPROVAL BY THE TRAFFIC ENGINEER.]

Section 21.07.090H.9., Vehicular Access Location (New)

This page provides a new subsection H.9. that follows on H.8., *Vehicular Access and Circulation – General*. This section consolidates and clarifies municipal regulations governing the location of vehicle accessways from public streets onto property.

Line (s) #	Comment on Change
6-10	H.9.a.: Provide a Reference to the Municipal and State Regulations that Govern the Location of Access Driveways. Clarify the intent to minimize the number of driveway curb cuts along roadways to the minimum necessary for safe and convenient site access. Clarify the primary access location requirements in the Municipal Driveway Standards.
11-28	<p>H.9.b.: Move the residential alley access standard from the Title 21 Residential Design Standards into section H.9., and revise. Current Title 21 section 21.07.110F.4., which places limitations on front yard driveways where rear alley access is available to encourage residences to get driveway access from alleys, is deleted on page 78. The revised alley access standard in H.9.b. includes the following changes:</p> <ul style="list-style-type: none"> • Apply the alley access standard to the Urban Neighborhood Development Context Area mapped in 21.07.010 (pages 3-5), instead of to the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map, in the <i>Anchorage 2040 Land Use Plan</i>. The new map in 21.07.010 is more easily accessible to code users, and provides a more accurate outline of the older, urban neighborhoods for which this provision is intended. Alley access is not required in outlying, suburban parts of town. Although alleys have been platted here and there in suburban parts of the Bowl, such plat layouts are often inconsistent with the surrounding street network. • Subsection b.i. (line 15): Allow multifamily developments to have one 12-foot-wide driveway to the primary street frontage for every 50 feet of street frontage width, just as individual single-family residences on 50-foot-wide lots and two-family and townhouse dwelling units are allowed up to one driveway under the current Title 21. Allow one driveway per every 50 feet of frontage for all unit types, for consistency. • Subsection b.ii. (line 18): In addition to the current allowance for a 12-foot wide driveway on the primary street frontage, allow multiple-unit developments on corner lots to have a second front yard driveway, to the secondary street frontage. • Subsection b.iii. (line 21): Tighten the administrative relief provision. Limit eligibility to multifamily and townhouse projects. Clarify that an alley must be unimproved, unmaintained, or impassable <u>AND</u> the Traffic Engineer must determine improvement and vehicle access is not feasible. Require public documentation of the findings.
29-36	H.9.c.: Relocate Existing Provisions for Cross-Access and Shared Access. Currently, shared access and access across lot lines is allowed thru a shared access agreement, as provided in 21.07.090H.8.h. at the end of the driveways section (page 25 lines 13-24). It is moved from that location to H.9.c. to be with other site access locational standards.
37-40	H.9.d.: Clarify Entitlements for Paired Driveways and Limit Total Width. Add a provision that clarifies driveways attached side by side across lot lines are allowed by right. A 24-foot maximum combined width (no more than 12 feet on each lot) is proposed to avoid combined driveway widths that exceed the holding capacity of snow clearing plows.

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **H. Parking and Loading Facility Design Standards**

4 *** **

5 **9. Vehicular Access and Parking Location**

6 **a. Street Access Location**

7 The number and spacing of driveways, including minimum distance from street
8 intersections, shall be as provided in the *Municipal Driveways Standards* and this section.
9 Access to streets owned by the state of Alaska requires compliance with state driveway
10 standards, department of transportation and public facilities approval and driveway permit.

11 **b. Alley Access Requirement**

12 Where a residential use is served by an alley in the Urban Neighborhood Development
13 Context (21.07.010E.), vehicle access shall take place from the alley, except for direct
14 vehicle access to the street that is limited to the following:

15 **i.** One driveway no wider than 12 feet at any point, except that lot frontages 100 feet
16 or wider on a primary street frontage may have one driveway per 50 feet of lot
17 frontage on that street.

18 **ii.** One additional driveway no wider than 12 feet providing access to the secondary
19 street frontage on corner lots for multifamily, townhouse, or two-family
20 developments.

21 **iii.** The director and traffic engineer may approve additional driveway access to the
22 primary street frontage for multifamily or townhouse developments, provided the
23 alley is unimproved and the traffic engineer determines that alley improvement and
24 vehicle access are not feasible or would create a traffic impact or safety hazard.
25 The additional driveway access shall be the minimum the traffic engineer
26 determines is necessary to provide access for the development. The department
27 shall keep record of the approved additional driveway access with written findings
28 supporting the approval on file and available for public inspection.

29 **c. Cross-Access and Shared Access with Adjacent Sites**

30 Parking facilities serving a site, whether located on that same lot or on an adjacent lot, may
31 be connected by means of a common access driveway within or between the interior of
32 such lots. Where a property receives its access to the street through a shared driveway
33 with another lot, a shared access easement shall be provided on the plat, or a shared
34 access agreement running with the land shall be recorded by the municipality, as approved
35 and executed by the director, guaranteeing the continued availability of the shared access
36 between the properties.

37 **d. Paired Residential Driveways Allowed**

38 Driveways for two single-family, two-family, or townhouse units may be attached side-by-
39 side across a property line, provided the maximum combined width of the driveway is 24
40 feet.

Section 21.07.090H.9., Vehicular Access and Parking Location (*Continued*)

Section 21.07.090H.10., Access to Parking Spaces (*New*)

Line (s) #	Comment on Change
5-13	<p>H.9.e., Residential Garage Setback</p> <p>Require the garage door of individual residences be set back from streets and sidewalks by at least the length of an automobile parking stall. This change is so that vehicles parked in the driveway in front of the garage of the home will be far less likely to hang out into the street or sidewalk and interfere with pedestrians, in-street traffic, and street maintenance and other service vehicles. The 20 feet is the length of a standard-size parking stall that accommodates typical new vehicle dimensions.</p> <p><i>Discussion:</i> Previously, Title 21 required a minimum number of parking spaces per dwelling, which in most cases ensured that developments would provide an adequate-length parking space in the driveway. The proposed standard in H.9.e. is proposed for consideration in response to the removal of Title 21 minimum parking requirements by A.O. 2022-80. It is intended to ensure there will be adequate space for parked vehicles in front of garage doors where residents and their guests are anticipated to park their cars even if the development site plan designate the driveway as a parking space.</p>
10-30	<p>H.10., Access to Parking Spaces:</p> <p>Collect existing parking space access standards from H.8. into a more focused subsection H.10. and provide more flexibility and non-discretionary approvals.</p> <p>Subsections H.10.a. and b. on lines 11-17 bring forward and clarify existing parking space access standards from 2.07.090H.8.e.i. deleted on page 24 lines 23-29.</p> <p>Subsection H.10.c. on lines 20-24 modifies the existing provisions regarding dead-end parking aisles by allowing non-discretionary (“by-right”) approval of dead-end parking aisles that are no more than 100 feet long. The provision being replaced is on page 25 lines 7-9.</p> <p>Subsection H.10.d.: Replace existing requirements for all vehicle turnarounds and back-out maneuvering to take place on site. This basic existing requirement (shown as deleted on page 24, lines 30-42) is carried forward with revised wording so that vehicles do not back out of parking spaces into the public street. The existing provision currently exempts single-family and two-family dwellings, and states that three- and four-unit multifamily structures may be exempted, subject to discretionary approval.</p> <p><i>(H.10.d. is continued on page 21, with further changes from current code..)</i></p>

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5 **e. Residential Garage Setback**

6 Street-facing garages accessed from the driveway of an individual dwelling shall be set
7 back from the street by the length of a standard parking space (as defined in table 21.07-
8 8, Parking Angle, Stall, and Aisle Dimensions). The traffic engineer may approve
9 exceptions to relieve hardship on narrow lots.

10 **10. Access to Parking Spaces**

11 **a. Access to Parking Spaces**

12 Each parking space shall open to a parking aisle or driveway of such width and design as
13 provided in subsection 21.07.090H.12. to provide safe and efficient means of vehicular
14 access with no more than a standard two-movement entrance or exit from the parking
15 space and without having to move another vehicle. Stacked and tandem parking spaces
16 are allowed exceptions as provided in 21.07.090H.12.

17 **b. Backing Distances**

18 Adequate ingress and egress to each parking space shall be provided without backing
19 more than 25 feet.

20 **c. Dead-End Parking Aisles**

21 Any parking bay that does not provide two means of vehicle egress shall provide, at the
22 closed end, an extension of the parking aisle at least nine feet in depth, designated and
23 signed as a "No Parking" turn-around area. Dead-end parking bays longer than 100 feet
24 shall be subject to discretionary review and approval by the traffic engineer.

25 **d. Vehicle Maneuvering**

26 Off-street parking facilities shall be designed so that all vehicle maneuvers occur on the
27 development site and not in the public right-of-way, and vehicles enter and exit the right-
28 of-way in a forward motion, except the following are exempt:

29 **i. Parking for single-family, two-family, and mobile home dwellings on individual lots,**
30 **accessing a local street.**

Section 21.07.090H.10., Access to Parking Spaces (*Cont'd*)

Line (s) #	Comment on Change
9-17	<p>H.10.d., Vehicle Maneuvering (<i>cont'd</i>)</p> <p>Subsection H.10.d.ii., beginning on line 13, exempt parking areas with only a few parking spaces serving multifamily, townhouse, and non-residential developments from the on-site maneuvering requirement if the parking area accesses only a local street and is no more than 20-feet wide. This proposed exemption would be by-right. An illustration is provided.</p> <p>For residential infill developments, this change gives 3- and 4-plex uses a similar entitlement as single-family and duplex dwellings have (see page 20, lines 29-30), for more consistent treatment of developments that have similar driveway and parking characteristics.</p> <p><i>Discussion:</i> This change responds to challenges in current Title 21 driveway and maneuvering requirements for 3- and 4-unit developments on urban lots. Urban lots that have zoning entitlement for multifamily use are often under-developed as duplexes. A review of other cities' zoning codes indicates that some waive or except 3- to 4-unit developments from the on-site maneuvering requirements.</p> <p>The provision also carries forward the existing <i>discretionary</i> approval for additional spaces (more than 4 spaces) without on-site turnarounds in multifamily developments with up to four dwelling units, that may be approved by the Traffic Engineer in appropriate circumstances such as lots on dead-end streets, cul-de-sacs, or other local streets with low traffic volumes.</p>
18-21	<p>Clarify regulations that allow using alleys for vehicle maneuvering aisles and simplify the approval process. The current regulations are shown as deleted on page 25, lines 10-12.</p> <p>The current regulations require discretionary approval by the Municipal Traffic Engineer. The proposed regulations would allow parking spaces to back out into an alley "by-right," without need for discretionary approval by the Traffic Engineer.</p> <p>In the current regulations (being deleted on page 25, lines 10-12) Traffic Engineer must explain to applicants that there needs to be a setback from the garage door face to the alley because motor vehicles entering and exiting a garage from the alley will need enough space to carry out the turning movement. Most alleys are 20 feet wide or less. The proposed regulations apply the minimum parking aisle widths from the Title 21 <i>Table 21.07-8: Parking Angle, Stall, and Aisle Dimensions</i> to enable by-right approvals without need for Traffic Engineer approval. For example, if the minimum parking aisle width is 24 feet, and the improved portion of the alley is only 18 feet wide, then the garage bay door will need to be set back at least 6 feet from the rear lot line abutting the alley ($18 + 6 = 24$).</p>

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*** **

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*** **

10. Access to Parking Spaces

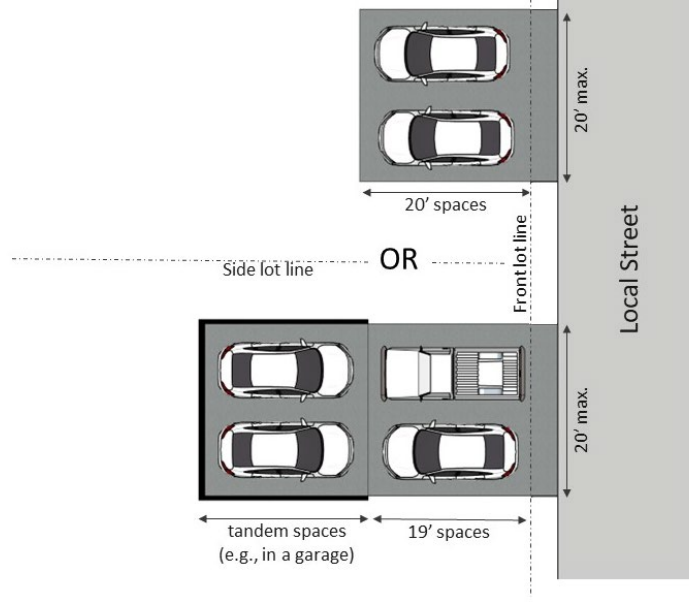
*** **

d. Vehicle Maneuvering

*** **

- ii.** For other developments, parking comprising only one or two parking spaces whose only access is to a local street, provided that the vehicle area occupies no more than 20 feet of the lot frontage in the front setback. The number of spaces may be increased to four spaces if arranged in tandem for residential dwellings as provided in 21.07.090K.12.k. Additional spaces for multifamily developments with up to four dwelling units may be approved by the traffic engineer in appropriate circumstances such as lots on dead-end streets, cul-de-sacs, or other local streets with low traffic volumes.

Vehicle Maneuvering Exceptions:



- iii.** The usable portion of an alley may be credited as circulation and/or parking aisle space for parking areas. The maneuvering area between the end of the parking space and the opposite side of the improved alley shall meet the parking aisle width in table 21.07-8, *Parking Angle, Stall, and Aisle Dimensions*.

Section 21.07.090H.11., Driveway Design and Dimensions (New)

This section consolidates and clarifies existing municipal regulations governing the width of driveway access from public streets onto property and provides by-right reductions in minimum driveway width.

<i>Line (s) #</i>	<i>Comment on Change</i>
6-16	<p>H.11.a., Parking Lot Entries/Driveway Approaches</p> <p>Carry forward existing regulations for driveway width within the public right-of-way, with clarifications. Provides more specific terminology and an illustration to clarify that the existing regulations for driveway width apply only to the portion of the driveway that is in the street right-of-way. Removes redundant references to State of Alaska regulations that are provided elsewhere, in subsection H.9.a.</p> <p>The suggested term, “Driveway Approach,” is also proposed to be defined on page 41.</p>
17-23	<p>H.11.b., Curb Openings and Public Walkway Crossings.</p> <p>Address grading of driveways as they cross sidewalks. This amendment responds to public feedback from urban neighborhood residents about unsafe/ unpleasant pedestrian experience of walking on sidewalks across driveway openings where the driveway is set at different grades from the sidewalk, and the importance of replacing sidewalks to as near as level running slope as possible when infill development occurs.</p>
24-33	<p>H.11.c., Driveway Approach (in ROW) as a Percentage of Lot Frontage Width</p> <p>Carry forward the current maximum allowed driveway width as a percentage of the lot frontage and consolidate redundant driveway width requirements for residential uses from 21.07.110F.3. (page 37 lines 6-30).</p> <p>The merged sections simplify the text and clarify that it applies to only the “driveway approach” portion of the driveway, meaning the portion of the driveway that is within the street right-of-way (ROW). No substantive changes are proposed to the standard as merged.</p>

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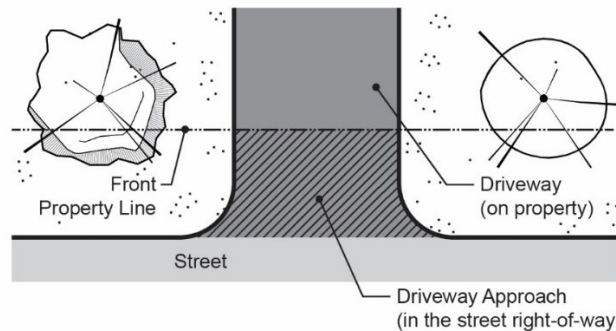
H. Parking and Loading Facility Design Standards

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11. Driveway Design and Dimensions

a[D]. Parking Lot Entries/Driveway Approaches

Entries and driveway approaches providing access from the street edge to the front property line[TO PARKING LOTS] shall conform to the municipal driveway standards [CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER] and this subsection 21.07.090H.11. Access to streets owned by the state of Alaska requires compliance with state driveway standards as provided in 21.07.090H.9.[,DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES APPROVAL, AND A CURRENT VALID STATE OF ALASKA DRIVEWAY PERMIT. INGRESS AND EGRESS TO PARKING FACILITIES SHALL BE DESIGNED TO MAINTAIN ADEQUATE SIGHT DISTANCE AND SAFETY AND AS PRESCRIBED IN THE MUNICIPAL DRIVEWAY STANDARDS.]



b. Curb Openings and Public Walkway Crossings

- i. Curb cut and curb returns at driveway openings to the street shall be provided as prescribed in the municipal driveway standards.**
- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope prescribed by M.A.S.S. and A.D.A., except that in the urban neighborhood context areas (21.07.010E.), public walkways on local streets shall be restored to a level running grade to the extent reasonably feasible.**

c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width

- [I. RESIDENTIAL USES]**
[RESIDENTIAL DRIVEWAY ENTRANCES SHALL COMPLY WITH SUBSECTION 21.07.110F.3., DRIVEWAY WIDTH.]
- [II. NONRESIDENTIAL USES]**
The total width of the driveway approach [ENTRANCES TO A NONRESIDENTIAL LOT] from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, provided the following:[, UNLESS THE APPLICANT PROVIDES FOR SNOW STORAGE IN A MANNER APPROVED BY THE DECISION-MAKING BODY.]

Section 21.07.090H.11., Driveway Design and Dimensions (*Cont'd.*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-17	<p>H.11.c., Driveway Approach (<i>cont'd.</i>):</p> <p>Subsections i. and ii.: Merge, simplify, and correct the residential driveway width exceptions i. and ii. from page 37 lines 31-38 that allow for driveways to be a minimum allowed width. In response to the removal of minimum off-street parking requirements by A.O. 2022-80(S), add “on-street parking” to the list of issues including snow storage that should be considered in granting an exception.</p> <p>Subsection iii.: Move the flag lot exception from page 37 lines 39-41 to page 23, lines 16-18. No changes are proposed.</p>
18-32	<p>11.d., Minimum Driveway Width: Clarify the minimum driveway width requirements and offer by-right driveway width exceptions, relative to the Municipal Driveway Standards, parking aisle widths, and internal driveways on site.</p> <p>Subsection 11.d. will provide specific, by-right exceptions from the minimum required width of driveways set forth in the Municipal Driveway Standards and provide minimum widths within Title 21 that can be referenced by the other Title 21 driveway standards in subsections H.8. thorough H.11.</p> <p>Subsection i. (line 22): Clarifies that the minimum width of parking aisles is set forth in a different section (H.12.) and does not apply to other driveways.</p> <p>Subsection ii. (lines 23-24): Clarifies that the minimum required width of driveway approaches within the ROW is provided in the Municipal Driveway Standards, except as stated otherwise in this section.</p> <p>Subsection iii. (lines 25-27): Clarifies the minimum width of a driveway for a single dwelling is 12 feet, regardless of housing land use type. Supports allowing 12-foot-wide front driveways for dwellings with rear alley access in H.9.b.i. (page 19 line 15).</p> <p>Subsection iv. (lines 25-29): Allows multifamily developments to have one-lane-wide two-way driveways to smaller parking facilities that receive access from local streets. This cuts in half the minimum driveway width for small multifamily developments of 3 to approximately 6 units, because such developments do not produce enough traffic to need 24-foot-wide driveways. The proposed minimum width of the one-way driveway is 10-feet on straight segments and 12-feet on curving segments and in the ROW driveway approach.</p> <p>Subsection v. (lines 30-32): Provides for greater flexibility and clarity, by allowing one-way driveways serving multifamily uses to be 12-feet wide, by-right.</p> <p>Subsection vi. (lines 35-38): Provides for administrative exceptions and flexibility.</p>

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **H. Parking and Loading Facility Design Standards**

4 *** **

5 **11. Driveway Design and Dimensions**

6 *** **

7 **c. Driveway Approach (in ROW) as a Percentage of Lot Frontage Width**

8 *** **

9 **i.** The driveway approach is always allowed to have the minimum driveway width
10 provided by subsection d. The traffic engineer may approve more than the
11 minimum driveway width, provided the traffic engineer determines that snow
12 storage, on-street parking, traffic flow and safety, and the neighborhood context
13 are addressed.

14 **ii.** The driveway approach shall not exceed the maximum driveway width established
15 in the municipal driveway standards.

16 **iii.** Flag lots are exempt from the percentage limitations but shall have a maximum
17 driveway approach width of 20 feet. Abutting flag lots may share a driveway
18 approach up to 24 feet wide (12 feet per lot).

19 **d. Minimum Driveway Width**

20 The minimum required width of driveways including the driveway approach within the street
21 ROW and the portion of the driveway on the development property is as follows:

22 **i.** The minimum width of parking aisles shall be as set forth in 21.07.090H.12.

23 **ii.** The minimum width of the driveway approach shall be as set forth in the municipal
24 driveway standards, except as modified or clarified by subsections iii. through vi.

25 **iii.** The minimum width of a driveway providing access to a single-family, two-family,
26 townhouse, mobile home, or other individual dwelling from a local street or alley is
27 12 feet.

28 **iv.** The minimum width of a driveway providing access for up to 10 parking spaces
29 serving a townhouse or multifamily residential use from a local street or alley is 12
30 feet, except that straight (non-curving) driveway segments on the development
31 property (i.e., not in the driveway approach) may be 10 feet.

32 **v.** The minimum width of a driveway providing access for more than 10 parking
33 spaces serving a townhouse or multifamily use from a local street or alley is 12
34 feet for one-way traffic and 20 feet for two-way traffic.

35 **vi.** The traffic engineer may reduce the driveway width to relieve hardship on small or
36 narrow lots or increase the required width to meet vehicle turning and maneuvering
37 needs, in accordance with accepted principles of traffic engineering and safety as
38 determined by the traffic engineer.

Section 21.07.090H.11., Driveway Design and Dimensions (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-19	<p>Clarify existing regulations for driveway design and dimensions for driveway throat length, sight distance triangles, and circulation definition through pavement marking and end islands. The content on lines 15-18 is moved from subsection 21.07.090H.8.b (page 18 lines 30-35).</p> <p>For reference, the Title 21 driveway throat length definition is provided on page 41.</p>
20-43	<p>Delete existing driveway and circulation regulations being relocated or replaced:</p> <ul style="list-style-type: none"> • Subsection [E.] on lines 19-22 is replaced by subsection 10.d. on page 20 lines 25-28. • Subsection [I.] on lines 23-29 is replaced by subsections 10.a. and 10.b. on page 20 lines 11-19. • Subsection [II.] on lines 30-34 is replaced by 10.d. on page 20 lines 26-28. • Subsection [III.] on lines 35-42 is replaced by 10.d.i. and ii. starting on page 20 line 29 through page 21 line 17. • Subsection [F.] on lines 29-31 is replaced by 10.c. on page 52 lines 24-28. • Subsection [G.] on lines 32-34 is replaced by 10.d.iii. on page 53 lines 22-26. • Subsection [H] on lines 35-47 is replaced by 9.c. on page 51 lines 30-37.

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **H. Parking and Loading Facility Design Standards**

4 *** **

5 **11. Driveway Design and Dimensions**

6 *** **

7 **e. Driveway Throat Length**

8 The driveway throat shall be of sufficient length to enable the street and walkways in the
9 ROW and the circulation, parking, and walkways in the development site to function without
10 interfering with each other, as provided in the municipal driveway standards.

11 **f. Sight Distance**

12 Ingress and egress to parking facilities shall be designed as prescribed in the municipal
13 driveway standards to maintain adequate sight distance and safety.

14 **g. Circulation Definition**

15 Circulation patterns within parking facilities shall be well defined with pavement marking
16 and signage, curbs, landscaping, and/or other similar features. Curbed end islands shall
17 be provided at the end of each row of parking spaces to define circulation and provide sight
18 distance at internal intersections of parking aisles, driveways, and/or on-site roadways.
19 Shared parking courtyards meeting 21.07.060G.20. may depart from this requirement.

20 **[E. PARKING AND MANEUVERING]**

21 [ALL CIRCULATION AISLES, DRIVEWAYS, AND VEHICLE MANEUVERING AREAS
22 REQUIRED BY THIS SECTION SHALL BE LOCATED ENTIRELY OFF-STREET AND ON THE
23 PROPERTY UNLESS SPECIFICALLY PROVIDED OTHERWISE BY THIS SECTION.]

24 **[I. ACCESS TO PARKING SPACES]**

25 [TO ENSURE SAFE AND EFFICIENT VEHICULAR ACCESS TO PARKING SPACES,
26 EACH OFF-STREET PARKING SPACE SHALL OPEN DIRECTLY ON A PARKING
27 AISLE OR DRIVEWAY OF SUCH WIDTH AND DESIGN AS PROVIDED IN TABLE
28 21.07-7 AND THE ILLUSTRATIONS THAT FOLLOW THE TABLE. ADEQUATE
29 INGRESS AND EGRESS TO EACH PARKING SPACE SHALL BE PROVIDED
30 WITHOUT BACKING MORE THAN 25 FEET.]

31 **[II. MANEUVERING AREA]**

32 [OFF-STREET PARKING FACILITIES SHALL BE DESIGNED WITH SUFFICIENT
33 MANEUVERING ROOM SO THAT ALL MANEUVERS ASSOCIATED WITH THE
34 PARKING SHALL OCCUR IN THE OFF-STREET PARKING FACILITY, AND THAT
35 ALL VEHICLES ENTER THE ABUTTING STREET IN A FORWARD MOTION.]

36 **[III. SOME DWELLINGS EXEMPTED]**

37 [SINGLE-FAMILY, TWO-FAMILY, TOWNHOUSE, AND MOBILE HOME DWELLINGS
38 ON INDIVIDUAL LOTS SHALL BE EXEMPTED FROM THIS SUBSECTION.
39 MULTIFAMILY DWELLINGS WITH UP TO FOUR UNITS SHALL BE EXEMPTED
40 FROM THIS SUBSECTION IN APPROPRIATE CIRCUMSTANCES IF APPROVED
41 BY THE TRAFFIC ENGINEER. APPROPRIATE CIRCUMSTANCES MAY INCLUDE
42 LOTS WITH ALLEY ACCESS, LOTS LOCATED ON LOW-VOLUME STREETS, AND
43 LOTS LOCATED ON DEAD-END STREETS OR CUL-DE-SACS.]

Section 21.07.090H.11., Driveway Design and Dimensions (*Cont'd.*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-24	Delete existing driveway and circulation regulations being relocated or replaced:
	• Subsection [F.] on lines 7-9 is replaced by 10.c. on page 20 lines 20-24.
	• Subsection [G.] on lines 10-12 is replaced by 10.d.iii. on page 21 lines 18-21.
	• Subsection [H] on lines 13-24 is replaced by 9.c. on page 19 lines 29-36.

1 **21.07.090 Off-Street Parking and Loading**

2 *** **

3 **H. Parking and Loading Facility Design Standards**

4 *** **

5 **11. Driveway Design and Dimensions**

6 *** **

7 [F. DEAD-END PARKING AISLES]

8 [DEAD-END PARKING AISLES MAY BE ALLOWED ONLY WITH THE APPROVAL OF THE
9 TRAFFIC ENGINEER.]

10 [G. ALLEYS]

11 [SUBJECT TO SAFETY APPROVAL BY THE TRAFFIC ENGINEER, THE USABLE PORTION
12 OF AN ALLEY MAY BE CREDITED AS CIRCULATION AND/OR PARKING AISLE SPACE.]

13 [H. CROSS ACCESS AND JOINT ACCESS WITH ADJACENT SITES]

14 [THE PLAN SHALL SHOW EXISTING PARKING AND CIRCULATION PATTERNS ON
15 ADJACENT PROPERTIES AND POTENTIAL CONNECTIONS. REQUIRED PARKING LOTS
16 SERVING A SITE, WHETHER LOCATED ON THAT SAME LOT OR ON AN ADJACENT LOT,
17 MAY BE CONNECTED BY MEANS OF A COMMON ACCESS DRIVEWAY WITHIN OR
18 BETWEEN THE INTERIOR OF SUCH LOTS. APPLICANTS ARE ENCOURAGED TO
19 PROVIDE SHARED VEHICLE AND PEDESTRIAN ACCESS TO ADJACENT PROPERTIES
20 FOR CONVENIENCE, SAFETY, AND EFFICIENT CIRCULATION. AN ACCESS EASEMENT
21 SHALL BE PROVIDED ON THE PLAT, OR A SHARED ACCESS AGREEMENT RUNNING
22 WITH THE LAND SHALL BE RECORDED BY THE MUNICIPALITY, AS APPROVED AND
23 EXECUTED BY THE DIRECTOR, GUARANTEEING THE CONTINUED AVAILABILITY OF
24 THE SHARED ACCESS BETWEEN THE PROPERTIES.]

Section 21.07.090H.12., Dimensions of Parking Spaces and Aisles (*re-numbered from H.9.*)

Current Subsection 21.07.090H.9. provides the Title 21 dimensional standards for parking space sizes and circulation aisle widths.

The subsection is re-numbered to H.12. Its allowance for smaller parking spaces in urban neighborhoods is edited to refer to the Urban Neighborhood Development Context Area created in subsection 21.07.010E. (page 3) instead of a similar area mapped in the *Anchorage 2040 Land Use Plan*.

The parking space dimensional standards were revised by A.O. 2022-80(S). No substantive changes to the parking space dimensional standards are proposed by the Title 21 Site Access amendments.

<i>Line (s) #</i>	<i>Comment on Change</i>
10-13	Simplify and update a map reference for the entitlement to smaller parking spaces in older, urban neighborhoods. Apply the entitlement allowing SMALL parking space dimensions to the Urban Neighborhood Development Context Area mapped in 21.07.010 (pages 3-5), instead of to the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map, in the <i>Anchorage 2040 Land Use Plan</i> . The new map in 21.07.010 is more easily accessible to code users, and provides a more accurate outline of the older, urban neighborhoods.
Table 21.07-8, footnote 1	Simplify and update a map reference for the entitlement to reduce the length of parking stalls older, urban neighborhoods. Apply the entitlement allowing 19-foot-long STANDARD parking spaces to the Urban Neighborhood Development Context Area mapped in 21.07.010 (pages 3-5), instead of to the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map, in the <i>Anchorage 2040 Land Use Plan</i> .

21.07.090 Off-Street Parking and Loading

*** **

H. Parking and Loading Facility Design Standards

*** **

12[9]. Dimensions of Parking Spaces and Aisles

*** **

a. Minimum Dimensions for Required Parking

Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth in table 21.07-8[6], except as follows:

- i. Parking facilities in the Downtown (DT) zoning districts, and the Urban Neighborhood Contexts delineated in subsection 21.07.010E. [TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN,] may meet the SMALL parking space and aisle dimensions in table 21.07-8[6]. Up to 30 percent of parking in the Downtown (DT) zoning districts may meet the COMPACT parking dimensions, if signed for compact vehicles only.

*** **

TABLE 21.07-8[6] PARKING ANGLE, STALL, AND AISLE DIMENSIONS

Parking Angle (Degrees)	Parking Space Type	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
***	***	***							
¹ Developments in the <u>Urban Neighborhood Development Context Areas delineated in 21.07.010E.</u> [TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN] may use the following alternative STANDARD parking space depth (Vehicle Projection): 19' 0" for 90-degree parking angle; 20' 8" for 75-degree parking angle; 20' 11" for 60-degree parking angle, and 19' 6" for 45-degree parking angle. Parking bay width may decrease as a result.									

*** **

Section 21.07.110, Residential Design Standards

The Residential Design Standards establish a variety of development standards specific to household residential developments and building types, including single-family, two-family, townhouse, multifamily, and mixed-use dwellings.

The amendments on pages 27 through 36 delete a series of residential design standards for pedestrian access and pedestrian-oriented/street-facing building frontages. The standards being removed are proposed to be merged into a more streamlined set of Pedestrian Frontage Standards in proposed new section 21.07.060F. on pages 8-10. Pedestrian-oriented frontage and walkway requirements from other parts of Title 21 (such as Section 21.04.030 on pages 1 and 2) are also consolidated into 21.07.060F.

The deletions on the next page are to purpose statements related to pedestrian accessibility. They are proposed to be replaced by the objectives for the new Pedestrian Frontage Standard section on page 8, lines 10-16.

<i>Line (s) #</i>	<i>Comment on Change</i>
4-10	Delete and merge these general objectives from the residential design standards into the into section 21.07.060F. on page 8 lines 10-16.
15-22	Delete and merge these objectives from the multifamily/townhouse design standards into the into section 21.07.060F. on page 13 lines 11-20.

21.07.110 Residential Design Standards

A. Purpose

*** **

[4. ENHANCE PUBLIC SAFETY BY PROMOTING LINES OF SIGHT TO RESIDENTIAL ENTRIES, CLEARLY DEFINING TRANSITIONS FROM PUBLIC TO MORE PRIVATE RESIDENTIAL OUTDOOR SPACES, AND DESIGNING ENTRANCES TO BE PROMINENT.]

[5. LOCATE ACTIVE LIVING SPACES, ENTRANCES, AND WINDOWS TO IMPROVE THE PHYSICAL AND VISUAL CONNECTION FROM RESIDENCES TO THE STREET, AND FOSTER OPPORTUNITIES FOR CASUAL SURVEILLANCE OF THE STREET AND OUTWARDLY EXPRESSED PROPRIETORSHIP OF THE NEIGHBORHOOD.]

*** **

C. Standards for Multifamily and Townhouse Residential

1. Purpose

*** **

[C. PROMOTE BUILDING PLACEMENT AND ORIENTATION THAT INTERFACES WITH THE NEIGHBORHOOD STREET AND ENGAGES THE PEDESTRIAN, TO CONTRIBUTE TO PUBLIC SAFETY, ATTRACTIVE STREET FRONTAGES, PEDESTRIAN ACCESS, AND A SENSE OF NEIGHBORHOOD AND COMMUNITY.]

*** **

[G. PROMOTE A SAFE LIVING ENVIRONMENT THROUGH “EYES ON THE STREET” DESIGN ELEMENTS, SUCH AS PLACEMENT OF WINDOWS, AND TRANSITION SPACES BETWEEN THE PUBLIC REALM AND THE MORE PRIVATE AREAS OF THE DEVELOPMENT.]

*** **

Section 21.07.110, Residential Design Standards (*Continued*)

Subsection 21.07.110C.3.: Standards for Multifamily and Townhouse Residential, Windows Facing the Street.

The requirements for street-facing windows are replaced by a reference to the new Pedestrian Frontage Standard section.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-16	Consolidate multifamily and townhouse street-facing window requirements into Section 21.07.060F., Pedestrian Frontage Standards (Tables 21.07-2 and 21.07-3 on pages 9 and 10).
17-27	Move the rules of measurement for window and wall area to Section 21.15.020, Rules of Interpretation. See page 40.

CODE LANGUAGE to be added is underlined. Language to be deleted is [ALL CAPS IN BRACKETS].

21.07.110 Residential Design Standards

*** **

C. Standards for Multifamily and Townhouse Residential

*** **

3. Pedestrian-Oriented Street Frontage Standards [WINDOWS FACING THE STREET]

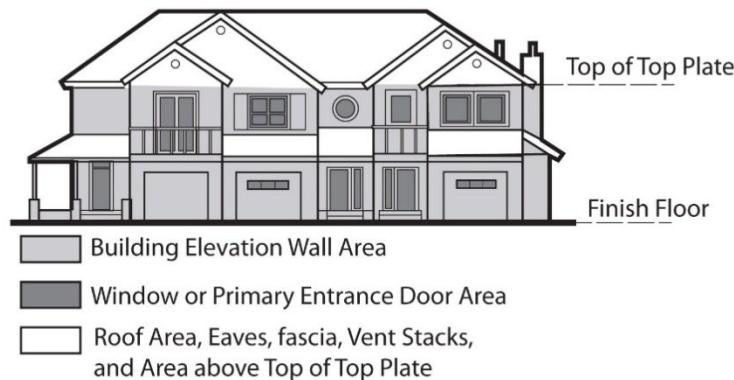
Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., *Pedestrian Frontage Standards*.

[A. WINDOWS]

[WINDOWS OR PRIMARY ENTRANCE DOORS SHALL BE PROVIDED ON EACH BUILDING ELEVATION FACING A STREET OR THAT HAS PRIMARY ENTRANCES TO DWELLINGS (UP TO A MAXIMUM OF TWO ELEVATIONS). AT LEAST 10 PERCENT OF THE WALL AREA OF THE BUILDING ELEVATION SHALL BE WINDOWS OR PRIMARY ENTRANCE DOORS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCE WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES (SUCH AS INFILL PROJECTS WHERE AN ENTRY FACES AN ADJACENT PROPERTY RATHER THAN THE STREET).]

[B. WALL AREA CALCULATION]

[THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED FLOOR OF EACH LEVEL, INCLUDING GARAGES TO TOP OF TOP PLATE. IN THE CASE OF A BASEMENT WALL, CALCULATE THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED GRADE TO THE TOP OF THE FINISHED FLOOR ABOVE OR TOP OF TOP PLATE, WHICHEVER IS APPLICABLE. ANY WALL AREA ABOVE THE TOP PLATE SHALL NOT APPLY, INCLUDING ANY GABLE ENDS. THE FAÇADE WALL AREA OF STORIES BELOW GRADE PLANE, SUCH AS BELOW GRADE PARKING, ARE EXEMPT FROM THE MEASUREMENT OF WALL AREA. THE ROOF, INCLUDING EAVES, FASCIA, AND VENT STACKS, IS ALSO EXEMPT, AS ILLUSTRATED BELOW.]



*** **

Section 21.07.110, Residential Design Standards (Continued)

Section 21.07.110C., Residential Design Standards, Standards for Multifamily and Townhouse Residential (Continued)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-20	<p>21.07.110C.3., Windows Facing the Street</p> <p>Delete and consolidate multifamily and townhouse street-facing window requirements into Section 21.07.060F., Pedestrian Frontage Standards.</p> <p>The energy efficiency exception is provided and revised on page 8, lines 31-35, in subsection 21.07.060F.3.b.</p>
22-32	<p>21.07.110C.5., Pedestrian Access</p> <p>Consolidate the multifamily and townhouse pedestrian access requirement into Section 21.07.060E.4.b., On-Site Pedestrian Walkways. See page 7, lines 18-20.</p> <p>This is a part of consolidating redundant residential walkway requirements into one place, in the generally applicable on-site pedestrian walkway requirements in Title 21. Helps eliminate redundancies and inconsistencies in language.</p>

21.07.110 Residential Design Standards

*** **

C. Standards for Multifamily and Townhouse Residential

*** **

3. Pedestrian-Oriented Street Frontage Standards [WINDOWS FACING THE STREET]

*** **

[C. ENERGY EFFICIENCY EXCEPTION]

[A REDUCTION IN REQUIRED WINDOW AREA IS PERMITTED IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.]

[D. ADDITIONS AND RENOVATIONS]

[ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY WITH THE OPENING REQUIREMENTS. UNAFFECTED WALL AREAS NEED NOT COMPLY. GARAGE ADDITIONS ARE EXEMPT FROM OPENING REQUIREMENTS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT FOR WINDOW OPENINGS ON ADDITIONS/RENOVATIONS BASED ON PROJECT SPECIFIC CIRCUMSTANCES (SUCH AS THE NATURE OF THE SPACES BEING ADDED, BUILDING ORIENTATION, OR STRUCTURAL REQUIREMENTS).]

*** **

[5. PEDESTRIAN ACCESS]

[WALKWAY CONNECTIONS FROM PRIMARY FRONT ENTRANCES TO THE STREET ARE REQUIRED IN ACCORDANCE WITH SUBSECTION 21.07.060E.4., EXCEPT THAT DEVELOPMENTS MAY PROVIDE ONE OF THE FOLLOWING ALTERNATIVES INSTEAD:]

[A. [PRIMARY FRONT ENTRANCES FOR INDIVIDUAL DWELLINGS MAY CONNECT TO THE STREET BY THE DWELLING UNIT'S INDIVIDUAL DRIVEWAY IF SUCH IS PROVIDED;]

[B. A PARKING COURTYARD MAY BE PROVIDED IN CONFORMANCE WITH SUBSECTION 21.07.060F.18., OR]

[C. OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE SAFE, CONVENIENT, AND ADEQUATE PEDESTRIAN ACCESS.]

Section 21.07.110, Residential Design Standards (*Continued*)

Section 21.07.110C.6., Residential Design Standards, Standards for Multifamily and Townhouse Residential – Building and Site Orientation Menu

<i>Line (s) #</i>	<i>Comment on Change</i>
5-34	<p>Section 21.07.110C.6., Building and Site Orientation Menu</p> <p>Delete the building and site orientation menu requirements from the multifamily residential design standards and consolidate elements of these requirements in a streamlined form into the proposed Pedestrian Frontage Standards in 21.07.060F., Tables 21.07-2 and 21.07-3 (pages 9 and 10). The tables refer to the Pedestrian Amenities Menu options in 21.07.060G. (starting on page 11).</p> <p>Move elements of menu choices b, c., and d. from the deleted building orientation menu to the section 21.07.060G., <i>Pedestrian Amenities Menu</i>, so that they may remain available to earn credit toward Title 21 requirements and incentives.</p>

21.07.110 Residential Design Standards

*** *** ***

C. Standards for Multifamily and Townhouse Residential

*** *** ***

[6. BUILDING AND SITE ORIENTATION MENU]

[BUILDINGS SHALL BE ORIENTED TO SURROUNDING STREETS, SIDEWALKS, COMMON PRIVATE OPEN SPACES, AND THE NEIGHBORHOOD PUBLIC REALM THROUGH AT LEAST THREE OF THE FOLLOWING MENU CHOICES. THE DIRECTOR MAY REDUCE THE REQUIREMENT TO TWO MENU CHOICES IF HE OR SHE DETERMINES THAT THE PRIMARY OBJECTIVE OF THE MENU OPTION IS ACHIEVED OR THAT THE SPECIFIC SITE LIMITS AVAILABILITY OF A MAJORITY OF THE OPTIONS.]

[A. COURTYARD HOUSING]

[ARRANGE OR CONFIGURE THE BUILDING(S) TO ENCLOSE AND FRAME A HOUSING COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F.7.]

[B. ORIENTATION OF LIVING SPACES AND WINDOWS—GROUND FLOOR]

[PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES COMPRISING, AT LEAST 10 PERCENT OF THE GROUND-FLOOR WALL AREA OF UP TO TWO BUILDING ELEVATIONS FACING A STREET OR HAVING A PRIMARY FRONT ENTRANCE. WINDOWS IN A GARAGE DOOR DO NOT COUNT TOWARDS THE MINIMUM AREA IN THIS SECTION.]

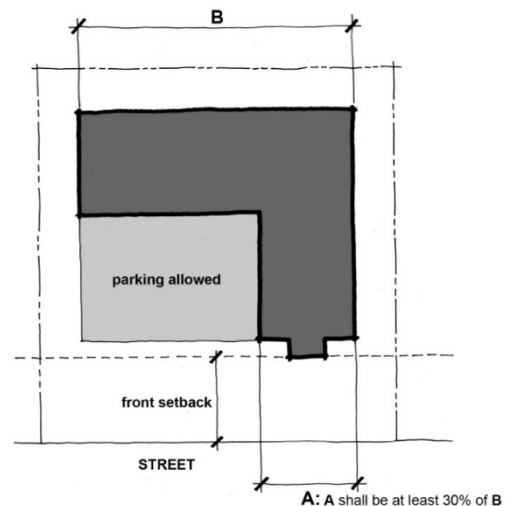
[C. ORIENTATION OF LIVING SPACES AND WINDOWS—OVERALL DEVELOPMENT]

[PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES, COMPRISING AT LEAST 10 PERCENT OF THE TOTAL WALL AREA OF UP TO TWO BUILDING ELEVATIONS FACING A STREET OR HAVING A PRIMARY FRONT ENTRANCE. WINDOWS IN A GARAGE DOOR DO NOT COUNT TOWARDS THE MINIMUM AREA OF THIS SECTION.]

[D. ORIENTATION OF LIVING SPACES AND WINDOWS—ADDITIONAL TRANSPARENCY]

[INCREASE THE PERCENTAGE OF THE WALL AREA COMPRISED OF WINDOWS AND/OR PEDESTRIAN ENTRANCES TO 20 PERCENT IN SUBSECTIONS 6.B. AND/OR 6.C. ABOVE.]

**[E. STREET FRONTAGE – PARKING
BESIDE OR BEHIND THE BUILDING]
[NO MORE THAN 70 PERCENT OF A
STREET-FACING BUILDING
ELEVATION SHALL HAVE PARKING
FACILITIES (INCLUDING GARAGES)
BETWEEN IT AND THE STREET.]**



Section 21.07.110, Residential Design Standards (*Continued*)

Section 21.07.110C.6., Residential Design Standards, Standards for Multifamily and Townhouse Residential – Building and Site Orientation Menu (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
5-34	<p>Section 21.07.110C.6. Building and Site Orientation Menu (<i>cont'd</i>)</p> <p>Delete the building and site orientation menu requirements from the multifamily residential design standards and consolidate elements of these requirements in a streamlined form into the proposed Pedestrian Frontage Standards in 21.07.060F., Tables 21.07-2 and 21.07-3 (pages 9 and 10).</p> <p>Move menu choice j., <i>Separated Walkway from the Street</i> (lines 31-34) from the deleted building orientation menu to section 21.07.060G., Pedestrian Amenities Menu (page 13, lines 7-11) so that it may continue to be available as an option applicants may choose to earn credit toward Title 21 requirements and bonuses.</p>

21.07.110 Residential Design Standards

*** *** ***

C. Standards for Multifamily and Townhouse Residential

*** *** ***

[6. BUILDING AND SITE ORIENTATION MENU]

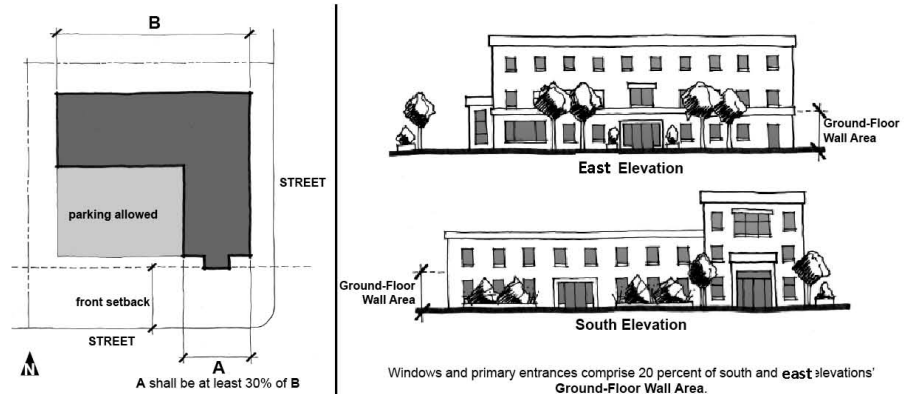
*** *** ***

[F. STREET FRONTAGE – LIMITED PARKING WIDTH]

AS AN ALTERNATIVE TO 6.E. ABOVE, LIMIT DRIVEWAYS AND PARKING FACILITIES TO NO MORE THAN 50 PERCENT OF THE TOTAL SITE AREA BETWEEN THE BUILDING AND A STREET, AND GARAGES TO NO MORE THAN 50 PERCENT OF THE STREET FACING BUILDING ELEVATION.

[G. STREET CORNER BUILDING]

[ON A CORNER LOT, PROVIDE CHOICES 6.E. AND 6.F. ON BOTH STREET FRONTAGES, SUCH THAT THE BUILDING (INCLUDING ITS HABITABLE FLOOR AREA WITH WINDOWS) IS PLACED NEAREST THE CORNER, AND ANY PARKING FACILITIES ARE LOCATED BESIDE OR BEHIND THE BUILDING AWAY FROM THE STREET CORNER. COMPLIANCE WITH THIS FEATURE COUNTS FOR MEETING TWO.]



[H. LIMITED FRONT-FACING GARAGE WIDTH FOR TOWNHOUSES]

[WHERE GARAGES FOR INDIVIDUAL TOWNHOUSE-STYLE DWELLING UNITS FACE THE STREET OR ARE ON THE SAME BUILDING ELEVATION AS THE PRIMARY FRONT ENTRY TO THE DWELLINGS, LIMIT THE GARAGE DOOR WIDTH TO NO MORE THAN 50 PERCENT OF THE WIDTH OF EACH DWELLING, OR UP TO 67 PERCENT PROVIDED THE BUILDING FAÇADE ACHIEVES ONE MORE FEATURE THAN REQUIRED IN SUBSECTION C.7., BUILDING ARTICULATION MENU.]

[I. ENHANCED SIDEWALK]

PROVIDE AN ENHANCED SIDEWALK CONFORMING TO SUBSECTION 21.07.060F.17. ON AT LEAST ONE STREET FRONTAGE THAT IS NOT LESS THAN 100 LINEAR FEET.

[J. SEPARATED WALKWAY TO THE STREET]

[CONNECT ALL PRIMARY ENTRANCES TO THE STREET BY A CLEAR AND DIRECT WALKWAY SEPARATED FROM AND NOT ROUTED THROUGH A PARKING FACILITY.]

Section 21.07.110, Residential Design Standards (*Continued*)

Section 21.07.110C.6., Standards for Multifamily and Townhouse Residential – Building and Site Orientation Menu (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-41	<p>Section 21.07.110C.6., Building and Site Orientation Menu (<i>Cont'd</i>)</p> <p>Delete the building and site orientation menu requirements from the multifamily residential design standards and consolidate elements of these requirements in a streamlined form into the proposed Pedestrian Frontage Standards in 21.07.060F., Tables 21.07-2 and 21.07-3 (pages 9 and 10).</p> <p>Move menu choice m., <i>Site Entry Feature</i> (lines 25-37) from the deleted building orientation menu to the Pedestrian Amenities section of Title 21 (see page 14, lines 18-24) so that it may continue to be available as an option applicants may choose to earn credit toward Title 21 requirements and bonuses.</p>

21.07.110 Residential Design Standards

*** *** ***

C. Standards for Multifamily and Townhouse Residential

*** *** ***

[6. BUILDING AND SITE ORIENTATION MENU]

*** *** ***

[K. VISIBLE FRONT ENTRIES]

[I. PLACE THE PRIMARY FRONT ENTRANCE(S) (AT LEAST ONE SHARED PRIMARY FRONT ENTRANCE FOR A MULTIFAMILY STRUCTURE OR AT LEAST 50 PERCENT OF INDIVIDUAL UNIT ENTRANCES) ON A STREET-FACING BUILDING ELEVATION, OR FACING A COMMON PRIVATE OPEN SPACE THAT IS VISIBLE FROM AND HAS DIRECT ACCESS TO THE STREET.]

[II. AS AN ALTERNATIVE, PLACE THE PRIMARY FRONT ENTRANCE(S) ON A FAÇADE AT AN ANGLE OF UP TO 90 DEGREES FROM THE STREET, WHERE THERE IS AN UNOBSTRUCTED LINE OF SIGHT FROM THE STREET OR SIDEWALK EDGE (ABUTTING THE SITE) TO THE ENTRY DOOR, AND A SHELTERING ROOF STRUCTURE NO MORE THAN 12 FEET ABOVE THE FLOOR OF THE ENTRY AS A PERMANENT ARCHITECTURAL FEATURE PROJECTING FROM THE FAÇADE.]

[L. ENHANCED FRONT YARD LANDSCAPING]

[PROVIDE ONE LEVEL HIGHER OF SITE OR PARKING LOT PERIMETER LANDSCAPING ALONG THE STREET FRONTAGES (UP TO A MAXIMUM OF TWO FRONTAGES) THAN OTHERWISE REQUIRED BY THIS TITLE. FOR EXAMPLE, IF L1 LANDSCAPING IS REQUIRED, PROVIDE L2 LANDSCAPING.]

[M. SITE ENTRY FEATURE]

[I. HIGHLIGHT AND DEFINE A PEDESTRIAN AND/OR VEHICLE ENTRANCE TO A DEVELOPMENT SITE USING THREE OR MORE OF THE FOLLOWING ELEMENTS:]

[II. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND TREES, WHICH CLEARLY DISTINGUISHES AND HIGHLIGHTS THE SITE ENTRY.]

[III. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F6. OR 7.]

[IV. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM INCLUDING A COVERED ENTRY, WHEN THE PRIMARY ENTRANCE IS WITHIN 40 FEET OF THE SITE ENTRANCE.]

[V. SPECIAL PAVING, PEDESTRIAN SCALE LIGHTING, AND/OR BOLLARDS.]

[VI. ORNAMENTAL GATE AND/OR FENCE.]

[N. DIRECTOR APPROVAL]

[OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE APPROPRIATE BUILDING AND SITE LAYOUTS RELATIVE TO THE SURROUNDING NEIGHBORHOOD AND STREETS.]

*** *** ***

Section 21.07.110C.9., Standards for Multifamily and Townhouse Residential – Entryway Treatment

Section 21.07.110D.3., Standards for Some Single-Family and Two-Family Residential Structures – Primary Entrance

<i>Line (s) #</i>	<i>Comment on Change</i>
5-27	<p>21.07.110C.9., Entryway Treatment: Delete and consolidate the multifamily and townhouse entryway standards into Section 21.07.060.</p> <p>The basic multifamily residential entry standard on lines 5-10 is consolidated into 21.07.060G.14. (page 13, lines 12-23). The standard was very similar to the single-family/two-family primary entrance standard (lines 34-39 on page 33). No substantive changes are proposed to the multifamily entryway design, which still includes a sheltered landing or stoop at least four feet square in size, except a visibility requirement has been incorporated from the multifamily building orientation menu choice 6.k. (deleted on page 32) and from the single-family entrance visibility requirement. The relocated residential entry standard is referenced from the Pedestrian Frontage Standards in Tables 21.07-2 and 21.07-3 (Row F) on pages 9-10.</p> <p>The examples of features listed on lines 12-27 on page 33 are merged with extra entry features from other parts of Title 21 into a new Pedestrian Amenity menu choice in 21.07.060G.15., <i>Enhanced Primary Entrance</i> (page 13 lines 24-39).</p>
31-40	<p>21.07.110D.3., Primary Entrance: Delete and consolidate the single-family and two-family entrance standards into Section 21.07.060.</p> <p>The single-family/two-family primary standard from line 31 through page 34 line 7 is consolidated into 21.07.060G.14. (page 13, lines 12-23). The standard was nearly identical to the multifamily/townhouse entrance standard on lines 6-11 above, and they are proposed to be merged in 21.07.060G.14. The wording of the standard has been restated as part of the merger, from requiring at least 16 square feet to requiring minimum inside dimension of four feet square, which is the current multifamily wording. The entry visibility requirement has been clarified using wording from the multifamily design standards.</p> <p>The relocated residential entry standard is referenced from the Pedestrian Frontage Standards in Tables 21.07-2 and 21.07-3 (see row F. in each table) on pages 9 and 10.</p>

1 **21.07.110 Residential Design Standards**

2 *** **

3 **C. Standards for Multifamily and Townhouse Residential**

4 *** **

5 **[9. ENTRYWAY TREATMENT]**

6 [PRIMARY FRONT ENTRANCES SHALL BE GIVEN EMPHASIS AND PHYSICAL ACCESS AS
7 FOLLOWS. A PORCH, LANDING, PATIO, OR OTHER SEMI-PRIVATE OUTDOOR ENTRYWAY
8 SPACE WITH A MINIMUM DIMENSION OF FOUR FEET SHALL BE PROVIDED THAT IS
9 DISTINGUISHED FROM ADJACENT AREAS AND VEHICULAR PARKING BY A VERTICAL
10 SEPARATION OR CHANGE IN SURFACE MATERIAL. EXAMPLES OF FEATURES THAT MEET
11 THE INTENT OF THE SECTION INCLUDE THE FOLLOWING:]

12 [A. OUTDOOR SHELTERING ROOF STRUCTURE SUCH AS AN OVERHANG, RECESS,
13 PORTICO, OR OTHER PERMANENT ARCHITECTURAL FEATURE COVERING AT
14 LEAST 12 SQUARE FEET.]

15 [B. FAÇADE VARIATION THROUGH WALL MODULATION (CHANGES IN WALL PLANE)
16 OR CHANGES IN EXTERIOR FINISHES (COLOR OR MATERIALS) THAT RELATE TO
17 AND EMPHASIZE THE ENTRY.]

18 [C. ENTRY DETAIL ELEMENTS SUCH AS DOUBLE DOORS, ENTRY SIDE LIGHT OR
19 TRANSOM WINDOWS, OR PLANTER BOXES.]

20 [D. FRONT STEPS CREATING A VERTICAL SEPARATION, AND/OR VERTICAL
21 VEGETATION OR LOW FRONT FENCING, TO DEFINE THE TRANSITION FROM
22 PUBLIC TO MORE PRIVATE OUTDOOR ENTRYWAY SPACE.]

23 [E. LANDSCAPING AND PEDESTRIAN FEATURES, NOT OTHERWISE REQUIRED BY
24 THIS TITLE, SUCH AS INTEGRATED PLANTERS, PEDESTRIAN-SCALE LIGHTING OR
25 ACCENT LIGHTING, OR SPECIAL PAVING TREATMENTS.]

26 [F. OTHER METHODS AS APPROVED BY THE DIRECTOR THAT EMPHASIZE PRIMARY
27 FRONT ENTRANCES.]

28 *** **

29 **D. Standards for Some Single-Family and Two-Family Residential Structures**

30 *** **

31 **3. Pedestrian-Oriented Street Frontage Standards [PRIMARY ENTRANCE]**

32 Provisions for site planning and building orientation in relationship to street frontages and
33 pedestrian access are provided in subsection 21.07.060F., *Pedestrian Frontage Standard*.

34 [A. A PORCH OR LANDING WITH AT LEAST 16 SQUARE FEET SHALL BE PROVIDED AT
35 THE PRIMARY ENTRANCE. THE PORCH OR LANDING SHALL BE COVERED BY A
36 ROOF OF AT LEAST 16 SQUARE FEET.]

37 [B. THE PRIMARY ENTRANCE OF EACH RESIDENCE AND THE WALKWAY TO THAT
38 ENTRANCE SHALL BE CLEARLY VISIBLE FROM THE STREET. PRIMARY
39 ENTRANCES SHALL NOT BE LOCATED ON THE REAR OF THE STRUCTURE.]

Section 21.07.110, Residential Design Standards (*Continued*)

Section 21.07.110D.3., Standards for Some Single-Family and Two-Family Residential Structures – Primary Entrance (*Continued*)

Section 21.07.110D.4., Standards for Some Single-Family and Two-Family Residential Structures – Garages

<i>Line (s) #</i>	<i>Comment on Change</i>
	Single-Family/Two-Family Primary Entrance Standard (Continued)
5-7	Consolidate redundant residential walkway requirements into one place in the Title 21 generally applicable on-site pedestrian walkway requirements in Section 21.07.060E.4. (page 7, lines 18-20). No substantive changes are proposed to the single-family/two-family walkway standard as merged onto page 7.
	Single-Family/Two-Family Garages
8-39	Delete and consolidate this subsection of the residential design standards into the standards in section 21.07.060F., <i>Pedestrian Frontage Standard</i>, pages 8-10.
9-13	<p>Relocate Subsection [A]. Move the limitation on how far a garage may project in front of the rest of the house to Table 21.07-2 (page 9) and Table 21.07-3 (page 10)—see row C in the tables. The wording has been revised for the table format, and an illustration provided above the tables.</p> <p>No substantive change to the standard is proposed outside of the Urban Neighborhood Development Context Area (in Table 21.07-3).</p> <p>In the Urban Neighborhood Contexts (Table 21.07-2), the maximum allowed front façade garage projection is proposed to be cut in half, and no garage projection allowed on lots with alley access such as in South Addition and Fairview.</p>
14-15	<p>Relocate/Revise Subsection [B]. Move the street-facing garage door width limitation to Table 21.07-2 (page 9) and Table 21.07-3 (page 10)—see row B in the tables.</p> <p>The garage door width standard is proposed to be tailored by urban vs. suburban neighborhood development context. In Table 21.07-2, it is merged with existing garage door width limitations from 21.07.110F.4. for properties with alley access to apply a stronger limitation in Urban Neighborhood Contexts. In Table 21.07-3, it is more relaxed allowing up to 67% of the building width to be garage) in suburban neighborhoods.</p>
16-39	Delete Subsection [C]. Delete this menu requirement to select three additional façade design elements for narrow house facades with street-facing garages.

21.07.110 Residential Design Standards

*** *** ***

D. Standards for Some Single-Family and Two-Family Residential Structures

*** *** ***

[C. A HARD-SURFACED PEDESTRIAN WALKWAY SHALL BE PROVIDED FROM THE STREET, SIDEWALK, OR DRIVEWAY TO THE PRIMARY ENTRANCE. ROOF DRAINAGE SHALL NOT FALL UPON THE WALKWAY.]

[4. GARAGES]

[A. WHERE A GARAGE (WITH NO HABITABLE FLOOR AREA ABOVE) EXTENDS FROM THE REST OF THE STRUCTURE TOWARDS THE STREET, THE WIDTH OF THE NON-GARAGE PORTION OF THE FRONT BUILDING ELEVATION SHALL BE NO LESS THAN THE LENGTH THAT THE GARAGE EXTENDS FROM THE REST OF THE STRUCTURE.]

[B. GARAGE DOORS FACING THE STREET SHALL COMPRISE NO MORE THAN 67 PERCENT OF THE TOTAL WIDTH OF A DWELLING'S BUILDING ELEVATION.]

[C. DWELLING UNITS WITH A STREET-FACING BUILDING ELEVATION THAT IS 40 FEET WIDE OR NARROWER AND WITH GARAGE DOORS THAT FACE THE STREET SHALL FEATURE AT LEAST ONE DESIGN ELEMENT FROM EACH OF THE THREE LISTS BELOW.]

[I. LIST A:]

[(A) AT LEAST ONE DORMER THAT IS ORIENTED TOWARD THE STREET.]

[(B) THE FRONT BUILDING ELEVATION HAS TWO OR MORE FACADES THAT ARE OFFSET BY AT LEAST 16 INCHES. EACH FAÇADE OR A COMBINATION OF OFFSET FACADES SHALL BE AT LEAST ONE THIRD OF THE AREA OF THE BUILDING ELEVATION.]

[(C) FRONT-FACING BALCONY, ACCESSIBLE FROM A HABITABLE ROOM, AT LEAST SIX FEET WIDE, THAT PROJECTS FROM A FAÇADE AT LEAST TWO FEET AND IS ENCLOSED BY AN OPEN RAILING.]

[II. LIST B:]

[(A) A PRIMARY ENTRANCE AREA WITH A COVERED PORCH OR LANDING AT LEAST EIGHT FEET WIDE, INCORPORATING VISUAL ENHANCEMENTS SUCH AS GABLED ROOF FORMS, ROOF BRACKETS, FASCIA BOARDS, SIDE LIGHTS, AND/OR ORNAMENTAL COLUMNS DIVIDED VISUALLY INTO TOP, MIDDLE, AND BOTTOM.]

[(B) A BAY WINDOW ON THE FRONT ELEVATION AT LEAST SIX FEET WIDE THAT EXTENDS A MINIMUM OF 12 INCHES OUTWARD FROM A FAÇADE, FORMING A BAY OR ALCOVE IN THE ROOM WITHIN.]

*** *** ***

Section 21.07.110, Residential Design Standards *(Continued)*

Section 21.07.110D.4., Standards for Some Single-Family and Two-Family Residential Structures – Garages *(Continued)*

<i>Line (s) #</i>	<i>Comment on Change</i>
6-27	Continuation of the deletion of the garage standards from page 34, lines 16-39.

21.07.110 Residential Design Standards

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D. Standards for Some Single-Family and Two-Family Residential Structures

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*** *** ***

[4. GARAGES]

*** *** ***

[(C) IF THE GARAGE IS MORE THAN ONE CAR WIDE, MULTIPLE GARAGE
DOORS ARE USED.]

[III. LIST C:]

[(A) WINDOWS AND PRIMARY ENTRANCE DOOR(S) THAT OCCUPY A
MINIMUM OF 25 PERCENT OF THE WALL AREA OF THE FRONT
ELEVATION. WINDOWS IN THE GARAGE DOOR DO NOT COUNT
TOWARDS THE 25 PERCENT.]

[(B) TRIM (MINIMUM THREE AND ONE HALF INCHES WIDE) OF A
DIFFERENT COLOR FROM THE PRIMARY SIDING COLOR, SHALL
OUTLINE ALL WINDOWS, DOORS, AND ROOF EDGES ON THE
FRONT BUILDING ELEVATION, AND MAY OUTLINE CORNERS AND
PROJECTIONS/RECESSES ON THE FRONT BUILDING ELEVATION.]

[(C) A MINIMUM OF TWO DIFFERENT SIDING MATERIALS AND/OR
PATTERNS ARE USED ON THE FRONT BUILDING ELEVATION.
DOORS AND TRIM DO NOT QUALIFY AS A TYPE OF SIDING
MATERIAL.]

[D. THE HOUSE MAY ENCROACH INTO THE PRIMARY FRONT SETBACK BY UP TO FIVE
FEET WHEN THERE IS NO GARAGE, OR WHERE THERE IS A GARAGE (ATTACHED
OR DETACHED) WHERE THE FRONT WALL OF THE GARAGE IS LOCATED AT LEAST
8 FEET BEHIND THE FRONT FAÇADE OF THE HOUSE.]

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Section 21.07.110, Residential Design Standards (Continued)

Section 21.07.110D.5., Standards for Some Single-Family and Two-Family Residential Structures – Windows

<i>Line (s) #</i>	<i>Comment on Change</i>
5-35	Delete and merge the single-family/two-family minimum window area requirement into the Pedestrian Frontage Standard window requirements in section 21.07.060F. on pages 8-10.
6-14	<p>Subsection [A]: Delete the window area requirement and consolidate into the Pedestrian Frontage Standard in Table 21.07-2 (page 9) for Urban Neighborhood Contexts and Table 21.07-3 (page 10) for other areas of the Municipality. See row E in the tables.</p> <p>The street-facing window requirements in the Urban Neighborhood Contexts (Table 21.07-2 on page 9) incorporate more stringent pedestrian-oriented façade and window requirements for mixed-use development in current Title 21 (see page 9 annotation for more details).</p> <p>The street-facing window requirements in the rest of the city (page 10) carry forward the current Title 21 window standard except to become more lenient on the secondary frontage.</p>
15-17	Consolidate rules for wall and window area calculation into the Title 21 rules of interpretation, in a new subsection 21.15.020P. See page 40.
18-21	Carry forward the energy efficiency exception with revised wording on page 8, lines 31-35.
22-26	Delete the Narrow Lot/Small Home Reduction, as the window area requirement is becoming even more lenient than this reduction for most of the city. Additionally, the current reduction refers to a standard in 21.07.110D.4.c. that is being deleted.
27-35	Delete the exception for additions and renovations, as the replacement requirements in 21.07.060F. only apply to buildings constructed after 2016 and only when the building renovation/addition project is more than 50% of the value of the existing building. See the exemptions in 21.07.060F.2. on page 8.
36-37	Delete an empty placeholder section about prohibited structures that does not contain any regulations.

21.07.110 Residential Design Standards

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D. Standards for Some Single-Family and Two-Family Residential Structures

*** **

[5. WINDOWS]

[A. MINIMUM WINDOW AREA REQUIREMENT]

WINDOWS AND PRIMARY ENTRANCE DOOR(S) SHALL OCCUPY A MINIMUM OF 10 PERCENT OF THE WALL AREA OF A BUILDING ELEVATION FACING A STREET OR REQUIRED PRIVATE COMMON OPEN SPACE (UP TO A MAXIMUM OF TWO ELEVATIONS). THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCES WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES, STRUCTURAL REQUIREMENTS FOR SHEAR, AND ORGANIZATION OF SPACES IN THE HOME (WINDOWS ARE NOT REQUIRED IN ROOMS NOT NORMALLY INHABITED OR IN GARAGES).

[B WALL AREA CALCULATION]

[WALL AREA CALCULATION SHALL BE IN ACCORDANCE WITH SUBSECTION 21.07.110C.3.B.]

[C. AN OVERALL REDUCTION IN REQUIRED WINDOW AREA MAY BE APPROVED IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.]

[D. NARROW LOT/SMALL HOME REDUCTION]

[AN OVERALL REDUCTION IN REQUIRED WINDOW AND PRIMARY ENTRANCE DOOR AREA TO 7% MAY BE APPROVED WHEN THE CALCULATED WALL AREA IS UNDER 500 SQUARE FEET. UNITS USING THIS REDUCTION SHALL COMPLY WITH SUBSECTION 21.07.110D.4.C.]

[E. ADDITIONS AND RENOVATIONS]

[ON EXISTING STRUCTURES, ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY WITH THE OPENING REQUIREMENTS. UNAFFECTED WALL AREAS NEED NOT COMPLY. GARAGE ADDITIONS ARE EXEMPT FROM OPENING REQUIREMENTS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT FOR WINDOW OPENINGS ON ADDITIONS/RENOVATIONS BASED ON PROJECT-SPECIFIC CIRCUMSTANCES (SUCH AS THE NATURE OF THE SPACES BEING ADDED, BUILDING ORIENTATION, OR STRUCTURAL REQUIREMENTS).]

[E. PROHIBITED STRUCTURES]

[[RESERVED]]

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Section 21.07.110F.3., Residential Design Standards – Site Design – Driveway Width

The current Title 21 residential driveway width regulations are separate from, yet largely redundant to, the more comprehensive, generally applicable driveways regulations, in 21.07.090H.8. through 11. The residential driveway standards are proposed to be deleted from the Residential Design Standards on the next page and merged into 21.07.090H.8. through 11.

<i>Line (s) #</i>	<i>Comment on Change</i>
5-30	<p>Delete and merge the residential driveway width standards into the driveway standards in section 21.07.090H.11. on page 22 line 24 through page 23 line 18.</p> <p>The purpose statement on lines 6-12 is deleted and should be relocated to the objectives under the overall purpose statement for 21.07.090, Off-Street Parking and Loading, as shown in the draft A.O. 2022-80 as recommended by the PZC.</p> <p>The limitation of the applicability to only the driveway approach within the ROW is carried forward as stated on page 22 line 29. No substantive changes are proposed to the standard as merged.</p>
31-38	<p>Move, simplify, and correct the driveway width exceptions i. and ii. that allow for driveways to be a minimum allowed width. These two exceptions are replaced by subsections 21.07.090H.11.c.i. on page 23 lines 9-13 and 11.d.iii. on page 23 lines 25-27.</p> <p><i>Discussion:</i> The current multifamily driveway width allowance of 14 feet is too wide (12 is adequate) and the single-family driveway width of 10 feet is too narrow (12 feet is needed).</p>
39-41	<p>Move the flag lot exception to page 23, lines 16-18. No changes proposed.</p>

21.07.110 Residential Design Standards

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E[F]. Site Design

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[3. DRIVEWAY WIDTH]

[A. PURPOSE]

[THIS SECTION LIMITS THE WIDTH OF A DRIVEWAY AT THE PROPERTY LINE AND AT THE STREET CURB. THE INTENT OF THESE LIMITATIONS IS TO PROVIDE ADEQUATE SPACE FOR SNOW STORAGE WITHIN THE RIGHT-OF-WAY, TO HAVE SPACE FOR ON-STREET PARKING WHERE APPROPRIATE, AND TO DISCOURAGE THE MAJORITY OF THE FRONT AREA OF A LOT FROM BEING PAVED AND/OR USED FOR VEHICLE PARKING.]

[B. APPLICABILITY]

[I. THIS SECTION APPLIES TO DRIVEWAY THROAT WIDTH AT THE PROPERTY LINE AND STREET CURB.]

[II. RESIDENTIAL DRIVEWAYS ARE ALSO SUBJECT TO THE MUNICIPAL DRIVEWAY STANDARDS CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER. WHERE THERE IS A CONFLICT, THIS SECTION SHALL GOVERN. ACCESS TO STREETS OWNED BY THE STATE OF ALASKA REQUIRES COMPLIANCE WITH STATE DRIVEWAY STANDARDS, AS PROVIDED IN SUBSECTION 21.07.090H.8.D.]

[III. WHEN A DRIVEWAY SERVES BOTH RESIDENTIAL AND NONRESIDENTIAL PRINCIPAL USES, THE DRIVEWAY DIMENSIONS SHALL BE AS REQUIRED FOR THE NONRESIDENTIAL USE, UNLESS APPROVED OTHERWISE BY THE TRAFFIC ENGINEER.]

[C. PERCENT OF LOT FRONTAGE]

[THE TOTAL WIDTH OF DRIVEWAY ENTRANCES TO A RESIDENTIAL LOT FROM A STREET SHALL NOT EXCEED 40 PERCENT OF THE FRONTAGE OF THE LOT, OR 33 PERCENT OF THE FRONTAGE IF THE PLATTING AUTHORITY OR TRAFFIC ENGINEER FINDS THAT CONDITIONS WARRANT IT.]

[I. A DRIVEWAY FOR MULTIFAMILY DWELLINGS, MIXED-USE DWELLINGS, OR A GROUP LIVING USE MAY ALWAYS BE AT LEAST 14 FEET WIDE.]

[II. A DRIVEWAY FOR A SINGLE-FAMILY, TWO-FAMILY, OR TOWNHOUSE DWELLING MAY ALWAYS BE AT LEAST TEN FEET WIDE, PROVIDED THE TRAFFIC ENGINEER DETERMINES SNOW STORAGE, TRAFFIC FLOW AND SAFETY, AND THE URBAN CONTEXT ARE ADDRESSED, AND PROVIDED TOWNHOUSE DRIVEWAYS ARE ATTACHED IN PAIRS TO THE MAXIMUM EXTENT FEASIBLE.]

[III. FLAG LOTS ARE EXEMPT FROM THE PERCENTAGE LIMITATIONS, BUT SHALL HAVE A MAXIMUM DRIVEWAY WIDTH OF 20 FEET. ABUTTING FLAG LOTS MAY SHARE A DRIVEWAY UP TO 24 FEET WIDE (12 FEET PER LOT).]

Section 21.07.110F.3., Residential Design Standards – Site Design – Driveway Width (*Continued*)

<i>Line (s) #</i>	<i>Comment on Change</i>
7-24	Section 21.07.110F. Residential Design Standards – Site Design: Driveway Width Delete and merge the residential driveway width exceptions clause into the driveway standards in subsection 21.07.090H.11.c.i. See page 23 lines 10-13.

21.07.110 Residential Design Standards

*** *** ***

E[F]. Site Design

*** *** ***

[3. DRIVEWAY WIDTH]

*** *** ***

[D. EXCEPTIONS]

[THE TRAFFIC ENGINEER AND THE PLANNING DIRECTOR MAY APPROVE A DEPARTURE FROM THE STANDARDS OF THIS SECTION, SUCH AS A NARROWER DRIVEWAY, IF DOCUMENTATION PREPARED BY A LICENSED PROFESSIONAL IN THE STATE OF ALASKA REGISTERED WITH THE ALASKA STATE BOARD OF REGISTRATION FOR ARCHITECTS, ENGINEERS AND LAND SURVEYORS DEMONSTRATES THE DRIVEWAY STILL MEETS THIS CHAPTER'S STANDARDS AND THE MUNICIPAL DRIVEWAY STANDARDS MEMO ISSUED BY THE MUNICIPAL TRAFFIC ENGINEER, AND THAT CHANGE IS APPROPRIATE. APPROVAL SHALL BE CONTINGENT ON FACTORS SUCH AS STREET CLASSIFICATION, STREET TYPOLOGY, URBAN CONTEXT, TRAFFIC VOLUME AND SPEED, CURB RETURN RADII, STREET TRAVEL LANE OFFSET FROM FACE OF CURB, PEDESTRIAN AND BICYCLE FACILITIES, SNOW STORAGE, DRIVEWAY CONFIGURATION AND LENGTH, SITE AND PROJECT CHARACTERISTICS, NUMBER OF VEHICLES EXPECTED TO USE THE DRIVEWAY, AND COMPREHENSIVE PLAN POLICIES. THE TRAFFIC ENGINEER AND PLANNING DIRECTOR MAY ALSO BE MORE RESTRICTIVE THAN THE STANDARDS OF THIS SECTION, PROVIDED THEY DOCUMENT THE RATIONALE.]

*** *** ***

ANNOTATION FOR PAGE 39

21.07.110F.4., Residential Design Standards – Site Design – Alleys

Delete this section and merge and modify its standards in the generally applicable driveways standards of Title 21.

<i>Line (s) #</i>	<i>Comment on Change</i>
	Section 21.07.110F.4., Alleys
	Consolidate the residential alley access requirement into the driveway standards in section 21.07.090H.9.b. on page 19, lines 11-26. See page 19 annotation for full details.)
5-37	<p>The 10-foot garage door width limitation from lines 22-26 on the next page is merged into Table 21.07-2 (table row B) on page 9, where it is replaced by a more lenient width limitation based on a percentage of the dwelling front façade width.</p> <p>Front yard driveway width limitations from lines 22-26 are merged into subsections 21.07.090H.9.b. on page 19 (lines 15-20) and Table 21.07-2 (row A) on page 10.</p>

21.07.110 Residential Design Standards

*** *** ***

E[F]. Site Design

*** *** ***

[4. ALLEYS]

[A. THE INTENT OF THIS SECTION IS TO PROMOTE VEHICLE DRIVEWAY ACCESS FROM REAR ALLEYS AND REDUCE THE IMPACTS OF FRONT YARD DRIVEWAYS IN OLDER URBAN NEIGHBORHOODS.]

[B. THIS SECTION APPLIES TO RESIDENTIAL DEVELOPMENTS LOCATED IN THE TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN.]

[C. ACCESS TO PARKING FOR RESIDENTIAL USES SHALL BE FROM THE ALLEY WHEN THE SITE ABUTS AN ALLEY, EXCEPT THAT STREET ACCESS IS PERMITTED IN ANY OF THE FOLLOWING SITUATIONS:]

[I. ACCESS TO A TOWNHOUSE DWELLING ON A CORNER LOT MAY BE FROM THE STREET FRONTAGE HAVING THE SECONDARY FRONT SETBACK OR THE ALLEY.]

[II. DUE TO THE RELATIONSHIP OF THE ALLEY TO THE STREET SYSTEM AND/OR THE PROPOSED HOUSING DENSITY OF THE DEVELOPMENT, THE TRAFFIC ENGINEER DETERMINES THAT USE OF THE ALLEY FOR PARKING ACCESS WOULD BE A SIGNIFICANT TRAFFIC IMPACT OR SAFETY HAZARD.]

[III. THE TRAFFIC ENGINEER DETERMINES THAT TOPOGRAPHY OR OTHER NATURAL FEATURE OR PHYSICAL BARRIER MAKES ALLEY ACCESS INFEASIBLE.]

[IV. THE ALLEY IS NOT IMPROVED AND TRAFFIC ENGINEER DETERMINES THAT IMPROVEMENT IS NOT FEASIBLE.]

[V. A SINGLE-FAMILY DWELLING, TWO-FAMILY DWELLING, OR TOWNHOUSE DWELLING WITH TWO UNITS, WITH ALLEY ACCESS MAY HAVE A GARAGE OR DRIVEWAY THAT FACES THE STREET IF THE GARAGE DOOR IS NO WIDER THAN 10 FEET AND THE DRIVEWAY NO WIDER THAN 12 FEET AT ANY POINT.]

[D. IN SITUATIONS WHERE A GROUP OF LOTS FRONT AN ENTIRE BLOCK ON ONE SIDE OF A STREET BETWEEN TWO INTERSECTIONS, ABUT A MID-BLOCK ALLEY, AND ARE BEING DEVELOPED TOGETHER, THEN PARKING ACCESS TO THE STRUCTURES SHALL BE FROM THE ALLEY, AND BUILDING(S) MAY ENCROACH INTO THE FRONT SETBACK BY UP TO FIVE FEET.]

[E. IF A NEW DEVELOPMENT INCLUDES ALLEYS, THE LOT DEPTH REQUIREMENT IS REDUCED BY HALF THE WIDTH OF THE ALLEY AND THE LOT AREA REQUIREMENT IS REDUCED BY 12 PERCENT FOR THOSE LOTS THAT ABUT AN ALLEY. VEHICULAR ACCESS TO ALL DWELLING UNITS ON LOTS ABUTTING ALLEYS SHALL BE FROM THE ALLEY, AND VEHICULAR ACCESS TO SUCH UNITS FROM THE STREET IS PROHIBITED.]

*** *** ***

Section 21.15.020, Rules of Construction and Interpretation

Current section 21.15.020 of Title 21 establishes generally applicable rules of measurement and calculations in applying Title 21 regulations, including how to measure distances or round fractions of whole numbers.

Various sections and chapters of Title 21 currently establish window requirements. The rules of measurement for window area as a percentage of the building façade are scattered and unclear. This proposed new subsection P. merges the rules for calculating window area requirements into one place in Title 21, for ease of reference and consistency of application.

No substantive changes are proposed to the rules for measuring required window area.

<i>Line (s) #</i>	<i>Comment on Change</i>
3-7	Express the basic measurement rule and provide an illustrative example. This basic information about the existing regulation is intended to provide clarity and consistency. Parts of the building that are exempt from wall area measurement are provided below, in subsection P.3. starting on line 20.
8-15	Provide an illustrated example measurement for ease of reference by code users.
16-19	Clarify existing Title 21 rules for what to include in window and entrance area that count toward the requirements. This provision includes providing references to applicable Title 21 definitions in 21.15.040.
20-32	<p>Carry forward and merge existing exemptions for parts of the building wall area. Subsection 3. consolidates all exemptions listed in district-specific standards and the residential design standards. This clarifies that exemptions previously only listed as part of a window requirement in one section of Title 21 are intended to apply to window requirements in other sections.</p> <p>It includes the windows illustration from the deleted Residential Design Standards windows subsection (page 28).</p>

21.15.020 Rules of Construction and Interpretation

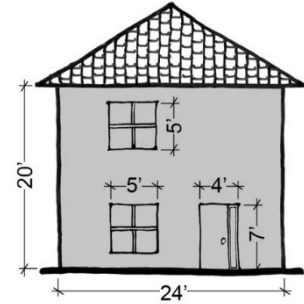
*** **

P. Measurement of Windows and Entrances as a Percentage of Building Wall Area

The percentage of building elevation wall area that is window and entrance openings is determined by dividing the total square footage of the windows and primary entrances on the building elevation by the gross square footage of the building elevation wall area (except for parts of the building exempted in 3.), and then multiplying the resulting quotient by 100.

1. Illustrated Example

In the illustration, the building elevation wall area is 20 feet of height x 24 feet of length = 480 square feet. The window and primary entrance area is the area of the two windows (5 x 5 feet x 2) plus the area of the primary entrance and its sidelight (4 x 7 feet) = 78 square feet. The percentage of the building elevation wall area is found by dividing 78 by 480 then multiplying by 100, to yield 16%.



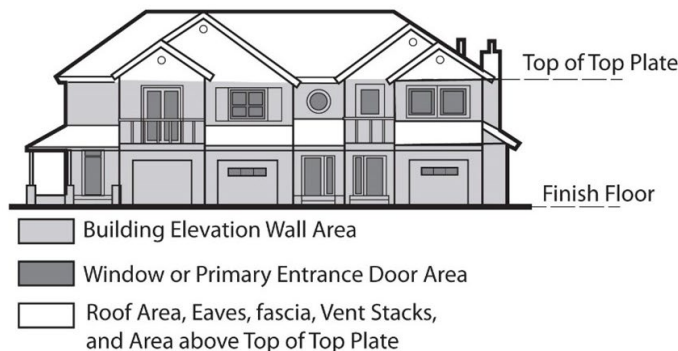
2. Measuring Window and Primary Entrance Area

“Window area” is defined in section 21.15.040, Definitions. Primary entrance area includes the entrance opening and door frame but excludes trim, molding, and other features beyond the door frame. “Primary entrance” is defined in 21.15.040, Definitions.

3. Exempt Parts of the Building Elevation Wall Area

The building elevation wall area is measured as the exterior wall plane surface area from finished grade to the top of the wall on the building except that, for the purposes of measuring windows and entrances as a percentage of building wall area, the following parts of the building are not included in the wall area calculation:

- a. Wall area above the topmost story's top plate, such as gable ends of a roof enclosing a cold attic, or parapet walls.
- b. Roof surfaces, eaves, fascia, vent stacks, mechanical equipment and rooms, rooftop access enclosures, and other roof appurtenances.
- c. Wall area of stories below grade plane, such as below grade parking, up to the finished floor of the story above grade plane.
- d. Parts of a street-facing building elevation below the grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk).



*** **

ANNOTATION FOR PAGE 41

Section 21.15.040, Definitions

Section 21.15.040 sets forth the terms and definitions used throughout Title 21. Pages 41 and 42 below amend several definitions and add or delete several definitions to the closing chapter of Title 21.

The definitions for “Alley,” “Driveway,” and “Driveway Throat Width” on the facing page are current Title 21 definitions provided here for reference only with no changes proposed.

<i>Line (s) #</i>	<i>Comment on Change</i>
14-17	<p>Driveway Approach:</p> <p>Add an illustrated term and definition describing the part of a driveway that is within the public street right-of-way (i.e., not on the private property) and connects the private property to the edge of the street. This term and its illustration clarify existing Title 21 and Municipal Driveway Standards regulations that apply only to the portion of the driveway that is in the right-of-way, not on private property.</p> <p>The term is used to help clarify existing regulations on page 22 lines 6-16, page 22 line 29 through page 23 line18, and page 23 lines 23-24.</p>

21.15.040 Definitions

*** **

Alley

A permanent service right-of-way providing a secondary means of access to abutting properties.

*** **

Complete Street.

See Street, Complete.

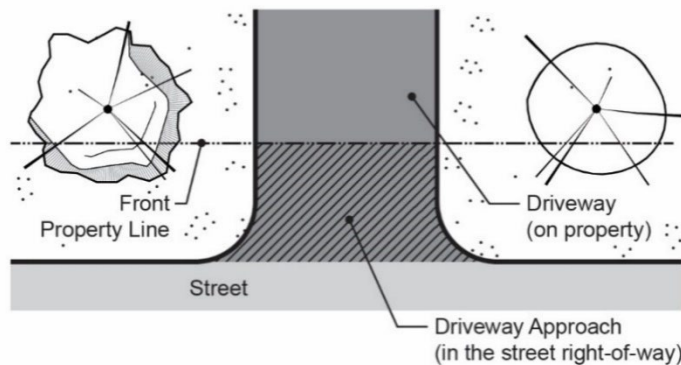
*** **

Driveway

The paved connection meeting municipal driveway standards located between the garage of a dwelling unit and the adjacent street (public or private) or between a parking facility and the adjacent street (public or private). A driveway is not a street. It does not provide primary frontage or address for buildings, nor is it primarily designed for non-motorized pedestrian access.

Driveway Approach

The portion of a driveway providing direct vehicle ingress and egress over public right-of-way to a property. The driveway approach extends from the street edge to the front property line.



Driveway Throat Width

The width of a driveway at the property line or street curb, measured from face of curb to face of curb (or, where there are no curbs, between the edges of the driveway travel way surface), at the point of tangency. The measurement does not include any medians contained in the driveway. For driveways with a curb return design at the opening of the street curb, the measurement does not include additional width at the driveway opening created by the curb return radii.

*** **

Section 21.15.040, Definitions *(Continued)*

<i>Line (s) #</i>	<i>Comment on Change</i>
3-13	<p>Pedestrian Feature</p> <p>On lines 13-15, amend the definition to include pedestrian area lighting and ornamental lighting as “pedestrian features” that can receive credit toward Title 21 standards and menu choices, such as on page 12 line 36 or page 13 line 39.</p> <p>On lines 16-17, amend the definition to include cross-country ski racks and pedestrian-scale lighting as pedestrian transportation amenities, in response to public comments made during the public process for A.O. 2022-80.</p>
20-23	<p>Pedestrian Movement Zone</p> <p>Update and clarify this existing definition. It is used by several “Pedestrian Amenity” menu choices in 21.07.060G. Cross-reference to “walkway clear width.”</p>
28-33	<p>Complete Street</p> <p>Add definition from the Anchorage transportation planning “Complete Streets Policy” which supports the use of the term in the description for the “Enhanced Street Sidewalk” pedestrian amenity on page 21.</p>
35-37	<p>Walkway Clear Width</p> <p>Clarify this existing definition.</p>
38-39	<p>Walkway, Primary Pedestrian</p> <p>Remove this reference to a term and definition recently deleted by A.O. 2022-80(S). The term defined a pedestrian amenity in 21.07.060G.4. which is being renamed to “Enhanced On-Site Walkway” on page 12. The definition in 21.15.040 was redundant to the description of the amenity on page 12.</p>

1 **21.15.040 Definitions**

2 *** **

3 **Pedestrian Feature**

4 A permanent object that provides pedestrians with increased convenience, comfort, and utility, and which is publicly
5 accessible and not limited to a tenant or establishment such as seating for a restaurant. Pedestrian features include:

- 6 • Seating such as benches accommodating several people;
- 7 • Secondary/informal seating opportunities such as steps, pedestals, low walls, or edges of fountains,
8 accommodating several people;
- 9 • A space for standing with objects to lean against, such as bollards, short fences, or irregular building
10 facades, accommodating several people;
- 11 • A tree or raised planter;
- 12 • A work of art such as a water feature, sculpture, cultural exhibit, or clock feature;
- 13 • Pedestrian-scale area lighting designed to light outdoor walkways or pedestrian spaces;
- 14 • Ornamental lighting designed to illuminate architecture and/or landscaping for decorative and aesthetic
15 effect;
- 16 • A cross-country ski rack that can accommodate a ski lock and is located at building entrances within 500
17 feet of a ski trailhead;
- 18 • A winter city urban design feature such as a wind screen, or outdoor stove or space heater; or
- 19 • Other object supporting pedestrian utility, such as a gazebo or kiosk.

20 **Pedestrian Movement Zone**

21 The middle portion of an enhanced street sidewalk (21.07.060G.19.), comprising its walkway clear width located
22 between the sidewalk's street interface and building interface zones. The pedestrian movement zone provides for
23 the primary function of sidewalks[,] and is kept clear of any obstructions to pedestrian movement.

24 *** **

25 **Primary Entrance**

26 **See Entrance, Primary.**

27 *** **

28 **Street, Complete**

29 A street that is designed, used, and operated to enable safe access for all users, including pedestrians, bicyclists,
30 motorists, and public transportation users of all ages and abilities, and for all users to safely move through the
31 transportation network. For example, Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a
32 complete streets policy in 2018 for its urbanized planning area. The AMATS Complete Streets Policy is available
33 on the municipal website.

34 *** **

35 **Walkway Clear Width**

36 That portion of the total width of a walkway, trail, pathway, or sidewalk cross-section which is unobstructed,
37 continuous (without interruption or being split by obstructions), and kept clear for pedestrian movement.

38 [WALKWAY, PRIMARY PEDESTRIAN]

39 [SEE PRIMARY PEDESTRIAN WALKWAY.]

40 *** **



Planning Department
Long-Range Planning Division
PO Box 196650
Anchorage, Alaska 99519-6650

www.muni.org/Planning/2040Actions.aspx

Public Comments

(as of February 3, 2023)

Title 21 Text Amendment to Site Access Regulations

**Public Hearing Draft
PZC Case No. 2023-0011**

***Anchorage 2040 Land Use Plan
Implementation Action 4-3***

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January 12, 2023

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

[Sent Electronically]

Re: MOA Zoning Review

Dear Mr. Whitfield:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning cases and has the following comments:

- **2023-0011 – Title 21 Text Amendments**

DOT&PF would like to remind the Municipality that all State regulations, codes, and standards regarding access and effects to State facilities remain unchanged. Future platting, zoning, and development actions may require increased scrutiny from DOT&PF review until the effects of the proposed Title 21 changes on DOT&PF facilities are fully understood. DOT&PF would encourage the Municipality and developers to reach out early in the project development process for site plan reviews and access questions.

All properties accessing DOT&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 section line easements and DOT&PF road rights-of-way adjacent to their property. For assistance, the petitioner may contact the Engineering group within the Right of Way section in DOT&PF at (907) 269-0700. The petitioner is liable to remove any improvements within the easements and rights-of-way that impede the operation and maintenance of those facilities even if they are not shown on the plat, so it is in the petitioner's best interest to identify the exact locations and widths of any such easements or rights-of-way before they improve the property.

If any section line easements or road rights-of-way exist within the bounds of their plat, we recommend the petitioner dedicate them. If there is an existing right-of-way or easement, 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 mark.eisenman@alaska.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Eisenman", with a stylized flourish at the end.

Mark Eisenman
Anchorage Area Planner, DOT&PF

cc: Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF
Sean Baski, P.E., Highway Design Group Chief, DOT&PF
Jacob Ciufo, P.E., Regional Hydrologist, Hydrology DOT&PF
James Starzec, AMATS Transportation Planner, DOT&PF
Matt Walsh, Property Management Supervisor, Right of Way, DOT&PF
Corliss Kimmel, Office Associate, Current Planning, MOA
Noah King, P.E. Project Manager, DOT&PF

Davis, Tom G.

From: Allen Kemplen
Sent: Wednesday, February 1, 2023 4:23 PM
To: Davis, Tom G.
Subject: Comments on Site Access Regulations
Attachments: FVCC_Comments_SiteAccess_Revised.pdf

[EXTERNAL EMAIL]

Hello Tom,

Attached are revised comments on the proposed changes to Title 21's Site Access Regulations.

I want to thank you for taking time to meet and discuss what is being proposed.

I may have gotten carried away in my response but felt folks would benefit from a broader, more holistic assessment of the proposed changes. I've tried to highlight in bold the more specific recommendations that could be incorporated without too much trouble.

Always trying to advocate for Anchorage as a more livable Winter City.

Thanks for all your hard work.

Respectfully,

Allen

Comments proposed Title 21 changes regarding Site Access Regulations.

Context

The Anchorage Assembly recently approved the elimination of all minimum off-street parking requirements in Title 21, our land use development code ordinance. This policy change will alter the movement of people and vehicles between the private lots and the public rights-of-way. The current action by the Planning Division is to address the nature of these changes.

Access to/from the public rights-of-way within an urbanized area varies by nature of the land use and prevailing attributes of the public realm. Access relative to strip commercial for example will have different characteristics than access relative to a mixed-use, residential or institutional land use. Access from a high-speed arterial is going to be different from that of access to/from a primarily urban pedestrian or suburban vehicular street.

The proposed zoning code amendments add a new Section 21.07.010E, General Provisions – Urban Neighborhood Development Context Area. Its stated intent is to “...provide a basis for tailored pedestrian frontage, driveway, and other development standards...” identified in other parts of Chapter 21.07 to establish a better fit between urban neighborhoods and new development.

Discussion

Subarctic Community Anchorage has unique operating characteristics that come by its nature as the only major metropolitan area on the North American continent located in a predominately sub-arctic environment. See Attachment A for supporting detail explaining this physical reality. Since our Winter conditions last twice as long the other major seasons, one could reasonably expect our built environment be designed and constructed with full recognition of this unique set of circumstances.

The recent response to the back-to-back major snow events in mid-December causes one to take a step back and look around at our city. Many of our bus stops are still inundated with high, hardened snow berms. The disregard of non-motorized infrastructure snow removal communicates a message that the users of these public facilities do not really matter in the city's scheme of things. What this means to the average person is that the city forces me to have a vehicle to get to work, shopping and to live a life.

And now we no longer require a minimum set-aside on private lands the necessary storage space for vehicles. What does this mean to the average person? Nothing really in the short term. And given the slow shrinkage of the State and local economy, one is not likely to see much development in the next few years. Assuming we are able to bounce back, the changes won't be really noticeable until five to ten years down the road. But they will have an impact. What are they likely to be?

Leaving decisions about off-street parking to the private developer will very likely result in higher density development as the space formally used for storage of vehicles is converting to higher value uses. Depending on what market segment is targeted by the developer, there may be significantly fewer people accessing the development via a personal vehicle. Or not.

A developer focusing on middle-income households and above will prepare a site design that accommodates adequate off-street parking. These targeted market segments have sufficient disposable income to afford the higher per square foot costs due to absorbing the costs of off-street parking. The exact number of parking stalls provided will be a function of the particular development circumstances. Much of the proposed changes to the Site Access Regulations appear tailored to accommodating this type of development.

A developer attempting to address the needs of low to moderate income households will likely prepare is likely to provide little to no off-street parking in order to minimize site development costs. This will keep the price per square foot within the affordability range of the lower-to-moderate income market segments. It is likely, given the availability of free on-street parking stalls, that the developer will maximize revenues and build out the site to the maximum extent allowable by code. Residents of these sites will very likely be required to park their vehicle in the immediately adjacent public rights-of-way. This will increase the number of person trips on the non-motorized infrastructure with the distance a function of how far away they have to park. **Thus, the sidewalks and pathways providing access to and from the site become of significant importance.**

What does the proposed Site Access changes do? They reduce the width of the walkway leading from the street sidewalk/pathway to the private structure. This would likely mean the effective width during our winter shrinks even further due to snow accumulation. One could reasonably foresee an increase in the difficulty factor as a person navigates their way to and from the street. Could be tough for moms with babies and the physically challenged but able-bodied youth and adults should have no problem. **Recommendation for our part of town is to retain the current required walkway width from the public rights-of-way to the structure.**

It does not appear to address at all the walkway from the alley to the main building. This appears to be an overlooked area. Seems reasonable to expect some requirement for pedestrian infrastructure from the alley as it is likely that if the developer does provide off-street parking, that it would be from the alley. The purpose of the alley is to serve as a corridor for the utilitarian functions necessary for use of the properties. Within the Urban Neighborhoods Area where alleys are in place, the regulations should be moving any accommodations for parking to the alley. **Recommendation for our part of town is to include a section detailing walkway requirements from the alley or rear off-street parking stalls to the structure.**

There really should be no street frontage driveways. Any vehicle access should be required to be from the alley. There is a very practical reason for this. The amount of on-street parking is going to increase. There is only so much of curb frontage per block. It makes the most sense to maximize the amount of available curb for parking. But a driveway will take up at least 12' of curb space when you consider the turning movement radius. On a typical 300' foot block with 50' frontages, there are six lots. If all get a driveway from the street that eliminates 72' of curb side parking space on each side of the street. We could see a reduction of over 24% in available space for on-street parking. This reduction could occur when demand for the space is increasing. **For our part of town, it is recommended no front driveways where alleys are present as the default.** One could be allowed due to unusual circumstances and/or site constraints subject to Administrative Review.

Deep Shadows

There is a reality that does appear to be adequately addressed. The sidewalk can be negatively impacted by the shadows cast by the site's vertical structures. This is particular evident between the Autumn and Spring equinoxes when the sun moves to a lower height on the southern horizon. These shadows will reduce the influence of passive solar exposure and will create colder ambient air conditions impacting any sidewalks or walkways. For example, ice formation will occur more frequently under such shadow conditions particularly when we experience variable conditions associated with persistent freeze/thaw weather patterns. Icy walkways can easily trip up the unwary pedestrian or bicyclist resulting in a loss of balance and a quick visit to the ground.

Deep shadows can be mitigated in a number of ways. One could, for example, bounce sunlight off vertical surfaces not in the shadow zone and thus re-direct the passive solar warmth to the horizontal access surfaces. **As such, modifying the Reflected Sunlight option in the Pedestrian Amenities to more specifically focus the improvement on walkways/sidewalks is recommended.** However, the use of Winter City Design Guidelines could be more effective. **It is recommended recognition of the issue be acknowledged in the Site Access Regulation with appropriate language guiding the reader to where the Design Guidelines may be located.**

Different Neighborhood Forms

The general development pattern in the Anchorage Bowl for the past sixty years has followed a predominant Euclidean zoning approach meaning land use types have been geographically separated. This has occurred to such an extent that there are few urban neighborhoods where there is a healthy mix of housing and employment such that residents can conveniently use non-vehicular methods to access desired goods, services and employment. The result is that for most households, a vehicle is a mandatory requirement especially for the gainfully employed. Thus, the urban neighborhoods with a predominance of low to moderate income households will witness over time a steady degradation of the public realm as the number of on-street parked vehicles steadily rise in number.

The significant number of streets with rolled curbs will experience an increase in vehicles using the street sidewalks for parking in order to accommodate the increased demand for on-street parking. During our lengthy subarctic winters this situation will be made worse as the Municipal Snow Management Plan allows for use of the pedestrian infrastructure as snow storage sites. Depending on the resources made available for snow removal, it can be weeks if not months before non-vehicular travelers again have dedicated access to and from the site. During this period of time, they are forced to compete with vehicles for the shrunk width of street space. This creates a safety hazard and becomes a public health issue. This situation will be made even more difficult for every driveway. **Each driveway allowed on the street results in a loss of at least one on-street parking stall.**

Changing Mobility Options

Given the rising costs of personal transportation (oftentimes the second largest expenditure of a household budget after shelter), urban areas are witnessing an increase in Transportation as a Service (TaaS) business models. This is reflected in the growth of businesses such as Uber and Lyft. There are other mobility options such as Lime personal scooters and increasingly convenient electric bikes. The imperatives of climate disruption are forcing the vehicle fleet to shift from being powered by internal combustion engines to being powered by electric batteries. The changing nature of mobility has impacts relative to site access.

It does not appear the proposed changes adequately address storage space for non-vehicular modes. Parking stalls for motorized vehicles are no longer required and the Site Access regulations require a walkway on site, shouldn't there be accommodations made for non-vehicular parking and storage? Personal mobility devices take up space. If the intent is to create an urban form that is bikeable and to provide safe pedestrian movement, shouldn't space on site be made available for bicycles, scooters and other forms of small non-vehicular mobility? **It is recommended the proposed changes address movement and storage of these non-vehicular devices.** This speaks to the need to retain existing on-site walkway width as walking a bike within the site while accommodating others users requires more than a 3' walkway width.

The Regional Connection

Anchorage's development, for the most part, has patterned itself after a suburban and auto-intensive lifestyle. The physical constraints of water, federal and state lands limit's its continuation as greenfield development opportunities within the Anchorage Bowl becomes harder to achieve. Future community growth would likely come from in-fill development except for the availability of cheaper lands north through Eagle River/Chugiak and particularly the Mat-Su. The Mat-Su Borough has structured its land use development code to make suburban development rather affordable for the typical average median income household. Since much of the higher wage employment is within the Anchorage Bowl, there exists a strong demand for commuter travel during shift changes.

Parking for these commuters is very likely to emerge as a public policy issue as land in the Bowl is redeveloped under the new standards. In order to minimize off-site parking issues within the public rights-of-way, it may become necessary for a more aggressive approach to reducing demand for said parking. This could mean a greater emphasis on Bus Rapid Transit, some form of commuter rail and/or implementation of Transportation System/Demand Management (TSM/TDM) actions.

Access to/from the private lots to the public rights-of-way will likely be different based on the general land use type, development intensity and the type of right-of-way. Access from a commercially oriented strip mall on a major arterial will emphasize safe and efficient movements of vehicles. Access from a low-speed, densely developed urban core will likely emphasize pedestrian and non-motorized users.

Link with Dimensional Standards

Site access is often impacted by the Code's Dimensional Standards. It is acknowledged these are specifically excluded from consideration as part of the current effort. However, it should be recognized in the narrative that for certain parts of the Urban Neighborhood Areas that changes to dimensional standards may be warranted. For example, the Fairview neighborhood is seeking to convert Hyder Street to a pedestrianized street with new adjacent structures built to edge of the public rights-of-way. This would be similar to site access within the Central Business District for illustrative purposes. **A reference to Neighborhood Plans and Overlay Zones would help clarify there are other tools to be referenced during the development process, particularly for those sub-areas that can readily accommodate a build-to approach to site development.**

Unresolved Snow Storage

Currently, off-street parking stalls on commercial lots are often used for snow storage, particularly since there are seasonal variations in parking demand with fewer vehicles on the road network during the winter months. Many residential driveways and off-street parking stall spaces are reduced in effectiveness due to the need for storage of snow.

The existing road network in the Anchorage Bowl outside of the urban core is limited to a few major arterials. The lack of a good grid network means these facilities are being asked to serve regional traffic needs while providing a safe experience for non-motorized trips. The available rights-of-way are typically not enough to accommodate all the user groups and their requirements for travel space. This is particularly the case during the winter months when a significant share of the public realm is converted to ad-hoc snow storage space. During such times, the loss of access to pedestrian and non-motorized infrastructure results in significant hardships and public safety hazards. This impacts the ability of pedestrians and bicyclists to safety access bus stops. This situation will be compounded as the removal of off-street parking stalls will force higher use of the public streets for parking.

It may become necessary to implement a much more aggressive approach to management of the rights-of-way, particularly in the winter months in order to ensure safe access is available for all users.

It is in the best interests of the Municipality to guide future development through the Site Access Regulations such that barriers to non-vehicular mobility are reduced and not increased. If the Municipality truly desires to reduce the need for households to find affordable housing in the Mat-Su Valley, reducing the need for personal ownership of a vehicle within the Anchorage Bowl is a key step. It is suggested that greater attention is warranted within the land use development code to ensure safe and convenient year-round access for all users of the public rights-of-way.

Non-Vehicular Mobility Network

We come back to the issue of access. Access to what, by what mode and from what type of rights-of-way? The existing approach to urban mobility is not working for all users of the public rights-of-way. This is particularly evident during the winter months when the needs of non-motorized travelers are sacrificed for snow storage so vehicles can keep moving.

It may be time to accept the fact we need to take a different approach. One that accepts the reality of how our existing public rights-of-way within the Anchorage Bowl are designed. Since most non-vehicular travelers move at much lower speeds and accommodating these lower speeds on the main thoroughfares are every difficult, perhaps we could consider separating the travel modes given the limited ability of making the Collectors and Arterials meet the needs of every user group.

It is recommended that a complementary, lower speed transportation network be established in the Anchorage Bowl. One that does not attempt to be all things to all travel modes. It would instead be a transportation network that is designed for the lower travel speeds of non-vehicular travelers. This would result in certain corridors and streets being designed to different standards. An example would be a greater use of pedestrian streets. Woonerfs are one approach. Vehicles can still use the street but at the speeds of the non-vehicular travelers.

These slower streets would then have likely different access needs, particularly as it relates to the interface boundary between the private lots and the public realm. For example, there would be no sloping driveways across a sidewalk on such streets. Within areas of mixed-use development, one could readily visualize a greater use of colonnades along the street. Attachment B are comments made previously to Planning staff regarding issues with the R-4 zoning category. Changing the front set-back requirements through the Dimensional Standards section of the code would likely be required. The building would be setback from the edge of the right-of-way an appropriate distance for a height of one or one and a half story. Above this height the setback could be reduced to zero, depending on the land use context.

Form Based Code

Form-Based Code (FBC) approach allows one to visually grasp the complex inter-relationships at play between land use types, access needs and the public rights-of-way. The FBC approach allows for the crafting of a framework where the defined variations in urban space are identified and clearly articulated in a visual way. The graphics are supplemented with sufficient narrative and necessary tables. The type of street interface forms desired by a particular neighborhood can be determined through the use of Visual Preference Surveys. See Attachment C for an example of one done for the Fairview neighborhood.

It is suggested that a Form Based Code Overlay approach with Winter City Design Guidelines may be an effective method of differentiating areas of the Anchorage Bowl where a more traditional urban neighborhood type of development is the goal. The Fairview Community Council is on the public record as encouraging such an approach and has produced working drafts of such documents. It is hoped Planning staff and the Planning and Zoning Commission can find the wherewithal to support such grass-roots efforts to make our part of town more Winter City friendly while advancing our economic and community revitalization. **It is recommended the proposed Site Access Regulations be sufficiently flexible such that it can accommodate upcoming Form Based Code Overlay Zones.**

Map - Visualizing Complete Neighborhoods

For the areas identified in the draft proposed Ordinance, the urban neighborhoods map could be strengthened with a bit more recognition of which ones have a defined urban form already in place. Labeling the different urban neighborhoods through use of some classification category scheme would be useful. One of the difficulties with Title 21 applications is making it work for the multiple urban micro-spaces within the Anchorage Bowl. Again, this is where using the approach promoted by Fairview (Overlay Zone and Design Guidelines) allows for different parts of town to strengthen their own sense-of-place particular to their existing and desired urban forms.

Map - Visualizing a Non-Vehicular Network

The urban neighborhoods map does not show all the relevant transportation links. The urban neighborhood areas map could be improved by identifying our larger green infrastructure elements, particularly the trail network. It currently only shows the major vehicular streets. There could also be utility in identifying the Primary Transit Corridors. Seem appropriate to give non-vehicular travelers and users of public transit a higher level of planning consideration in the mapping illustrations.

Map – Adjusting the Fairview Boundary

It appears the proposed Urban Neighborhood Area map excludes a small section of our neighborhood west of Orca Street and north of 10th Avenue. The current zoning is Light Industrial and is a remnant of past land uses and a larger light industrial sub-area. However, Merrill Field has systematically eliminated light industrial as a dominant use through acquisition of properties on the east side of Orca Street and elimination of the public rights-of-way for Orca north of 8th Avenue. The dominant use within this sub-area is now residential. **It is requested the map be adjusted to reflect this physical reality.**

Summation: It appears the proposed Ordinance changes are a continuation of incremental adjustments to a land development ordinance that is perceived as overly prescriptive, excessively complex and burdensome to affordable development in the Anchorage Bowl. The ongoing movement of households, their families and tax base revenues to other locations, particularly the Mat-Su Valley is sometimes cited as an example.

It is suggested there is merit in engaging the public in a more robust discussion of how Anchorage is a unique sub-arctic metropolitan area and how future growth and economic prosperity is dependent on well the community learns to embrace the reality of being a Winter City. The evidence to date indicates an inordinate emphasis on trying to make Anchorage look and feel like an urban area in the Lower 48 where winters are much shorter and the issues significantly different.

It is suggested there is merit in exploring alternative street designs and differentiating between rights-of-way focused on moving vehicles safely and efficiently and those rights-of-way designed for lower speed non-vehicular travelers. There is not enough width in existing rights-of-way to accommodate all user groups particularly given our subarctic location. This has direct relevance to the issue of access to/from individual lots and the public rights-of-way. Access needs are significantly different when there is less need for on-site vehicle storage. There is a greater need for improved pedestrian and non-vehicular facilities.

Thank you for the opportunity to comment.

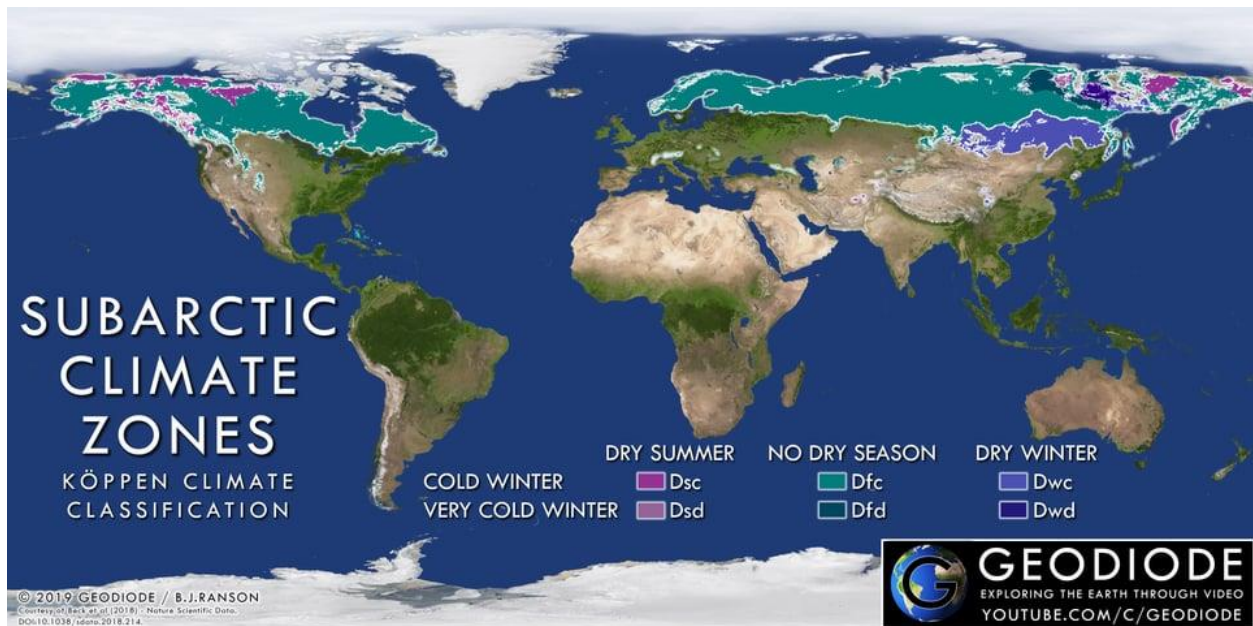
Respectfully Submitted

Allen Kemplen, AICP-CTP
President
Fairview Community Council

February 1, 2023

Anchorage as a Sub-Arctic Community

The subarctic climate is found exclusively in the Northern Hemisphere between 50 and 70 degrees of latitude, in the interior of continents. There are no subarctic conditions in the Southern Hemisphere due to the absence of large land masses at the equivalent latitudes. The characteristic features of a subarctic climate are short, mild summers with temperatures that can go as high as 30 C and long, cold winters with the temperatures going as low as -40 C.



Subarctic North America

The Subarctic area of the North American continent covers most of Canada and Alaska. (see Figure 1) It is the northern section of the near-arctic realm with four sub-realms as defined in the Bioregions 2020 framework -- Greenland, Canadian Tundra, Canadian Boreal Forests, and Alaska -- containing nine bioregions in total. Greenland consists of a single bioregion defined by ice with coastal tundra, and the Canadian Tundra is also defined as one large bioregion. *Alaska* contains three bioregions, including the Far Northern Pacific Coast, which combines temperate conifer forests and coastal ice fields and is home to grizzly bears, wolves, puffins, salmon, and orca whales.

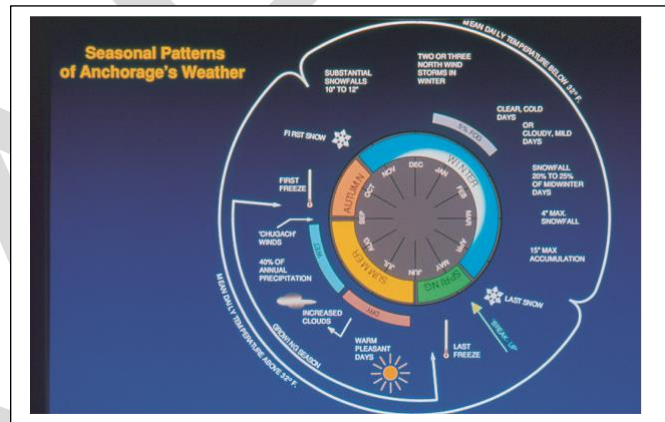
Subarctic climate in United States

Alaska, located in the topmost northwest part of the continent, has arctic and subarctic climates. While much of the economic wealth produced by the State's economic activity is located in the far north Arctic region, the majority of the population is located in the sub-arctic region. Most of Alaska's population is located in the south-central part of the State. The Alaskan summers are short and cool, with temperatures averaging 17 C. The winters are shaped by the degree of earth's tilt as it circles around the sun. Shadows come early to the sub-arctic and they stay late. They follow the Sun and are linked on a practical level with the Autumn and Spring Solstices. **Winter** is seven months long and composed of four sub-seasons: *Early Winter* (mid-October through end of November) when less

sunlight is noticeable and temperatures start to creep below freezing on a regular basis. *Deep Winter* (December through mid-January) when darkness dominates during the long nights and short days and temperatures are quite below freezing. *Late Winter* (mid-January to early March) when the Sun begins to return to the northern lands, temperatures start to rise and Alaskans prepare for the upcoming non-winter. *Break-Up* (mid-April to May) when the heat of the ever-rising Sun melts the winters accumulation of snow and ice. Temperatures are consistently above freezing during the day, causing rapid transformation of winter and challenging how one drains the water. By the end of May, the ground has warmed sufficiently to allow for plantings to occur.

Alaska historically has very little precipitation, most of which comes in the winter in the form of snowfall and during the post-summer period into the November storms rising up from the western Pacific. Short Summers (typically three weeks on each side of the summer solstice) are mostly dry with only occasional rain during the periodic thunderstorm. On clear nights during the Alaskan winter, and depending on sunspot activity levels you can have some pretty spectacular displays of the northern lights. The only other part of United States that has a subarctic climate is the High Rocky Mountains in Colorado, Wyoming and Montana, with similar temperatures to those in Alaska.

The North American continent has only one major metropolitan area (>200,000 population) in the sub-arctic – Anchorage, Alaska. This means there is no other similar sized community in North America that shares its unique urban challenges. The reality of this physical placement on the planet means the Anchorage community must develop innovative solutions to its sub-arctic circumstances.



Anchorage's location is unique in another way. If one looks at the planet at night as an astronaut on the International Space Station might, they would notice how the world is lit up in certain regions. Europe, East Asia and the continental United States of America shine with economic dynamism. Geo-strategically located between the three major economies of the world is – Anchorage, Alaska. This physical reality is reflected in the significant military presence in the State and the robust economic activity produced by air cargo traffic at Anchorage International Airport. Anchorage has established itself as a logistics hub for commerce. But it has not yet made the transition to becoming a logistics cluster of associated air hub trade and commerce. Such a transition is a hard thing to accomplish and history shows that not every urban area is able to pull it off. The difficulties would be compounded by the realities of its sub-arctic location.

Proposed Changes to the R4A zoning category

We wish to suggest the Planning Division work cooperatively with the Fairview Community Council (FVCC) to craft a more nuanced approach to revision of the R4A zone. Such an approach is needed in order to accurately reflect underlying differences in planned development in different parts of town. The current approach may not achieve the intent of planning staff. Wholesale zone code changes applicable across the Anchorage Bowl with its varying planned properties can be perceived as a blunt ax approach to a problem. It may be appropriate to use a bit more refined approach.

We suggest past ineffectiveness of the R4A zone category is due to the lack of a vision for how such density and associated characteristics fit into the urban fabric. For example, the R4A zone is what one might expect to see within a City Center sub-area. A cursory review of development patterns will show the Anchorage Bowl has a long way to go before market demand supports such dense development. Absent significant public subsidies, private land markets will continue to meet demand by exporting development to the Mat-Su where land rents are substantially lower and land development regulations are minimal.

The one area where it may be reasonable to attract the interest of private developers is where a cohesive vision exists conducive to such densities. The Anchorage Land Use Plan (ALUP) is a very high level guiding document providing a general framework - too general for risking investment capital by itself. Implementation of the ALUP requires a corridor or sub-area strategy. The Neighborhood Plans are a welcome step as are the nodal plans such as those for Downtown and the U-Med District. But these are still a bit too high level for advancing specific profit oriented development. The Reinvestment Focus Areas identified in the ALUP would appear to be a way forward but to date there does not appear to be any with detailed Action Plans. It is at the Action Plan level that one may attract the interest of private capital.

An Action Plan approach would focus on what specific steps are to be advanced by whom within a relatively short planning period – typically no longer than five years. The Action Plan should also be developed in a cooperative manner with major stakeholders and would include signed Memorandums of Agreement committing participating parties to the allocation of capital along with specific and ancillary development actions.

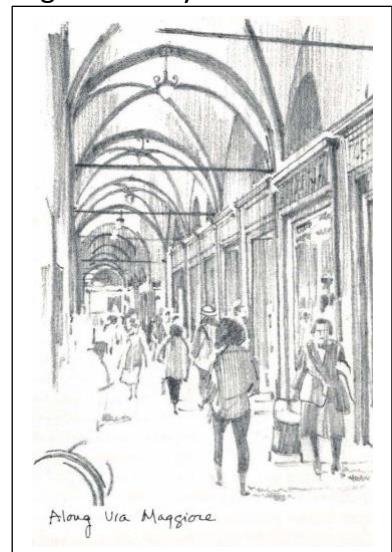
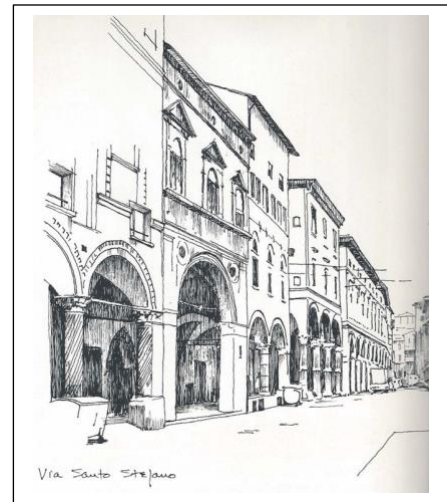
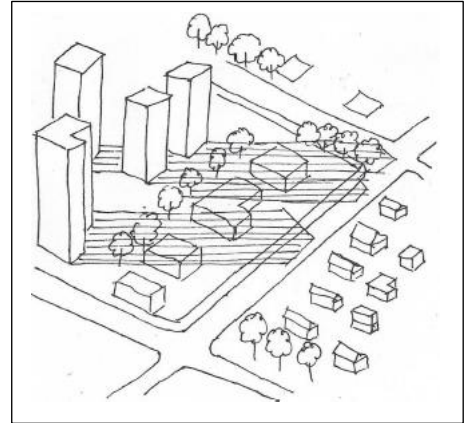
The Action Plan would focus on a specific corridor or sub-area and break things down to specific parcels and development schedules.

R4A densities require fairly high rents to justify the costs of such dense development. Dense development has to have some particular redeeming qualities, proximity to high quality development of similar density or access to unique public amenities. Investors need to have reasonable assurances their investments will produce acceptable returns for the length of the investment period. Given the above, it seems the R4A re-zoning effort would be more productive if it was crafted in a different way. For example, one could include a R4A-F sub-category. The “F” standing for Fairview. This particular sub-section would be linked to on-going efforts to develop the Fairview Innovation Area and associated Fairview Greenway.

Proposed Changes to the R4A zoning category

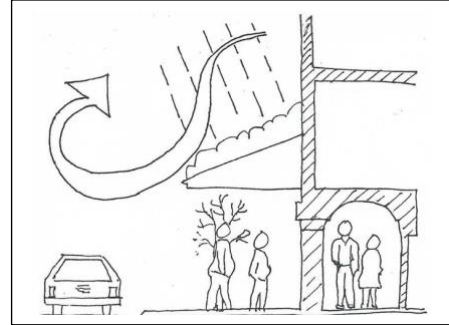
We wish to make the following more specific comments:

1. Shadowing impacts – a) The height of the structures envisioned within this zoning category will cast significant shadows in our sub-arctic environment. For the Fairview area, we request application be limited to those blocks where lots have been developed with an east-west orientation as such lot design means the shadows will fall primarily on the north side lots which would share the zoning category. This would minimize the negative impacts on adjacent lots. b) The shadowing impact will be felt even with the above placement and as a result we request inclusion of language requiring the city center density development to incorporate a certain percentage of vertical surfaces on upper levels with reflective materials placed so as to “bounce” sunlight into the shadow footprint created by the structure. Such an approach will significantly increase the amount of ambient light within the areas of cast shadow and reduce the impacts of deep shadow.
2. Pedestrian orientation – a) The proposed density will experience a significant amount of pedestrian movement at street level. As such, the removal of any front setbacks will leave little room for pedestrians given the typical 60' rights-of-way present in the urban core. We request the proposed language be changed to require first floor collonades as shown in the figures. The second floor of the structure can extend to the edge of the rights-of-way. Allowances should be made to allow for the inclusion of small patios on upper levels, especially on south and west facing walls. b) we request the first floor wall should be set back 10' from the right-of-way and that the walls be required to have at least a 60 percent transparency. This will create a visually stimulating pedestrian environment, provide protection from inclement weather conditions and minimize the need for snow and ice removal
3. Pedestrian protection – a) It is suggested that street awnings or other horizontal/angled feature be required on exterior facades for the lower levels.. These elements will break up the wind downdrafts that currently plague

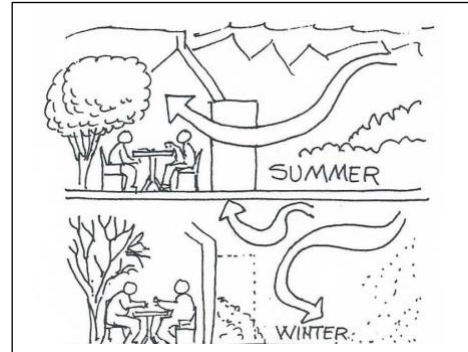


Proposed Changes to the R4A zoning category

the area around the Atwood Building and the new Convention Center.b) We request incentives be included that encourage the developer to install removable transparent barriers on the colonnades street side. This would allow the space to be closed off during the winter months and provide enhanced protection for pedestrians and, if applicable, for patrons of street level restaurants and/or small shops.



4. Building/Street Environment - We suggest that application of such densities would be more likely to be embraced by the private sector if there were corresponding changes to the urban street environment. Such densities need substantive public amenities within close proximity so that residents have ready access to an attractive and pleasant public realm. As such, we request that within the urban core the revised R4A be targeted toward those rights-of-way designated as pedestrian streets.



5. Building/Street Environment – We request the Planning Division initiate a vibrant public discussion about urban design in our sub-arctic community. Anchorage is competing with other metropolitan areas for investment capital and in order for Anchorage to be competitive, our City needs a much stronger and more positive :“Winter City Sense of Place.” We strongly encourage the Municipality to facilitate development of an Action Plan for the Council’s proposed Innovation Area as soon as is reasonable. It is our assertion an opportunity exists for our City to attract global investment capital but we need to promote an attractive and compelling urban design.
6. Building/Street Environment – The proposed height and width for development will create very unpleasant street environments unless mitigating actions are included. Research has documented that a building height of three stories and width of 36 feet, with a street width of 72 feet, are the maximum dimension for a building of human scale. The smaller intimate scale requires a building height of 24 feet and a street width of 48 feet. See note below for source. Fortunately for the ALUP and the desire for higher densities within the Anchorage Bowl, the human eye can be tricked through the judicious use of visual cues. Such visual cues are described above and illustrated in the images.



Proposed Changes to the R4A zoning category

We greatly appreciate the opportunity to review and comment on proposed land use development code changes that have the potential to significantly impact the built environment in our part of the City. We hope our input is perceived as constructive.

A. great Winter City is built on the experiences of the people living and working within it. It is our hope that, by working together towards a common goal of a more livable Winter City we can make substantive progress and Anchorage will truly become a City built to be enjoyed by people all year round..

Respectfully,







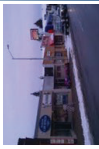



































Allen Kemplen
President
Fairview Community Council

Cc: Fairview Executive Board

Source Note: "Great Streets", Allan B. Jacobs, Massachusetts Institute of Technology, 1993, Page 278, Several of the images above are from this resource document.

Fairview Design Initiative—Visual Preference Survey Results

February 14, 2017

(-3) Strongly Unappealing	(-2) Unappealing	(-1) Somewhat Unappealing	(0) Neutral	(+1) Somewhat Appealing	(+2) Appealing	(+3) Strongly Appealing
 	 	 		 	 	 
 		 		 	 	 
 		 		 	 	 
				 	 	 

Commercial

DRAFT

Fairview Design Initiative—Visual Preference Survey Results

(-3)	(-2)	(-1)	(0)	(+1)	(+2)	(+3)
Strongly Unappealing	Unappealing	Somewhat Unappealing	Neutral	Somewhat Appealing	Appealing	Strongly Appealing
       	   	  		   	     	   

Residential

DRAFT

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Monday, January 9, 2023 2:38 PM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2023-0011 Request for Reviewing Agency Comments

All:

ROW has the following comments for case number 2023-0011:

From a Right of Way perspective, reducing parking requirements by developers will only place increase burdens on Municipal Agencies. With on street parking there is reduced areas for snow storage. Alaska is a winter state. Snow removal should be a high priority when developmental standards are implemented. One may reduce the amount of on property parking for a development, but the parking needs need to be supplemented in nearby parking lots or garages. Until this town embraces MASS Transit, regional paring structures, and pedestrian corridors; reducing the requirement for on property parking and placing it on the nearby adjacent streets will be an unnecessary burden on the community and taxpayer.

Regards,

Michael S Walters
Senior Plan Reviewer
Right of Way Section
michael.walters@anchorageak.gov
Office: 907-343-8226
Cell: 907-727-7637
Fax: 907-249-7910



Anchorage2040

From: Wilson, Karleen K.
Sent: Tuesday, December 27, 2022 2:58 PM
To: Anchorage2040
Cc: Wilson, Karleen K.
Subject: 2023-011 Comments

No comments from Addressing.

Karleen Wilson
MOA Addressing Official
907.343.8168
[MOA Official Address Map](#)

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section

Mayor Dave Bronson

MEMORANDUM

Comments to Planning and Zoning Commission Applications/Petitions

DATE: January 11, 2023
TO: Planning Department
FROM: Judy Anunciacion, Private Development Engineer
SUBJECT: PZC Case 2023-0011

Case 2023-0011 – Title 21 Text Amendment to Site Access Regulations: Request for Public Comment for February 13, 2023, PZC Public Hearing

Department Recommendations: The Private Development section has no objection to the proposed text amendments to the site access regulations in the Title 21 Zoning Ordinance.



MEMORANDUM

DATE: January 23, 2023

TO: Current Planning Division Supervisor,
Planning Department


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

FROM: Randy Ribble PE, Assistant Traffic Engineer

SUBJECT: 2023-0011 Title 21 Text Amendment to Site Access Regulations.

Traffic Engineering has reviewed the proposed ordinance for text amendments to Title 21 regarding site access requirements. The department recommends approval of the proposed text amendments with no changes or modifications.

MEMORANDUM

DATE: January 23, 2023
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Alex Prosak, P.E., Civil Engineer II, Planning Section, AWWU 
RE: Zoning Case Comments
Decision date: February 13, 2023
Agency Comments due: January 23, 2023

AWWU has reviewed the materials and has the following comments:

2023-0011 PZC Case No. 2023-0011, Title 21 Text Amendment to Site Access Regulations: Request for Public Comment for February 13, 2023, PZC Public Hearing.

1. AWWU has no comments or objections to this Title 21 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.





Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: January 23, 2023

To: Dave Whitfield

FROM: Kyle Cunningham

SUBJECT: Cases 2023-0011: Comments from Watershed Management Services.

Watershed Management Services (WMS) has the following comments for the February 13, 2023 Planning and Zoning Commission hearing:

- 2023-0011 – Title 21 Text Amendment to Site Access Regulations;
 - WMS has no comments on or objections to this case.

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Title 21 Site Access Amendment (PZC Case 2023-0011): Expert Focus Group Consultations

Attendees: *(distributed over three meetings to accommodate participants' schedules)*

- *Monday, January 23, 2023:* Melissa Branch, Brandon Marcott
- *Tuesday, January 24, 2023:* Tamás Deák, Bri Keiffer, Andre Spinelli
- *Friday, January 27, 2023:* Mélisa Babb, Stephanie Mormilo

Agenda Items:

Agenda items are in the public hearing draft section 21.07.060F., *Pedestrian Frontage Standard*, and 21.07.090H.8 through H.11., *Access and Circulation Standards*, provided in *Attachment 1: Annotated Code Amendments* on pages 8-10 and 18-25 respectively. Agenda items include:

1. 21.07.090.H.9.b., *Alley Access Requirement* (Attachment 1, page 19, lines 11-28):
 - No substantive changes from 2022 public hearing draft version of this ordinance.
 - Retaining the administrative exception in iii. is not supported by some stakeholders.
2. 21.07.090H.9.e., *Residential Garage Setback (NEW)* (Attachment 1, page 20, lines 5-9):
 - New. See also 21.07.090H.2., *Applicability* (page 18, lines 5-7), for background.
 - Without parking minimums, how to avoid undersized, informal parking spaces in residential driveways that result in vehicles hanging out into the sidewalk?
3. 21.07.060F., *Tables 21.07-2 and 21.07-3, Row A* (Attachment 1, pages 9 and 10):
 - Row A on page 9 deletes a max front setback requirement that was in the 2022 draft, leaving only the requirement that 50% of the building façade not have parking in front. It also replaces a *Driveways* requirement from the 2022 draft that limited how much of front setback area could be parking.
 - In suburbia, page 10 would require 20% of the building facade not have parking in front.
4. 21.07.090H.10.d., *Vehicle Maneuvering* (Attach. 1: Page 20, line 25 through page 21, line 21)
 - Paragraph iii. is changed from the previous public hearing draft to exempt alley parking spaces from on-site maneuvering requirements, by-right, no limits on the # of spaces.
5. 21.07.090H.11.d., *Minimum Driveway Width* (Attachment 1, page 23, lines 19-38)
 - Paragraph i. and ii. clarify what requirements do not apply to internal driveways.
 - Paragraph iv. and v., exceptions allowing 1-lane internal drives for residential only.
6. 21.07.060F., *Tables 21.07-2 and 21.07-3, Row B* (Attachment 1, pages 9 and 10):
 - In urban neighborhoods, Row B on page 9 would reduce maximum allowed garage width as a percentage of facades, except 2-family would keep current allowances.
 - In suburbia, Row B on page 10 carries forward current garage width allowances.
7. 21.07.060F., *Tables 21.07-2 and 21.07-3, Row C* (Attachment 1, pages 9 and 10):
 - In urban neighborhoods, Row C on page 9 would reduce allowed garage projection. Projecting garages would be prohibited on lots with alley access.
 - In suburbia, Row C on page 10 carries forward current garage projection allowances.

Combined Expert Focus Group Notes from January 23, 24, and 27, 2023

Comments from the meeting are organized by the four main recommendations for ease of reading. See the comment-response table for how staff responded to comments.

1. Create an Urban Neighborhood Context Area

Clarity of the Map:

- Make the map clickable in Code with a hyperlink to lead to a larger map to see exactly where properties would fall easily. Make sure the map in the code can be readable for times when the online interactive map is unavailable.

Delineation of Urban Neighborhood Contexts:

- Concern with the urban neighborhood development context area being in code, and the complexity this map could bring. This urban neighborhood development context area map is useful especially in comparison to the Land Use Plan Map, however it is question if the map needs to be in Code since we already have zoning map and the land use map. The proposed tables with urban and non-urban code requirements could instead be applied by zoning district. For example, why shouldn't new development in Sand Lake and South Anchorage must meet more pedestrian requirements than in the past? It feels like the citizens of Anchorage are asking for more walkable and bikeable streets? There are big parking lots in front of buildings in South Anchorage that could be redeveloped. All commercial and high density residential zones should meet the higher pedestrian standards.
- People want to see more urban development until it means that they lose their own parking. They want everyone else to comply, but not have themselves comply. There are parts of town where using the existing alley was not practical, even in urban neighborhoods.

2. Improve Site Access for Pedestrian and Alternative Transportation

Pedestrian Frontage Standard: Parking Placement

- Row A in Table 21.07-2, limiting the how much of the building façade width can have parking in front, eliminates the ability to have a 3 car garage on a 50 foot wide lot. Homebuyers want the 3 car garage.
- In Row A, what is the rationale for the 50% maximum? How do we know if the 50% is the correct approach to solving the problem of parking in front of buildings?
- Row A consolidating parking placement limitations, and including commercial uses is a positive move.
- Informal parking occurs in residences after the c/o, in landscaping and dirt or gravel areas, making a mess of the street. People will park on grass if they must. This particular

question doesn't address it. This just addresses how much of property is paved or non-paved. No objection to these changes.

- In the CIHA Nave redevelopment, there is a paved area around the building for pedestrian access and had them remove a driveway, but people still drive on the paved areas if they are flat and appear to be drivable. However, a building without parking in front of it is more attractive, inviting, and gives better wayfinding.
- Maybe require a barrier for pedestrian paved areas.

Garage Façades

- Concerns with the limitation on garage projections for house designs with the garage placed on the side of the building – in order to do that the garage has to project. Prohibiting projecting garages would not allow the designer to do that. It adds design standards on a house that can be constraining.
- Example of a large house where you see the front door and the garage and then the side of the house living area faces the view. Consider applying the projection restriction to only street-facing garages.
- Limiting width of garage doors is most important. Limit width instead of setting design-limitations on garage projections. A garage could also have a nice garage door with lights and windows. Prohibiting projections seems highly reactive to snout houses.
- There should be no garage projection allowed in urban contexts, for any uses, especially now that parking is no longer required. The garage should be set back from the main entry. The proposed code still allows for the garage to be in front of the main entry. It is poor design for the garage to be in front of the main entry and there isn't any good argument in the urban environment for it. The main entry for pedestrians should be the prominent entry. In the urban context, garages in front of pedestrian entrances should not be promoted.
- I like to see a garage minimized on a street frontage. I always got requests from developers to have wider driveways. People want to have as much parking in front of their building as possible. If they cannot have a wider driveway, people would put in gravel pads on their lawn. Most of the home developers I was working with wanted more exemptions – wanted to give more parking. That is why maximum setback was in the previous version of Code to prevent people from having a smaller driveway and parking on the lawn.

Garages to be set back the length of a standard parking space (about 20 feet)

- Request for additional clarification on whether the garage setback would be from lot line or centerline of right-of-way.

- Discussion on Fairview existing developments where cars extend into sidewalk. Be careful about having driveways where a vehicle cannot fit into it without extending into the street.
- It looks like this requirement is to solve an unintended consequence. Questionable if this issue occurs enough to address in the zoning code. Would be better if MOA just built streets with curb and limited driveway access. Most residential garages are already 20 feet. Builders will probably have place the driveway and garage off the alley, not the side street with the small setback. It would be painful to say you can't add to your garage or you can but just not have a garage door.
- The builder and designer will think through the design enough to understand the need to not have cars on the street or sidewalk. If they did create this scenario they would understand they would be parking either in the garage or on the street.
- Would this apply if the garage is on an alley? There are projects that come to mind that the 20-foot garage setback would not have worked. The driveway in front of the garage ended up being 10-14 feet long. In urban environments, allow the garage door to be closer to the street.
- Not everybody parks in their garage. A lot of people end up parking in their driveway. They end up parking there anyway even if they hang out into the sidewalk or roadway. That space would also accommodate visitors and delivery drivers. Would not want to require this on alley sides, but do have site distance setback for turning minimum. In the past, the MOA Traffic Engineer made people sign that there is no parking if it is a problem. There either needs to be parking for a vehicle or no parking for any vehicles; it cannot be in-between. Driveways should be less than 4 ft long or more than 20 ft. Signage could be used.
- Garages facing alleys need a 4' offset from the alley to allow adequate turning and maneuvering and sight distance.
- Consider not applying the minimum setback for garages to private streets internal to developments. Garages sometimes are placed closer to private streets.

3. Right-size Driveway, Alley Access, and On-Site Circulation Requirements

Limitations on Driveway Width in Urban Neighborhoods:

- I like the limitation on the width of the driveways in urban neighborhoods, which [wider driveways] has been very problematic for street maintenance in these areas.
- I am more concerned with maximum driveway widths than minimum widths.
- With elimination of parking requirements, each driveway is arguably taking away from snow storage and on-street parking spaces.
- Questionable if many developers will want to go too narrow on driveways. A concern with the 10-foot driveway is that snow storage can make the driveway much narrower

in the winter and then have site distance obstructions. That is why MOA previously had 14 feet minimum. MOA is more concerned with where the driveway comes into the street, which would be 12 feet and then could be 10 feet on the site. Snow makes these driveways get narrower quickly. Residents would get used to that.

- Developers want a bigger driveway, and as much parking as possible in front of the building.
- If there is landscaping and a curb line, sometimes it is difficult to open a door in a narrow driveway. Part of that 12-foot minimum is so that doors can open and people can maneuver. The 10-foot lane is awesome when you are driving on it but need more room when you are getting out of the car on it. Another participant said that all that makes sense to me. I was thinking something similar.
- Make clear for minimum driveway width regulations that Fire Code requirements would still apply in addition to the Title 21 width requirements. AFD will still like to see a 20-foot drive for 2-way traffic. Those things limit how low you can go on the width.

Alley Access Requirement:

- Keep 21.07.090H.9.B.iii. that allows for driveway access approval by the Director and Traffic Engineer for special cases. Several participants agreed that part of code makes total sense and supported that code text being left in.
- Give the Director the ability to approve exceptions in unique situations. Smaller scale projects have a lower threshold at which extra process for relief can stop the project. Not leaving the exception approval administrative could stop some smaller-scale projects that would require a Variance for different access. Having flexibility in unique situations is important. Developers may not go through with projects due to the cost of a variance.
- A participant gave an example of where an exception to alley access makes sense in Spenard. In that area, the road is only 25 feet wide, and the alley is not constructed because of a large ravine. The alley doesn't connect to all lots (middle lots) and does to the ones on the side. That is an example of property I would ask for an exception since the ravine is steep to build the alley. There are lots with grade separation issues. The exception should address topography or grade as a factor.
- Another example provided was Coastal Place, a multifamily development in Bootleggers Cove that used access to both the alley and front parking garage. Another example was a Fairview CompACT design competition entry that had a duplex taking access from the alley and a third unit in an ADU on the site taking access with a 12-foot front driveway to the street.
- The requirement for alley access should apply anywhere in town where there is an alley. Encourage alley access in all parts of the Municipality, not just urban neighborhoods.

Make a reasonable attempt in all areas to access from the alley, when it's available. However, alley access should not be required if the alley is not developed.

- There are places with existing alleys, but they were not developed to any sort of standard and adding more traffic would be very problematic. The rest of the neighborhood also had developed with direct access from the street. I would give exceptions in those instances. For instance, there are some gravel alleys in the Klatt area.
- The issue seems to be that there is no mechanism in administrative relief process to give public notice and make this decision through a public process. The alley access waiver should be elevated to a public process, with notice and opportunity to comment by neighbors. Neighbors want to know in advance, not after the fact.
- Neighborhood representatives wanted that exception to be available, but to have a higher bar to receive the exception. Participants discussed the idea of a mailed notice would be sent to everyone within 500 feet, with opportunity to comment to the Director. The Director would have the opportunity to understand the neighborhood viewpoint about the exception. The existing Title 21 Administrative Variance process in Code that requires mailings. A potential compromise could be to have the administrative exceptions to alley access be a type of Administrative Variance.

Limitations on Shared Driveway Widths Across Lot Lines (i.e. duplexes) in Urban Neighborhoods:

- Staff asked about shared driveways across a lot line. The Code amendments propose a limit to the combined width of these shared driveways of 24 feet in urban neighborhoods. Would 24 feet cause issues? Answer from one participant: The Municipality has allowed paired driveways. A limit of 28 feet was what MOA aimed for in the past. The issue is if MOA restricts the driveway width, people end up driving on the lawn or curb if there is room.

Backing out directly into alley from parking space:

- Drivers need to be able to back out a little to see what is coming in the alley.
- Not aware of any cases where the applicant couldn't use the full alley for their turning and maneuvering aside from one commercial development using it for loading. Do not see it being as big an issue for residential uses. There could be problems with some commercial uses, where commercial developments would obstruct the alley for the other users. People are allowed to obstruct an alley for a period of time, by Code, for loading and unloading. So there could be a built-in conflict with parking accessed from the alley.

Commercial driveways:

- Staff noted that the minimum width of commercial driveways has not been proposed for changes. Attendees agreed with this because commercial driveways often need to account for larger loading trucks, etc. An attendee stated they were not sure how a narrower driveway could work for commercial uses or be necessary.

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Title 21 Site Access Amendment (PZC Case 2023-0011):

Urban Neighborhood Focus Group Consultation

Friday, January 27, 2023

Attendees: Lindsey Hajduk, Allen Kemplen, John Thurber, Tom Davis (staff)

Attendees:

- Lindsey Hajduk, Allen Kemplen, John Thurber

Agenda Items:

This amendment distinguishes urban neighborhoods from suburban neighborhood contexts, and consolidates, simplifies, and revises existing Title 21 site access standards in the following public hearing draft sections, as provided in *Attachment 1: Annotated Code Amendments*:

- 21.07.010E., *Urban Neighborhood Development Context Area* (Attachment 1, pp. 3-5).
- 21.07.060F., *Pedestrian Frontage Standard* (Attachment 1, pp. 8-10).
- 21.07.060G., *Pedestrian Amenities Menu* (Attachment 1, pp. 11-17).
- 21.07.090H.8 through H.11., *Vehicle Access and Circulation* (Attachment 1, pp. 18-25).

Items re: Changes to Driveway Standards:

1. 21.07.090.H.9.b., *Alley Access Requirement* (Attachment 1, page 19, lines 11-28):
 - Refers to the Urban Neighborhood Area map in 21.07.010E. instead of the *2040 Plan*.
 - It now states that “vehicle access shall take place from the alley, except...”
 - One 12-foot-wide front driveway per 50-feet of frontage is allowed as an exception.
 - Approval process for bigger exceptions should be elevated to require public notice.
2. 21.07.090H.10.d., *Vehicle Maneuvering* (Attach. 1: Page 20, line 25 through page 21, line 21)
 - Paragraph ii. exempts up to four multifamily parking spaces from on-site turnarounds.
 - Paragraph iii. exempts alley parking spaces from on-site maneuvering requirements.
3. 21.07.090H.11.b., *Curb Openings and Public Walkway* (Attachment 1, page 22, lines 20-23)
 - In Urban Neighborhood Context Area, sidewalks must be restored to level walking grade “to the extent reasonably feasible.”
4. 21.07.090H.11.d., *Minimum Driveway Width* (Attachment 1, page 23, lines 19-38)
 - Paragraph i. and ii. clarify certain requirements do not apply to internal driveways.
 - Paragraph iv. exception allowing 1-lane 2-way driveway for small multifamily infill.
 - Paragraph v. exception reducing minimum driveway widths to 10 (1-lane) or 20 feet.

Items re: Changes to Pedestrian Frontage Standards:

5. 21.07.060F., *Table 21.07-2, Rows A & B: Front Parking Lots and Garages* (Attachment 1, p. 9):
 - For urban neighborhood lots that have alleys, no parking lot is allowed in front of any residential or commercial building, excepting residences’ 12-foot-wide driveways.
 - For urban neighborhood lots without alleys, at least half of the building façade must not have parking facility in front of it. This limits how much of the front yard in

between the building and the sidewalk can be parking and encourages buildings to engage the street with parking lots located beside or behind.

- In urban neighborhoods, Row B limits the maximum allowed garage width to 40% of façade width, except 2-family (duplexes) would keep current allowances in the R-2 zoning districts.
- For urban lots with alleys, current 10-foot garage door width maximum for lots with alleys is removed.

6. 21.07.060F., *Table 21.07-2*, Rows D, E, and F: Street Facing Windows and Entries (Attachment 1, page 9):

- Row D: Expands the window requirements for mixed-use developments and developments that received reduced parking reductions to apply to most other commercial uses.
- Row E: Increases residential the window requirements in the Urban Neighborhood Context Area.
- Row F: Retains the covered, visible entry requirement for residential uses, and expands the requirement for a visible front entrance to most commercial uses.
- Table Footnote 2: Consolidates the rules for measuring window area are consolidated and clarified in Title 21 rules of interpretation, for consistent application for all uses.

7. 21.07.060F., *Tables 21.07-2 and 21.07-3*: Tailoring Standards by Neighborhood and Street Typologies (Attachment 1, pages 9-10):

- Revising the Urban Neighborhood Context Areas map to recognize which urban neighborhoods have a more defined, or traditional, urban neighborhood form.
- Revising the Urban Neighborhood Context Areas map to show all the relevant transportation links, and to differentiate street types oriented to pedestrians and transit usage.
 - e.g., Transit-supportive Development Corridors
 - e.g., *Spenard Corridor Plan* Street-Edge Character types: Main Street, Mixed-use Street, Transit Corridor.
- Tailoring Pedestrian Frontage Standards by neighborhood context, land use, and street types based on the enhanced map.
 - e.g., an increased window requirement on commercial pedestrian streets.
- Incorporation of additional standards and incentives related to Anchorage's sub-arctic climate.
 - e.g., replacement of minimum setbacks with maximum setbacks.
 - e.g., requiring pedestrian protection features such as colonnades.

Neighborhood Focus Group Consultation Meeting Notes

Comments from this meeting are organized by the four main recommendations of the Public Hearing Draft Site Access Amendments described in the Staff Report Memorandum. See the comment-response table for staff responses to the comments.

1. Create an Urban Neighborhood Context Area

Neighborhood Overlay Districts / TND Districts:

- Add language to the site access amendments that gives precedence to anticipated future overlay zoning for traditional urban neighborhoods. The goal is that form-based codes such as envisioned in the Fairview Neighborhood Plan will provide tailored regulatory regime that fits the TND contexts. Allow the site access amendments to be superseded by these specific overlays that are called for in the Comp Plan and neighborhood plans.

Delineation of Urban Neighborhood Contexts:

- Support for delineating and recognizing urban neighborhood contexts in Title 21. Urban neighborhoods are built to have and want to have a much greater orientation toward pedestrian space than in many outlying suburban neighborhoods. The proposed Urban Neighborhood Development Context Area covers a lot of different types of urban neighborhood environments. Sooner or later Title 21 needs to provide further delineation of traditional urban neighborhoods as distinct from other urban neighborhoods than the overall general category of Urban can provide.
- The Assembly adopted neighborhood plans to recognize distinct neighborhoods and adjust the code to reflect those.

2. Improve Site Access for Pedestrian and Alternative Transportation

Pedestrian Frontage Standard:

- Clarify what the interface between the building and the street is supposed to be like. What does it look like? What does it include—pedestrian spaces? Landscaping? The public hearing draft pedestrian frontage standard is not clear about intended outcomes. It is hard to visualize the possible outcomes of the 50% standard in Row A of Table 21.07-2. Establish more definitive statements about traditional urban neighborhoods with alley access. Give better visual guidance regarding what we want the outcomes to be.
- It is difficult to know how well the 100% standard (i.e., no parking in front of any part of the building) would work in context of some multifamily development examples in Spenard. Will the 100% or even 50% standard work on small infill lots?
- Eliminate minimum setbacks: Since the MOA has eliminated parking minimums, it should also eliminate minimum setbacks in the traditional urban neighborhoods and commercial districts such as in Fairview.

Sidewalks: Sidewalks should be required in more zoning districts than just the highest density zones. For example, recent high-end multifamily developments in Bootleggers Cove, zoned R-3, should have been required to add sidewalks.

Garage Facades: No garages should be allowed on front facades of new development, on traditional urban lots with alley access in Fairview and South Addition. New development should trend away from garages in front.

3. Right-size Driveway, Alley Access, and On-Site Circulation Requirements

Alley Access Requirement:

- Support removing the by-right entitlement to have 12-foot wide front driveways, and change that to an exception for hardship cases. Alley is intended to provide for utility uses, including parking. As the urban form is evolving to reduce driving and parking, the city should change the intended way of accessing lots to put vehicle access in the back, and emphasize non-motorized access in front and people oriented spaces along the street edge.
- Allow new multifamily development (e.g., a 3- or 4-plex, in the Spenard neighborhood context to have some driveway access to the street. There are also existing single-family homes and developments that have driveways.
- Provide an incentive for developments that use only the alley for vehicle access. Allow buildings to encroach into the front minimum setback, to be closer to the street and provide more buildable space on the lot.
- There are a lot of unpaved and poorly improved alleys in Spenard. The infrastructure is lacking. Won't requiring more parking facilities accessing the alley create problems?



Municipality of Anchorage



Planning Department

Comment Response – Title 21 Site Access Text Amendments

Responses to Comments

The table that follows summarizes the Department's responses to written comments received and comments made during the focus group meetings for the Title 21 Site Access Text Amendments proposed in Planning and Zoning Commission Case 2023-0011:

Public Comment	Response
1. Create a new administrative variance for exceptions to alley access. This would require public notice and comment, but would not require a public hearing. It strikes a balance to respond to neighborhood concerns while not being overly restrictive to special situations (Focus Group Comment).	<p>The Department agrees and suggests two amendments to the Public Hearing Draft to delete the administrative exemption in the Alley Access Requirement code section and instead add alley access as a new category for Administrative Variances. These code changes are reflected in Amendments #1 and #7 in the staff report.</p> <p>Amendment #1:</p> <p>J. Administrative Variances</p> <p>*** *** ***</p> <p><u>7. For Front Driveways on Multifamily or Townhouse Lots with Alleys</u> <u>Where a multifamily or townhouse development site is served by an alley in the Urban Neighborhood Development Context (21.07.010E.), the director and traffic engineer may grant an administrative variance from subsection 21.07.090H.9.b., Alley Access Requirement, provided:</u></p> <p>a. <u>There exist physical circumstances of the subject property such as topography, absence of alley improvements, exceptional lot configuration not shared by landowners in general, or adjoining street traffic patterns, and the traffic engineer determines that alley improvement and/or vehicle access are not feasible or would create a traffic impact or safety hazard;</u></p> <p>b. <u>Because of these physical circumstances, the strict application of the alley access requirement in 21.07.090H.9.b. would create an exceptional or undue hardship upon the property owner, and would deprive the owner of rights commonly enjoyed by other properties in the same zoning district;</u></p> <p>c. <u>The hardship is not self-imposed, the conditions and circumstances do not result from the actions of the applicant,</u></p>

Public Comment	Response				
	<p><u>and such conditions and circumstances do not merely constitute inconvenience; and</u></p> <p>d. <u>The administrative variance granted for additional driveway access shall be the minimum the traffic engineer determines is necessary to provide access for the development.</u></p> <p>Amendment #7:</p> <p>iii. <u>The director and traffic engineer may approve an administrative variance from the requirements of this subsection, as provided in 21.03.180J.7.</u></p>				
<p>2. Make the Urban Neighborhood Context Area Map easier to read (Focus Group Comment).</p>	<p>The Department agrees and recommends Amendment #2 in the staff report:</p> <p>Amendment #2: Refine Subsection 21.07.010E.3., <i>Urban Neighborhood Development Context Area Established</i>, Map 21.07-1, to clarify the streets and other landmarks in the map that form the boundaries of the Urban Neighborhood Development Context Area in the map. Edit the text of the map description in E.3. as necessary to assist with the clarification.</p>				
<p>3. In Section 21.07.060F., <i>Pedestrian Frontage Standard</i>, clarify the illustration. Also clarify Row A in <i>Table 21.07-3</i> to clarify what is allowed and prohibited between the building façade and the street. (Focus Group Comment).</p>	<p>The Department agrees and recommends Amendment #3 in the staff packet:</p> <p>Amendment #3: Adjust the left-hand illustration above Table 21.07-2, to depict the intent for there to be pedestrian space and landscaping rather than parking in front of the building.</p> <p>Revise the left-hand column of Row A in Tables 21.07-2 and 21.07-3 (Attachment 3as follows:</p> <table border="1" data-bbox="755 1577 1443 1843"> <thead> <tr> <th data-bbox="755 1577 1166 1650">Site Elements for Pedestrian-Oriented Frontages</th><th data-bbox="1166 1577 1443 1650">Standard</th></tr> </thead> <tbody> <tr> <td data-bbox="755 1650 1166 1843">A. Minimum required ground-floor, street-facing building elevation <u>with on-site walkways, pedestrian amenities, or landscaping in front—and no off-street automobile parking or circulation</u> [WITHOUT DRIVEWAYS OR PARKING FACILITIES IN FRONT].</td><td data-bbox="1166 1650 1443 1843">50% of building elevation width¹ Lost with alley access: no parking allowed in front of building except in driveways for individual dwellings</td></tr> </tbody> </table>	Site Elements for Pedestrian-Oriented Frontages	Standard	A. Minimum required ground-floor, street-facing building elevation <u>with on-site walkways, pedestrian amenities, or landscaping in front—and no off-street automobile parking or circulation</u> [WITHOUT DRIVEWAYS OR PARKING FACILITIES IN FRONT].	50% of building elevation width ¹ Lost with alley access: no parking allowed in front of building except in driveways for individual dwellings
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<p>4. The driveway width exception in the footnote 1 of <i>Subsection 21.07.060F.4., Table</i></p>	<p>The Department agrees and recommends Amendment #4 in the staff packet:</p> <p>Amendment #4:</p>				

Public Comment	Response				
<p>21.07-2 in for duplexes should be more flexible. (Focus Group Comment).</p>	<div data-bbox="670 369 1357 510" style="border: 1px solid black; padding: 5px;"> <p>¹ Exception: On lots without alley access in R-2A, R-2D, and R-2M zoning districts, two-family (duplex) developments may have a minimum of <u>20%</u>[25%] in A. above and a maximum of 67% in B. above.</p> </div>				
<p>5. Remove the prohibition against projecting garages in urban neighborhoods with alleys in Subsection 21.07.060F.4., <i>Table 21.07-2</i>. (Focus Group Comment).</p>	<p>The Department agrees and recommends Amendment #5 in the staff packet:</p> <p>Amendment #5: Subsection 21.07.060F.4., <i>Table 21.07-2</i>. (Attachment 3, page 9)</p> <table border="1" data-bbox="670 747 1357 997"> <thead> <tr> <th data-bbox="670 747 1073 814">Site Elements for Pedestrian-Oriented Frontages</th><th data-bbox="1073 747 1357 814">Standard</th></tr> </thead> <tbody> <tr> <td data-bbox="670 814 1073 997"> <p>C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation <i>(No change to this language in right-hand column.)</i></p> </td><td data-bbox="1073 814 1357 997"> <p>[NONE ALLOWED ON LOTS WITH ALLEY ACCESS] <i>(No change to the rest of the standard in right-hand column.)</i></p> </td></tr> </tbody> </table>	Site Elements for Pedestrian-Oriented Frontages	Standard	<p>C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation <i>(No change to this language in right-hand column.)</i></p>	<p>[NONE ALLOWED ON LOTS WITH ALLEY ACCESS] <i>(No change to the rest of the standard in right-hand column.)</i></p>
Site Elements for Pedestrian-Oriented Frontages	Standard				
<p>C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation <i>(No change to this language in right-hand column.)</i></p>	<p>[NONE ALLOWED ON LOTS WITH ALLEY ACCESS] <i>(No change to the rest of the standard in right-hand column.)</i></p>				
<p>6. Amend Subsection 21.07.090H.9.d., <i>Paired Residential Driveways Allowed</i>, by increasing the maximum combined width of the paired driveway from 24 feet. (Focus Group Comment).</p>	<p>The Department agrees and recommends Amendment #8 in the staff packet. This relaxation of the proposed standard to 28 feet reflects existing/past practices in Traffic Engineering administrative review of paired driveways, in consideration of street snow clearing operational needs.</p> <p>Amendment #8: Amend Subsection 21.07.090H.9.d., <i>Paired Residential Driveways Allowed</i> (Attachment 3, page 19, lines 37-40), by changing the maximum combined width of the paired driveway from 24 feet to, <u>“28 feet, provided other standards of this section are met.”</u></p>				
<p>7. Amend Subsection 21.07.090H.9.e., <i>Residential Garage Setback</i> to ensure adequate review of garages that are not set back a standard parking space. This will avoid potential issues with a vehicle parked in a driveway and sticking into the street. (Focus Group Comment).</p>	<p>The Department agrees and recommends Amendment #9 in the staff packet. The first replacement sentence below improves the flexibility of the proposed standard, clarifies its intent, and makes it generally applicable. The second sentence below clarifies the current practice of the Municipality to require garage doors to be set back 4 feet from streets and alleys to ensure adequate site distance.</p> <p>Amendment #9: Amend Subsection 21.07.090H.9.e., <i>Residential Garage Setback</i> (Attachment 3, page 20, lines 5-9), by replacing its content with the language below:</p> <p style="margin-left: 40px;">e. <u><i>Garage Door Setbacks.</i> Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-8, <i>Parking Angle, Stall, and Aisle</i></u></p>				

Public Comment	Response
	<p><u>Dimensions</u>) shall be reviewed and approved by the Traffic Engineer, unless there is a sign posted for “no parking”. Garages shall be set back from public rights-of-way including alleys by at least four feet unless the traffic engineer approves otherwise, to ensure adequate site distance for turning and maneuvering.</p>
<p>8. Make sure minimum driveway widths meet fire safety and other regulations. It should be clear that Title 21 is not the only stipulation for driveway widths at construction. (Focus Group Comment).</p>	<p>The Department agrees and recommends Amendment #10 in the staff packet This amendment adds a reference to other applicable codes covering minimum driveway widths.</p> <p>Amendment #10: Clarify Subsection 21.07.090H.11.d.vi., <i>Minimum Driveway Width</i> (Attachment 3, page 23, lines 35-38) by adding the following: <u>Minimum driveway widths are also subject to other applicable codes, including the Fire Code.</u></p>
<p>9. The Right of Way Section had concerns for the recent reduction in off-street parking and snow removal but did not provide specific direction for the site access code amendments. Right of Way wrote, “snow removal should be a high priority when developmental standards are implemented”. Right of Way also called for mass transit, regional parking structures, and pedestrian corridors to avoid a burden on the community and taxpayer as related to reducing minimum parking requirements.</p>	<p>These comments are noted. These comments apply to parking. The Assembly recently approved funds for a Street Management Study that may address some of these concerns.</p>
<p>10. Allen Kemplen, President of the Fairview Community Council, provided written comments as an individual. These comments call for</p>	<p>These comments are noted. The creation of the Urban Neighborhood Context Area does not prevent future area-specific overlay zones or revised zoning districts that can provide regulations for different urban neighborhoods and pedestrian streets, as called for in the <i>Anchorage 2040 Land Use Plan</i> and area-specific plans such as the <i>Fairview Neighborhood Plan</i> and <i>Spenard Corridor Plan</i>. The recognition of urban neighborhoods in the public hearing draft amendments is a step</p>

Public Comment	Response
<p>Anchorage to become a model subarctic city. There was a recommendation to ensure the specific overlay zone called for in the <i>Fairview Neighborhood Plan</i> may still be implemented at some point in the future.</p>	<p>forward that could support further delineation of different urban neighborhoods and pedestrian street-environments in Title 21.</p>
<p>11. Traffic Engineering Department, Anchorage Water and Wastewater Utility (AWWU), Private Development, and State of Alaska Department of Transportation and Public Facilities (DOT&PF) provided written comments of support, no comment, or no objection.</p>	<p>These comments of support, no comment, or no objection are noted.</p>

Staff Correction Amendments

Amendments #6 and #11 in the staff report are Department corrections to the Public Hearing Draft of the Title 21 Site Access Amendments.

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Planning and Zoning Commission

February 13, 2023

Case #: **2023-0011**

Case Title: **Title 21 Site Access Text Amendments**

Agenda Item #: **G.1.** Supplementary Packet #: **1**

☐ Comments submitted after the packet was finalized

☒ Additional information: Memo dated 02/10/2023

- Responses to commissioner questions from 02/06/2023
Work Session

☐ Other:

Sent by email: **X** yes no

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Municipality of Anchorage
Planning Department
Memorandum



Date: February 13, 2023

To: Planning and Zoning Commission

Thru:  Craig H. Lyon, Planning Director
Kristine Bunnell, Long-Range Planning Manager

From:  Tom Davis, AICP, Senior Planner, Long-Range Planning Division
Elizabeth Appleby, AICP, Senior Planner, Current Planning Division

Subject: Case No. 2023-0011, Title 21 Site Access Text Amendments – Responses to Questions from Commissioners from the February 6, 2023 Work Session

1. ADMINISTRATIVE VARIANCE FROM ALLEY ACCESS REQUIREMENTS

Commissioners asked a series of questions about administrative variances and the Title 21 alley access requirements during the work session on February 6, 2023.

Response: Subsection 21.07.090H.9.b., *Alley Access Requirement*, in the Public Hearing Draft for the Title 21 Site Access Text Amendments includes an administrative exception that the Planning Director and Traffic Engineer may approve for multifamily or townhouse developments from the front driveway limitations of the alley access requirements (*Attachment 1: Public Hearing Draft Ordinance, Subsection 21.07.090H.9.b.iii.; Page 23, Lines 17-30*). Amendments #1 and #8 on pages 10-12 in the Staff Report memorandum recommend changing this administrative exception into an *administrative variance*.

Anchorage Municipal Code (AMC) Title 21 section 21.03.240J. covers administrative variances. Administrative variances are currently allowed for signs, large domestic animal facilities, refuse receptacle location and screening, and height encroachments into step-backs and step-back planes. Amendment #1 would add a new type of administrative variance for front driveways on multifamily and townhouse lots with alleys. Amendment #8 replaces the public hearing draft exception in subsection 21.07.090H.9.b.iii. into a reference to the administrative variance. To obtain the administrative variance, a petitioner would have to meet conditions a. through d. showing there are physical circumstances of the property, strict application of the alley access regulation would create undue hardship that was not self-imposed by the property owner, and the administrative variance is the minimum necessary. These conditions are similar to the conditions in the public hearing draft administrative exception.

Administrative variances are noticed in accordance with AMC 21.03.020H., which requires written (mailed), published, posted, and community council notice. Mailed notice goes to properties within 500 feet of the subject site. There is an application form, staff report, and a link to submit public comments posted to the Municipality's CityView Portal

(muni.org/CityViewPortal/Planning/Locator). The administrative variance is a separate permit with its own case file in which all the information about the administrative variance is documented. The fee for an administrative variance is \$710, as provided in the Fee Schedule. Title 21 requires a determination by the Planning Director within 45 days of the submittal of a complete application. An administrative variance may be appealed by following the process in AMC 21.03.240J.1.d.

An administrative variance is less expensive with a quicker review time than a public hearing variance (design and dimensional variances). The public notice for a variance is the same as for an administrative variance, but the decision is made through a public hearing before the Zoning Board of Examiners and Appeals or the Urban Design Commission. The fee for a variance ranges from \$710 to \$3,965 depending on the property and type of variance. Cases are typically scheduled for a public hearing approximately 2 months out from the receipt of a complete application. AMC 21.03.240 describes the process for variances. A public hearing variance is still an available option if a property owner wants to deviate from requirements further than what is allowed by an administrative variance or minor modification for driveway width.

2. NON-MOTORIZED CONNECTING INFRASTRUCTURE BETWEEN THE PROPOSED URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT AREAS

A Commissioner requested a map of Anchorage’s existing network of non-motorized facilities (sidewalks, pathways, etc.) in relation to the proposed Urban Neighborhood Development Context Areas, including pedestrian connections between the Urban Context Areas; and an evaluation of the condition and characteristics of this pedestrian infrastructure.

Response: The Municipality does not have updated GIS spatial data of non-motorized (pedestrian) infrastructure. The map currently available has inaccuracies and does not indicate the state of repair or functionality or type of facility. The *Anchorage 2040 Land Use Plan* (Action 5-3, page 87) and *AMATS Non-Motorized Plan* (page 135) call for improving the pedestrian facilities inventory. The AMATS Transportation Improvements Program (TIP) now includes such a project.

The *Anchorage 2040 Land Use Plan*’s Planning Atlas shows the existing pedestrian facility map: https://www.muni.org/Departments/OCPD/Planning/Publications/SiteAssets/Pages/Anchorage2040LandUsePlan/2040_LUP_Appendix_A_Planning_Atlas-FINAL.pdf. The pedestrian facilities map and other relevant research maps in the Planning Atlas that helped inform the 2040 Land Use Plan Map’s “traditional neighborhood design” feature and the draft Title 21 amendments include:

- CI-2. Public Transit Routes (pages 46-47)
- CI-3. Pedestrian Facilities (pages 48-49)
- CC-1. Neighborhood Contexts (pages 84-85)
- CC-3 and CC-4. Transit Ridership Potential Maps (pages 88-91)

Most of the proposed Urban Neighborhood Development Context Areas are essentially contiguous development areas separated from one another only by Chester Creek Greenbelt, Russian Jack Park, or Merrill Field Airport. Paved trails, sidewalks, and public transit corridors (Map CI-2) connect these neighborhoods. The most isolated urban neighborhood context area is Anchorage’s oldest urban neighborhood: Government Hill, located north of the Ship Creek industrial area.

3. NON-MOTORIZED TRAFFIC IMPACT ANALYSIS (TIA) REQUIREMENTS

A Commissioner asked if the Title 21 Traffic Impact Analysis (TIA) requirements for large developments include a corollary requirement for a non-motorized traffic impact analysis, to address non-motorized traffic impacts and infrastructure needs? If not, could it be added?

Response: The requirement to conduct a TIA and mitigate inadequacies in off-site transportation infrastructure applies to developments that attract a certain number of motor vehicle trips or meet related thresholds in Title 21 section 21.07.060C., *Traffic Impact Mitigation*. Title 21 references a separate document, the Traffic Engineering Department’s *Policy on Traffic Impact Analyses*, which sets the specific threshold number of motor vehicle trips and the TIA evaluation criteria. Neither document has a threshold of non-motorized trips. In practice, however, the TIA review and approval process incorporates an assessment of pedestrian connections and may require off-site pedestrian infrastructure improvements.

Some cities have a more holistic (i.e., multi-modal) approach to TIAs and require a Travel Demand Management (TDM) Plan. For example, when the City of St. Paul, MN, eliminated its off-street parking minimums in 2021, it updated its TIAs as a more holistic “Transportation Study” and reformed its requirements for large developments to provide a TDM Plan. St. Paul’s Transportation Study is triggered partly by the size and intensity of the development, not just motor vehicle trips. Its evaluation guidelines address pedestrian, bicycle, transit, and freight as separate travel modes.

St. Paul also requires large developments to create and implement a TDM Plan which sets a target mode share of trips to the site and identifies strategies for how the development will incentivize people to drive less, to reach its TDM mode-share targets and minimize spillover parking and traffic impacts. Anchorage’s A.O. 2022-80(S) avoided creating a TDM Plan requirement when it eliminated off-street minimums. It instead introduced a short menu of “alternative transportation amenities and incentives” for large developments.

Adjusting the TIA provisions, in Title 21 and the Traffic Engineer’s Policy, to be more inclusive of other modes seems closer within reach than creating a TDM requirement. Such an adjustment to the TIA would also relate to the Site Access Amendments. The Planning Department is currently gathering a list of clean-up amendments to Title 21 to propose in the aftermath of A.O. 2022-80(S), for example repairing sections of Title 21 that referenced the old parking requirements. Staff could add an evaluation of the current TIA regulations to that list of proposals to bring forward.

4. INCREMENTAL VERSUS COMPREHENSIVE, GROUND-UP APPROACH TO AMENDING TITLE 21 – RATIONALE AND OUTCOMES

A commissioner asked if there is an option for a more comprehensive, from-the-ground-up approach to reforming Title 21, and for staff to evaluate if the incremental approach of the Title Site Access Amendments is coming at the cost of more comprehensive, transit-focused reforms.

Response: The Title 21 Site Access Amendments fit into a sequence of dozens of actions called for in the *Comprehensive Plan*. The Site Access Amendments carries out specific actions in the

Anchorage 2040 Land Use Plan and other plans (pages 8 and 9 of the Staff Report), including 2040 Action 4-6 to reform driveway requirements. There are 75 other near-term Actions in the *Anchorage 2040 Land Use Plan*, approximately 25 of which are completed or in progress. Within Title 21, the Site Access Amendments represent one incremental step within a sequence of steps to improve the organization and clarity of the zoning regulations, and change its substantive requirements to yield contextual, pedestrian-friendly neighborhoods and streets. Beyond Title 21, they complement planned changes to municipal street design policies, ROW management and winter maintenance operations, and new public investments.

Experience suggests that a series of smaller, incremental code changes is more manageable for the public to digest than big, comprehensive code amendments—especially reforms to area-wide regulations. They are adopted more quickly and yield immediate benefits while the community works on the subsequent action. For example, last fall the Assembly separated out the Title 21 Site Access Amendments out from the rest of the Parking ordinance. More comprehensive, ground-up reform seems to work better in steps, even if it applies to only a specific area. For example, the recent overhaul of the Downtown Anchorage zoning regulations took a sequence of three projects involving many staff and community members from 2019 through 2022. Ground-up reform to zoning districts, such as creating form-based codes or overlay zones, requires an area-wide rezoning involving thousands of property owners.

The Municipality does anticipate more reforms to zoning districts, especially for the urban neighborhoods adopted in *Anchorage 2040* (e.g., Action 7-4 to create form-based traditional neighborhood zones) and area-specific plans such as the *Fairview Neighborhood Plan* and *Spenard Corridor Plan*. Most of these reforms will take special funding, additional resources, and more time. But even such new and reformed zoning districts will still depend at least in part on the generally applicable supplementary development site standards in Title 21, such the regulations for pedestrian facilities and driveways. That the Site Access Amendments improve the organization, clarity, brevity, and content of the generally applicable site design standards in Title 21 and allow it to respond to urban environments at least generally, still leaves the opportunity and desire to continue to improve Title 21 and make the zoning reforms envisioned by the community.

To fully realize the Complete Streets environments envisioned in the *Comprehensive Plan*, other changes besides code amendments must occur. For example, the AMATS TIP includes a project to designate certain street segments as Main Streets, Mixed-use Streets, and other pedestrian-oriented “Street Typologies.” These should lead to changes in street design manuals and enable future zoning code reforms that respond to the street context.

5. EFFECTS ON STREET RIGHT-OF-WAY MANAGEMENT, INCLUDING ON-STREET PARKING, SNOW CLEARANCE, AND PEDESTRIAN FACILITIES

A Commissioner requested an analysis of the potential effects of the code amendments on snow management and non-vehicular mobility that addresses how more cars parked in the ROW will exacerbate street snow management problems and block pedestrian facilities.

Response: When it removed off-street parking requirements, the Assembly funded a right-of-way (ROW) management study focusing on on-street parking, snow clearance, and pedestrian access, as part of a proposed new municipal Long-Range Transportation Plan (LRTP). The Planning and Public Works Departments are currently working with the Administration and members of the Assembly to prepare a scope and finalize the budget of the ROW management study. The project would begin this year. The study should include a forecast of on-street parking demand and recommendations for improving the management of on-street parking and snow.

While helping prepare a draft scope for the study, Planning staff developed a preliminary guesstimate of how many more cars might be parked on the street citywide because of the elimination of off-street parking requirements. Based on assumptions regarding future economic growth rate, development trends, percentage of developers who might choose to provide less off-street parking, and household vehicle ownership rates, the preliminary guesstimate was:

- Little to no impact through 2024, and
- An additional 200 cars each year from 2025 to 2030 would be parked on-street during daytime and evening peak parking demand hours, throughout the Municipality (but primarily in the Anchorage Bowl), for a cumulative increase of around 1,000 parked cars by 2030.

The ROW management study should provide a better forecast and determine a strategy for responding to wherever in town on-street parking behavior increases and needs management. The municipal Street Maintenance Department reports that the number of parked cars in the street interfering with snow clearing operations is greatest in multifamily zoned neighborhoods with the most dwelling units per acre and older buildings constructed before off-street parking requirements were increased in 1978. Planning staff also anticipates that areas where small commercial properties redevelop adjoining local street networks of residential neighborhoods may also see an increase. These factors seem to coincide with some of the urban neighborhood context areas.

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Planning and Zoning Commission

February 13, 2023

Case #: **2023-0011**

Case Title: **Title 21 Site Access Text Amendments**

Agenda Item #: **G.1.** Supplementary Packet #: **2**

- ☒ Comments submitted after the packet was finalized
- Mélisa Babb

☐ Additional information:

☐ Other:

Sent by email: **X** yes no

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To: The Anchorage Planning and Zoning Commission

Re: PZC Case 2023-0011

I am writing to urge you to ask the Planning Department to revise their approach to the Urban Neighborhood Development Context Area overlay prior to sending these code amendments to the Assembly.

I recommend the following as alternatives:

- **Expand these standards to benefit all areas with high residential density**
- **Apply these “urban” standards to R-2M, R-3, R-4, R-4A and B-1A, B-1B, B-3, RO districts in a uniform way instead of using an overlay to define the applicable area.**

Overall, I strongly support most of the proposed changes to Title 21 included in Case 2023-0011 and feel that the amendments included in this draft would simplify code requirements and further support the development of a safer and more pleasant pedestrian environment in Anchorage. I admire the effort and thought the staff members have put into this, and I appreciate the opportunity to submit my comments as part of the Expert Focus Group. This letter is not intended in any way to derail their efforts or to object to the details of the proposed code changes themselves. However, based on current planning theory and the public’s desire for a more walkable city, as identified in Anchorage 2040, **please ask the Planning Department to reconsider the establishment of an Urban Neighborhood Development Context Area overlay.**

I do not support the establishment of this overlay for two reasons:

- **The overlay concentrates design that supports a more walkable environment in those areas that already have walkable streets and leaves out those neighborhoods most in need of the improvements.**
- **Title 21 already has an instrument in place to provide a framework for deciding the appropriate location for these building frontage and driveway improvements - the zoning districts.**

The overlay is the result of a thorough inventory of existing conditions in all of our Anchorage neighborhoods, combined with an in-depth analysis of street grid patterns, sidewalks, alleys and other infrastructure. While I would argue it doesn’t identify all of the “urban” areas in town, it does indeed identify, very accurately, the areas in town that most people would consider the more walkable neighborhoods because the streets were designed for slow vehicular speeds, are laid out in a permeable grid street pattern with easy connections to surrounding commercial areas, and usually include Type A curbs and have sidewalks.

The corollary is that as a result of identifying the walkable neighborhoods, which the overlay calls the “urban neighborhoods,” it also accurately identifies all of the neighborhoods outside of those “urban neighborhoods” that lack a pleasant and walkable streetscape. This is where I feel the overlay approach fails. It identifies all neighborhoods outside of these “urban neighborhoods” as “suburban neighborhoods.” **I’d argue that there are many other places in town where the commercial development or the dwelling-per-acre density is extremely urban but these areas have been relegated to “suburbia” by this overlay because they lack basic pedestrian infrastructure.**

The overlay completely ignores the Anchorage 2040 Land Use Plan's identification of areas outside the portion of town covered by the overlay that the citizens of Anchorage would like to see developed as Compact Mixed Use Residential, Urban Residential, Neighborhood Centers, and Town Centers. My understanding of Anchorage 2040 is that these areas should be developed in a manner that "reduces dependence on motorized vehicle travel to local services" and should provide "cohesive, pedestrian-friendly urban settings." According to Anchorage 2040, those areas identified above are not intended to be "suburban."

Applying the overlay only to the "urban neighborhoods" will only further exacerbate the disparity between the densely populated "urban neighborhoods" and the densely populated neighborhoods that fall outside of the areas the overlay identifies as "urban." For example, new high-density infill developments in Muldoon and South Anchorage will be held to lower standards than similar developments in areas like South Addition. The new driveway standards are also meant to help increase the amount of on-street parking available, especially now that parking minimums have been eliminated. However, parking minimums have been eliminated throughout Anchorage, not just in the overlay's "urban neighborhoods." While it is a useful tool to identify which areas of the city will need more investment to improve the streetscape to meet the goals of the Anchorage 2040 Land Use Plan, the overlay is not the right instrument for the application of these new frontage standards.

Instead, I'd urge the Planning Department (again) to use the zoning districts as the instrument to define the urban vs. suburban context. The zoning districts were created with the intention of supporting the goals of the land use plan map. The land use plan map is a tool we use to identify which parts of town we would like to see remain low-density suburban development, and which parts of town should be developed in a more urban manner. They are the tools we use to shape future development. **The overlay, if applied in the manner proposed by the planning team, will become a tool used to further cement the shape of past development and will do very little to meet the goals of Anchorage 2040 outside of the overlay "urban neighborhood" areas.**

If we continue forward with a dual system that has one set of standards for urban contexts and another set for locations outside of the urban context **I suggest applying these "urban" standards to R-2M, R-3, R-4, R-4A and B-1A, B-1B, B-3, RO districts instead of using an overlay to define the applicable area. This would eliminate the complexities involved in trying to enforce and educate developers about yet another overlay map, it would meet the goals of the Anchorage 2040 land use plan, and it would be a more equitable application of the new standards.**

Thank you for your time and consideration of this matter.
Please feel free to reach out to me if you have any questions.

Sincere regards,

Mélisa Babb, PLA
Alaska Chapter of the American Society of Landscape Architects (ASLA) Past-President
3628 Knik Ave, Anchorage, AK 99517
(907) 360-1704

Planning and Zoning Commission Minutes

February 13, 2023

Case No. 2023-0011, Site Access Regulations

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PLANNING AND ZONING COMMISSION
Assembly Chambers
Z.J. Loussac Library
3600 Denali Street
Anchorage, Alaska

MINUTES OF
February 13, 2023
6:30 PM

A. ROLL CALL

Present André Spinelli, Jared Gardner (Chair), Radhika Krishna (Vice Chair),
Jim Winchester, Scott Pulice, Jeff Raun, Brandy Eber

Excused
Staff Elizabeth Appleby, Tom Davis

B. MINUTES

1. Wednesday, January 18, 2023

COMMISSIONER PULICE moved to approve the minutes. VICE CHAIR KRISHNA
seconded.

AYE: Spinelli, Eber, Gardner, Winchester, Krishna, Raun, Pulice

NAY: None

PASSED

C. SPECIAL ORDER OF BUSINESS / EXECUTIVE SESSIONS

1. Disclosures - None

D. CONSENT AGENDA - None

1. Resolutions for Approval

2. Introduction for Public Hearings

3. Site / Landscape Plan Approval

**4. Time Extensions; Expedited Hearing Requests; Minor Conditional
Use Amendments**

5. Other

E. UNFINISHED BUSINESS AND ACTIONS OF PUBLIC HEARINGS - None

F. REGULAR AGENDA - None

- 1. Resolutions for Approval**
- 2. Introduction for Public Hearings**
- 3. Site / Landscape Plan Approval**
- 4. Time Extensions; Expedited Hearing Requests; Minor Conditional Use Amendments**
- 5. Other**

G. PUBLIC HEARINGS

- 1. CASE: 2023-0011 (TD)(EA)**
PETITIONER: Municipality of Anchorage – Long-Range Planning Division
REQUEST: Title 21 Text Amendment to Site Access Standards.

ELIZABETH APPLEBY provided a brief review regarding the Public Hearing Draft Title 21 Site Access Amendments on behalf of the Municipality's Planning Department. The Commission held a work session on February 6 and received a follow-up memorandum from staff on February 10 responding to their questions and summarizing that the amendments propose increasing pedestrian standards throughout the Municipality, including areas outside the urban neighborhood contexts. The proposed urban neighborhood contexts map is simple to follow and offers flexibility; for example, a higher standard for alley access requirements in urban neighborhood contexts. Applying the same standard municipal-wide would miss an opportunity to make an even greater change in urban neighborhoods.

TOM DAVIS was also present and assisted with responding to questions.

The Commission discussed the written public comment received addressing the commenter's recommendation to not go with an overlay map, but to rely on the zoning districts to act as the lever for change.

Staff explained the following:

1. Currently in Title 21, the same standards for windows and pedestrian-oriented development features apply areawide.
2. The current lineup of zoning districts does not provide the ability to identify areas where the Municipality and community would like to see the highest pedestrian-oriented standards.
3. The urban neighborhood contexts map creates the opportunity for flexibility to tailor standards for different urban environments.
4. Urban neighborhoods, such as Fairview or South Addition are different from those similarly zoned in other parts of the Bowl.
5. Staff reviewed the current lineup of zoning districts, such as applying the higher pedestrian standard to more intense zoning districts like higher-density residential zones and commercial zones but found it would leave out some neighborhoods in South Addition and Airport Heights that are very urban, walkable, and on transit corridors near Downtown. It would also take in some outlying areas, such as parts of Chugiak-Eagle River or South Anchorage, which are zoned higher density but are not near public transit and are developed at a lower density. The challenge is that the current lineup of zoning districts is not designed or located to recognize the urban neighborhoods.
6. Zoning Plan Review staff found that the urban neighborhoods amendment creates an easier-to-use code. It creates the map in the code, as opposed to what several current Title 21 standards are doing now by referring applicants to the *Anchorage 2040 Land Use Plan Map's* rendition of urban neighborhoods.

Staff concluded that creating and using new zoning districts is the ultimate objective; for example, Action #3-5 in the *Anchorage 2040 Land Use Plan* calls for mixed-use zoning for town centers. There are also actions to create form-based codes for Fairview and other urban neighborhoods. However, those are larger actions that will involve more time and resources. The proposed urban neighborhood contexts map does not take away from those goals or opportunities and does not leave the outlying areas behind. The amendment increases existing pedestrian-oriented standards in outlying areas and increases them even more in urban areas. Staff believed there would be a practical cost limitation to implementing the higher standards municipal-wide, which could inhibit housing.

CHAIR GARDNER opened the hearing to public testimony.

There was no public testimony. There was no rebuttal testimony.

CHAIR GARDNER closed the public hearing.

COMMISSIONER RAUN moved in Case 2023-0011 to recommend to the Anchorage Assembly approval of the Public Hearing Draft Title 21 Text Amendment to the Site Access Regulations, subject to staff's recommendations on pages 10 through 12 and findings on page 13 of the staff report. VICE CHAIR KRISHNA seconded.

COMMISSIONER RAUN intends to support the motion for the following reasons:

1. He thanked staff for the thorough and good work done with holding a work session, responding to Commissioner comments, and providing greater context than what was initially presented. As a Commissioner, he better understood how this fits within the greater context in the direction ahead.
2. Agreed with the Department's recommended findings 1 through 9.
3. Appreciated Ms. Appleby's comments around the objectives of the increase in pedestrian standards throughout the community, while also achieving flexibility where able.
4. He recognized a late written comment received by a member of the public but had confidence in the Planning Department's response that this action does not preclude the future use of zoning districts, when improved, to affect this and similar changes as well.

CHAIR GARDNER intends to support the motion and added the following:

1. He appreciated the effort put into the recommendations in making them clear.
2. The process worked well, and significant public input was taken into account.
3. The ultimate result was a good balance of the interests at stake, and this is a good step in the right direction.
4. He did recognize that there is a balance that also needs to be struck between making changes that can be done easily and efficiently and effectively, while also still trying to have them be brought appropriately to meet the bigger picture goals of the Municipality. Sometimes finding that right balance is tough, but staff did a good job.
5. He referred to staff's response to a Commissioner's question about looking into evaluating TIA (Traffic Impact Analysis) regulations and, potentially, finding ways to make it more inclusive of other modes of transportation, noting that he did like that recommendation and would support efforts to do that when appropriate in the future.

AYE: Spinelli, Eber, Gardner, Winchester, Krishna, Raun, Pulice
NAY: None

PASSED

H. APPEARANCE REQUEST - None

I. REPORTS - None

1. **Chair**
2. **Secretary**
3. **Committee**