

Consolidated Table of Proposed Amendments

PZC Case No. 2011-104

The attached table provides all of the proposed amendments to the provisionally adopted chapters and Chapter 21.14 of the Title 21 rewrite. The table includes two sets of amendments: the proposed amendments to the Provisionally Adopted Title 21 by the Administration in 2011, and amendments previously approved by the Planning and Zoning Commission (PZC) in 2010. The amendments approved by PZC in 2010 are inserted among the 2011 proposed amendments in order of appearance in the Title 21 rewrite.

The amendments refer to the Provisionally Adopted Title 21 draft with technical edits, dated 12-12-11. Each proposed amendment in the table is numbered in the left-hand column, and the exact section of Title 21 which the amendment proposes to change is referenced in the second column. The amendment is shown with tracked changes so the proposed change is evident. Proposed new text is underlined and shaded yellow. Text proposed to be deleted from the provisionally adopted code is bracketed, capitalized, and shaded in gray.

The following explains the two sets of amendments incorporated into this table:

Amendments #1 – 106: Proposed Amendments to the Provisionally Adopted Title 21 brought forward by the Administration in 2011

The Planning and Zoning Commission is requested by the municipal Administration to review and make recommendations regarding a set of proposed amendments. These amendments are numbered #1 - 106 in the attached table. Originally these proposed amendments were provided in separate tables (which were dated 12-12-2011 and 2-13-2012). Amendments #51, 62, 65, 84, 88, and 106 are further broken down into multiple amendments (eg., 62.1, 62.2, and 62.3). The proposed amendments brought forward at the Administration's request include the following types:

1. Administration amendments proposed at the direction of the Mayor, as summarized in the October 19, 2011 memorandum which documents the Mayor's decisions regarding his consultant's proposed changes to Title 21;
2. Proposed amendments from the companion document to the Provisionally Adopted Title 21 released for public review in May 2010, which were developed to correct errors and inconsistencies created by the gradual provisional adoption of the code chapters over a several year period (these are denoted with an asterisk* in the table);
3. Amendments that respond to public comments received by the Department as a result of the 2010 public review process;
4. A limited number of minor and clean-up amendments recommended by the Department to make corrections, improve consistency, and finalize sections; and
5. Proposed amendments to the Chapter 21.14 terms and definitions, which respond to public comments and Assembly Title 21 Committee review meetings from 2010.

Amendments R1 – R29: Amendments Previously Approved by PZC in 2010

At the request of Commissioners, this consolidated table also incorporates proposed amendments that were previously recommended for approval by the PZC through two cases presented to the Commission in the first quarter of 2010. The PZC recommended amendments were given to the Assembly Title 21 Committee for their consideration, but were not provisionally adopted. (The Assembly Committee adjourned indefinitely in fall 2010 before it completed its review of these items.) The 2010 PZC amendments are incorporated into the table in order of appearance in the Title 21 rewrite.

The Administration has not proposed to change these previously recommended PZC amendments. Only one of these previously approved amendments is directly impacted by the proposed amendments currently under consideration by the PZC: the latter part of amendment R14 would be modified by amendment #38 of the 2011 proposed amendments. The other previously recommended amendments are intended to go forward to the Assembly for consideration and final action.

The amendments approved by PZC in 2010 are numbered R1 through R29—the "R" is to indicate they have already been recommended for approval by PZC, and to differentiate them from the amendments requested for PZC consideration by the Administration.

Section	Amendment	Purpose/Origin/Notes
R1†	<p>21.01.060B.</p> <p>[B. CONFLICT WITH COMPREHENSIVE PLAN</p> <p>IT IS VITAL THAT THE MORE SPECIFIC DESIGN AND DEVELOPMENT STANDARDS THAT ARE CONTAINED IN TITLE 21 AND ARE INTENDED TO APPLY TO INDIVIDUAL DEVELOPMENT APPLICATIONS APPLY OVER THE GENERAL GOALS AND POLICIES OF THE COMPREHENSIVE PLAN WHERE THERE MAY BE A POTENTIAL CONFLICT WHEN DEALING WITH DEVELOPMENT APPLICATIONS. WHERE CONDITIONS, STANDARDS, OR REQUIREMENTS IMPOSED BY ANY PROVISION OF THIS TITLE ARE EITHER MORE RESTRICTIVE OR LESS RESTRICTIVE THAN ANY PROVISION FOUND IN THE COMPREHENSIVE PLAN, THE PROVISION OF THIS TITLE SHALL GOVERN.]</p> <p><i>Re-letter remaining sections</i></p>	Approved by PZC in 2010
R2†	<p>21.01.080D.</p> <p>The elements of the comprehensive plan shall be implemented as provided in this section and as provided in the remainder of this title. <u>All provisions governing use and occupancy of land, including zoning map amendments, land use approvals, site plan reviews, and subdivisions, shall be in accordance with and conform to the comprehensive plan elements listed in this section. Where comprehensive plan elements conflict, the most recently adopted shall govern.</u></p>	Approved by PZC in 2010
1.	<p>21.01.090</p> <p><i>Add new subsection and re-letter remaining subsections:</i></p> <p>B. Special Limitations</p> <ol style="list-style-type: none"> 1. <u>If a provision of this title conflicts with a special limitation of a zoning district, the more restrictive provision or limitation shall apply.</u> 2. <u>If any special limitation becomes unnecessary or void as the result of any provision of this title, other remaining special limitations of the zoning district shall still apply.</u> 	To clarify how existing special limitations will be treated under the new code.
R3†	<p>21.01.090D.</p> <p><i>Add new Subsection D.5. (which, due to amendment above, will be E.5.)</i></p> <p>5. Future Amendments</p> <p><u>The transitional provisions described in this section shall apply to any future amendment to this title, with the referenced effective date meaning the effective date of the amendment that impacts any particular application.</u></p>	Approved by PZC in 2010
R4†	<p>21.01.090E.</p> <p>[E. INVESTMENT-BACKED EXPECTATIONS</p> <p>[RESERVED]]</p>	Approved by PZC in 2010

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Section	Amendment	Purpose/Origin/Notes
2.	<p>21.02.030B.*</p> <p>Add new subsections B.3. and B.4. as follows; re-number remaining subsections:</p> <p>3. Draft design study report for new construction and reconstruction of streets of collector class or greater in the <i>Official Streets and Highways Plan</i>;</p> <p>4. Applicable trail projects identified in subsection 21.03.190C., <i>Trail Review</i>;</p>	<p>For consistency and completeness of the list of powers and duties.</p>
3.	<p>21.02.040A.*</p> <p>Add new subsection A.3. as follows; re-number remaining subsections:</p> <p>3. Landscaping and streetscape and pedestrian facilities for streets of collector classification or greater in the <i>Official Streets and Highways Plan (21.03.190)</i>;</p>	<p>For consistency and completeness of the list of powers and duties.</p>
4.	<p>21.03.020C.2.</p> <p>Add new C.2.c. as follows:</p> <p>c. The applicant is encouraged to use the community council(s) meeting of the project area as the community meeting when the community council(s) meeting is available. If the community council(s) meeting for the project area is not scheduled in a timely manner, the applicant shall organize a community meeting. If the project area spans more than one community council and the applicant chooses to attend community council meetings, the applicant shall attend the community council meetings of all applicable community councils.</p>	<p>At the Mayor's direction, to emphasize the role of community councils as the main option for public input.</p>
5.	<p>21.03.020E.3.</p> <p>Applications shall be accompanied by the fee amount established by the assembly and listed in the user's guide. Fees are not subject to waivers <u>except as specifically allowed by this title</u>.</p>	<p>Fee waivers are allowed for a short board situation, so this amendment is needed for consistency.</p>
6.	<p>21.03.020H.2. Table 21.03-1</p> <p>On the row for Street and Trail Review, add checks for "Published" and "Community Council" notice.</p>	<p>To have appropriate public process, and to be consistent with current process (negotiated with the state).</p>
7.	<p>21.03.070C.1.b.</p> <p>b. Public Notice</p> <p>i. Notice [OF ALL PUBLIC HEARINGS] shall be provided in accordance with section 21.03.020H.</p> <p>ii. Substantive amendments to be considered by the planning and zoning commission shall be available for public review at least 21 days in advance of the public hearing.</p>	<p>To implement existing policy and ensure enough public review time for substantive amendments to the comprehensive plan.</p>
8.	<p>21.03.080F.*</p> <p>Add new subsection F. with the following content for business/industrial park as a planned unit development conditional use; re-letter remaining subsections.</p>	<p>This amendment addresses public comment by accommodating existing business/industrial parks and</p>

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	<p><u>F. Conditional Use for a Business-Industrial Park Planned Unit Development</u></p> <ol style="list-style-type: none"> <li data-bbox="620 289 1929 532"> <p>1. <u>Intent and Approval</u> <u>A business-industrial park planned unit development (BIP-PUD) is intended to provide comprehensively planned commercial-industrial developments that are compatible with surrounding areas. BIP-PUD developments should have integrated, campus-style site plans designed to accommodate a variety of public/institutional, commercial, and industrial uses. High standards for architecture, landscaping, and site planning are encouraged. The planning and zoning commission shall evaluate the proposed planned unit development in accordance with the conditional use approval criteria at C. above.</u></p> <li data-bbox="620 565 1929 654"> <p>2. <u>Zoning District</u> <u>A BIP-PUD is allowed only in the B-3 and I-1 districts. Business-industrial parks existing on [effective date] in other zoning districts shall be considered conforming in those districts.</u></p> <li data-bbox="620 686 1929 963"> <p>3. <u>Allowed Uses</u></p> <ol style="list-style-type: none"> <li data-bbox="720 719 1929 841"> <p>a. <u>For a BIP-PUD in the B-3 district, in addition to the uses allowed in the B-3 district, a developer may propose to include the following industrial uses in a BIP-PUD: General Industrial Service; Governmental Service; Manufacturing, Light; Warehouse; Wholesale Establishment.</u></p> <li data-bbox="720 873 1929 963"> <p>b. <u>For initial uses proposed in the BIP-PUD that require a conditional use approval, the conditional use application(s) may be combined with the BIP-PUD conditional use and treated as one application and approval process.</u></p> <li data-bbox="620 995 1929 1117"> <p>4. <u>Development Agreement</u> <u>The developer shall enter into a development agreement with the project management and engineering department, using the provisions established in subsection 21.03.100E., <i>Improvements Associated with Land Use Permits</i>.</u></p> <li data-bbox="620 1149 1929 1393"> <p>5. <u>Minimum Standards</u> <u>All BIP-PUDs shall meet the following minimum standards, in addition to the applicable standards of this title. The planning and zoning commission may apply additional standards as it may deem necessary to meet the approval criteria.</u></p> <ol style="list-style-type: none"> <li data-bbox="720 1304 1929 1336"> <p>a. <u>The minimum site area for a BIP-PUD is seven acres.</u></p> <li data-bbox="720 1369 1929 1393"> <p>b. <u>In keeping with a campus-style site plan, the number of access points to the BIP-PUD shall</u></p> 	<p>preventing nonconformities.</p>

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	<p><u>be limited to only what is necessary, as determined by the traffic engineer.</u></p> <p>c. <u>Pedestrian walkways shall be provided to streets abutting the BIP-PUD. All transit stops abutting a BIP-PUD shall be connected to the internal street/sidewalk system by a pedestrian walkway. Abutting streets without any transit stops shall have at least one pedestrian walkway connection with the BIP-PUD.</u></p> <p>d. <u>L3 buffer landscaping shall be provided along the exterior lot lines of the BIP-PUD.</u></p> <p>e. <u>A BIP-PUD shall have a defined internal street system, which shall have pedestrian facilities and landscaping in accordance with the provisions of this title. Streets shall allow vehicles to travel into and within the development. Driveways shall access parking areas.</u></p> <p>f. <u>Except for stand-alone restaurants located along an outside edge of a BIP-PUD, all buildings shall have a common architectural character utilizing similar materials. The standards of 21.07.130 shall not apply.</u></p> <p>g. <u>Maximum individual building footprint shall be 30,000 square feet.</u></p> <p>h. <u>The uses in the entire BIP-PUD may aggregate their parking as long as the following standards are met:</u></p> <p>i. <u>Required parking for each use shall be located no farther than 800 feet from the primary entrance of the use;</u></p> <p>ii. <u>Relatively direct pedestrian pathways shall be available from required parking to each use;</u></p> <p>iii. <u>At no time shall the aggregate of the required parking of all uses in the BIP-PUD exceed the total number of parking spaces provided.</u></p> <p>i. <u>Loading areas and refuse collection areas shall be internal to the site and not located between any building and any BIP-PUD exterior lot line.</u></p> <p>j. <u>The maximum floor area devoted to retail sales uses shall not exceed 35 percent of the total gross building area of the entire development.</u></p> <p>k. <u>Outdoor storage and display is prohibited.</u></p>	

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9.	<p>21.03.080F.2.c.iii.*</p> <p>Level 3 buffer [LEVEL 4 SCREENING] landscaping shall be planted along each boundary of the PUD adjacent to a nonresidential district or a right-of-way designated for collector or greater capacity on the Official Streets And Highways Plan.</p>	<p>This amendment was first proposed for public review in 2010 because it was recognized that a narrower landscaping buffer should be adequate.</p>
10.	<p>21.03.100E. (various subsections)</p> <p>E. Improvements Associated with Land Use Permits</p> <p>1. Improvements Required The issuance of a land use permit under this section for the construction of a residential, commercial, or industrial structure on a lot, shall be subject to the permit applicant providing the easements, dedications, and improvements required for a subdivision in the same improvement area under chapter 21.08, <i>Subdivision Standards</i>. In applying the provisions of chapter 21.08, <i>Subdivision Standards</i>, under this section, the term “lot” shall be substituted for the term “subdivision,” the term “permit applicant” shall be substituted for the term “subdivider,” and the term “building official [MUNICIPAL ENGINEER]” shall be substituted for the term “platting authority.”</p> <p>2. Exceptions The requirements in subsection E.1. above shall not apply to a land use permit to the extent that:</p> <ul style="list-style-type: none"> a. All construction associated with a single dwelling unit is located on a single lot, tract, or parcel, regardless of zoning district; b. The traffic engineer determines that a street dedication or improvement is not required for traffic circulation; c. A dedication or improvement has been provided to the applicable standard of [IN] chapter 21.08, <i>Subdivision Standards</i>; d. A dedication or improvement will be provided under a subdivision agreement that has been entered into under section 21.08.060, <i>Subdivision Agreements</i>, or under an established assessment district; e. The municipality has already appropriated funds to construct an improvement; or f. The permit is for repairs, maintenance, emergencies, electrical, mechanical, or plumbing. <p>3. Standards for Requiring Dedications and Improvements Where chapter 21.08, <i>Subdivision Standards</i>, grants discretion to determine whether a dedication or improvement will be required, or to determine the design standards for a dedication or improvement, the building official [MUNICIPAL ENGINEER] shall determine the requirement or standard that</p>	<p>Corrects decision-making authority that changed with the 2010 reorganization of the Permit Center departments, and clarifies when this can be applied, at the Mayor’s direction.</p>

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	<p>applies to a land use permit under this section by applying the following standards:</p> <ul style="list-style-type: none"> a. The dedication or improvement shall be reasonably related to and directly correlated to the [ANTICIPATED IMPACT ON PUBLIC FACILITIES AND ADJACENT AREAS THAT WILL RESULT FROM THE USE AND] occupancy of the structure that is the subject of the building or land use permit. Any required public use easement shall be removed when calculating density or lot coverage per the applicable zoning district. The building official [MUNICIPAL ENGINEER] may require the permit applicant to provide information or analyses to determine impacts as set out in the comprehensive plan's policies for transportation, transportation design and maintenance, and water resources on public facilities and adjacent areas, including without limitation the following: ... b. The estimated cost of constructing the improvement shall be reasonable when compared to the estimated cost of the proposed development under the land use permit. The determination of reasonableness shall be based on cost estimates for the improvement and the proposed development that the permit applicant or applicant's agent submits under penalty of perjury. If the building official [MUNICIPAL ENGINEER] determines that the estimated cost to the applicant to complete all the improvements required by this section is unreasonable in relation to the estimated cost of the proposed development, the building official [MUNICIPAL ENGINEER] may reduce or eliminate required improvements as necessary to make the relationship between such costs reasonable. c. The building official [MUNICIPAL ENGINEER] shall consider the potential development of all adjacent parcels, lots, or tracts under common ownership, in addition to the lot, parcel, or tract that is the subject of the permit application, and the impacts associated therewith, in applying the standards in this subsection. d. The building official [MUNICIPAL ENGINEER] may approve adjustments to the improvement requirements under this section to the extent that compliance with the standards would result in an adverse impact on natural features such as wetlands, steep slopes, or existing mature vegetation; existing development; or public safety. <p>4. Phasing of Installation Except as provided in this section, all required improvements shall be constructed and accepted by the municipality before any certificate of zoning compliance is issued for the permitted construction. If the building official [MUNICIPAL ENGINEER] determines that it is not reasonable to require compliance with the preceding sentence, no permit may be issued until the applicant enters into an agreement for construction of the required improvements, with performance guarantees, in the form</p>	

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	<p>required for subdivision improvements under section 21.08.050, <i>Improvements</i>. ...</p> <p>9. Appeals of Improvement Standards A permit applicant may appeal a decision of the building official [MUNICIPAL ENGINEER] concerning required improvements under this section to the platting board by filing a written notice of appeal with the secretary of the platting board not later than 10 days after receipt of written notice of the decision. The appeal shall be placed on the agenda of the next regularly scheduled platting board meeting that occurs not less than 60 days after the filing of the appeal. The platting board shall hear the appeal.</p>	
11.	<p>21.03.110D.6.</p> <p>a. Notice [OF ALL PUBLIC HEARINGS] shall be provided in accordance with section 21.03.020H.</p> <p>b. Draft institutional master plans shall be available for public review at least 21 days in advance of the planning and zoning commission's public hearing.</p>	To implement existing policy and ensure enough public review time for institutional master plans.
12.	<p>21.03.130E.3.</p> <p>[WHEN THE] The department [IS NOT THE SPONSOR OF A PLAN, IT] shall review the plan during the 120 day review period, and prepare a staff report and recommendation for the commission.</p>	To clarify that the planning department does not sponsor plans. This section on Neighborhood or District Plans is for situations where non-municipal entities wish to develop neighborhood or district plans.
13.	<p>21.03.160B.3.</p> <p>3. A rezoning into the B-1A, NMU, CMU, or RMU districts.</p>	At the Mayor's direction, this amendment facilitates rezoning into mixed-use districts for lots that don't meet the minimum size threshold. The change will allow for implementation of the mixed-use districts by individual property owners within existing commercial centers.
14.	<p>21.03.160H.2.</p> <p>2. Minimum Area Requirements</p> <p>a. No overlay district zoning map amendment shall be considered or approved that applies an overlay district to an area less than 1.75 acres, excluding rights-of-way, except for an amendment extending the boundaries of an existing overlay district.</p> <p>b. Overlay districts shall not be created to apply to property owned by a single person, unless the property is at least 30 acres.</p>	To prevent spot overlay-zoning. The size threshold for property in single ownership is consistent with the size threshold for a Planned Community Development district, which is the district where the property owner can propose his/her own zoning regulations.
R5	<p>21.03.190</p> <p><i>Add the following text into the section for Street and Trail Review.</i></p>	Approved by PZC in 2010

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	<p>A. Purpose <u>Streets are a significant investment in the municipality's infrastructure and establish long-term land use impacts on nearby properties and the community at large. Streets and trails are not only utilitarian, but also add lasting value to the community and convey the image of the municipality to all users. These important parts of the municipality's fabric benefit by oversight and concurrence in the design decisions by citizen bodies that are represented by the planning and zoning commission and the urban design commission. All transportation projects are required to identify functional and design issues early in the process and include public input at various stages of the project. In addition, projects meeting certain thresholds are required to include the planning and zoning commission and urban design commission in the review and approval process.</u></p> <p>B. Street Review</p> <p>1. Applicability and Overview</p> <p><u>All MOA transportation projects are required to follow <i>A Strategy for Developing Context Sensitive Transportation Projects</i>. New construction and reconstruction of street and intersection projects involving streets of collector classification or greater in the <i>Official Streets and Highways Plan</i> are required to follow a review process by the planning and zoning commission and urban design commission, as indicated below and in table 21.03-4. The stages are:</u></p> <p>a. <u>The concept report or equivalent, distributed to the planning and zoning commission as an information item;</u></p> <p>b. <u>The draft design study report, reviewed by the planning and zoning commission; and</u></p> <p>c. <u>The plans in hand design drawings, reviewed by the urban design commission.</u></p> <table border="1" data-bbox="639 1081 1806 1360"> <thead> <tr> <th colspan="3" data-bbox="639 1081 1806 1122">TABLE 21.03-4: STREET AND INTERSECTION PROJECT REVIEW</th> </tr> <tr> <th data-bbox="639 1122 940 1162">REVIEW</th> <th data-bbox="940 1122 1325 1162">REVIEW BODY</th> <th data-bbox="1325 1122 1806 1162">PRIMARY DECISION</th> </tr> </thead> <tbody> <tr> <td data-bbox="639 1162 940 1243"><u>Concept Report</u></td> <td data-bbox="940 1162 1325 1243"><u>Project Management Team</u></td> <td data-bbox="1325 1162 1806 1243"><u>Issue identification, "go, no-go" decision</u></td> </tr> <tr> <td data-bbox="639 1243 940 1360"><u>Draft Design Study Report</u></td> <td data-bbox="940 1243 1325 1360"><u>Planning and Zoning Commission</u></td> <td data-bbox="1325 1243 1806 1360"><u>Alternatives Development, Evaluation and Screening Criteria, Alternative Decision</u></td> </tr> </tbody> </table>	TABLE 21.03-4: STREET AND INTERSECTION PROJECT REVIEW			REVIEW	REVIEW BODY	PRIMARY DECISION	<u>Concept Report</u>	<u>Project Management Team</u>	<u>Issue identification, "go, no-go" decision</u>	<u>Draft Design Study Report</u>	<u>Planning and Zoning Commission</u>	<u>Alternatives Development, Evaluation and Screening Criteria, Alternative Decision</u>	
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<u>Concept Report</u>	<u>Project Management Team</u>	<u>Issue identification, "go, no-go" decision</u>												
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	<table border="1" data-bbox="639 228 1803 326"> <tr> <td data-bbox="639 228 943 321">Plans in Hand Design Drawings</td> <td data-bbox="943 228 1327 321">Urban Design Commission</td> <td data-bbox="1327 228 1803 321">Approval of plans at 65 percent stage, including landscaping "theme"</td> </tr> </table> <p data-bbox="720 342 1602 370">2. Procedure for Design Study Report and Plans in Hand Review</p> <p data-bbox="817 402 1266 430">a. Pre-Application Conference The project management team shall request a pre-application conference with the director, in accordance with subsection 21.03.020B.</p> <p data-bbox="817 527 1166 555">b. Community Meeting Public outreach is an essential part of CSS, and is expected to have been conducted prior to submitting an application. Depending on the project, a community meeting may also be held at the application stage; if so, it shall be in accordance with subsection 21.03.020G.</p> <p data-bbox="817 711 1185 738">c. Application Submittal Applications shall contain the information specified in the title 21 user's guide and in <i>A Strategy for Developing Context Sensitive Transportation Projects (CSS)</i>.</p> <p data-bbox="817 836 1085 863">d. Public Notice Notice of all public hearings shall be provided in accordance with section 21.03.020H.</p> <p data-bbox="817 961 1158 989">e. Department Review The department shall review each proposed application and distribute the application to other reviewers as deemed necessary. Reviewers shall address those aspects of the design that are germane to the commissions' deliberations; detailed lists of technical comments shall be separately coordinated with the design team leader. Based on the results of those reviews the department shall provide a report to the planning and zoning commission or urban design commission, as applicable.</p> <p data-bbox="817 1237 1171 1265">f. Commission Review A public hearing at the draft design study report and plans in hand design drawings phases will be held at the discretion of the planning and zoning commission or urban design commission. The review body will review and act to approve, approve with conditions, or return the application to the project management team for</p>	Plans in Hand Design Drawings	Urban Design Commission	Approval of plans at 65 percent stage, including landscaping "theme"	
Plans in Hand Design Drawings	Urban Design Commission	Approval of plans at 65 percent stage, including landscaping "theme"			

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	<p><u>additional work. Concerns and conditions raised by the commission shall be specifically addressed in subsequent submittals.</u></p> <p>3. Concept Report <u>The concept report shall be distributed to the planning and zoning commission as an information item. The commission shall take no formal action on the report.</u></p> <p>4. Draft Design Study Report Review</p> <p>a. <u>The planning and zoning commission shall review the draft design study report or equivalent document, for all applicable street projects, and shall issue a decision. A public hearing is not required but may be held at the commission's discretion.</u></p> <p>b. <u>As applicable, the commission's review of the project draft design study report shall include but not be limited to:</u></p> <ul style="list-style-type: none"> i. <u>Existing conditions, including but not limited to traffic volumes;</u> ii. <u>Design standards and criteria, with specific attention to any requests for variances from the criteria;</u> iii. <u>Alternatives identification, evaluation, and recommended alternative;</u> iv. <u>Compliance with this title;</u> v. <u>Long-term impact on existing and projected land uses in the vicinity;</u> vi. <u>Short-term and long-term impact of property acquisition for right-of-way;</u> vii. <u>Impacts on utilities and other public infrastructure, including undergrounding of overhead utilities;</u> viii. <u>Street illumination;</u> ix. <u>Maintenance considerations;</u> x. <u>Environmental constraints;</u> xi. <u>Pedestrian and other non-motorized access;</u> xii. <u>Public involvement summary;</u> xiii. <u>Cost estimate.</u> <p>c. <u>Decisions may be appealed to the board of adjustment pursuant to subsection</u></p>	

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	<p style="text-align: center;"><u>21.03.050A.</u></p> <p>5. Plans in Hand Design Drawings Review</p> <p>a. The urban design commission shall review and approve all landscaping and streetscape and pedestrian facilities for streets of collector classification or greater in the <i>Official Streets and Highways Plan</i>.</p> <p>b. The urban design commission shall approve, approve with conditions, or reject the landscaping, streetscape, and pedestrian design plans at a stage no greater than 65 percent designed, for all applicable street projects. A public hearing is not required but may be held at the commission's discretion.</p> <p>c. As applicable, the commission's review of the plans in hand design drawings shall include but not be limited to:</p> <ul style="list-style-type: none"> i. <u>Compliance with this title;</u> ii. <u>Context of the area and the long-term impact on existing and projected adjacent land uses;</u> iii. <u>Initial cost of materials including installation;</u> iv. <u>Long term costs associated with operation and maintenance;</u> v. <u>Adherence to a design theme established through local area plans or prior public improvements;</u> vi. <u>Effectiveness in meeting community design goals; and</u> vii. <u>Accommodation of pedestrians and non-motorized users.</u> <p>d. Decisions may be appealed to the planning and zoning commission, which shall be required to hold a public hearing only if the urban design commission did not hold a public hearing.</p> <p>C. Trail Review</p> <p>1. Purpose</p> <p>Trails are a basic part of the infrastructure of the municipality. They are used for transportation, for recreation and leisure, and also provide aesthetic and psychological benefits. Significant additions or revisions to the municipality's trail network benefit by</p>	

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	<p style="text-align: center;"><u>oversight and concurrence in design decisions by the planning and zoning commission.</u></p> <p>2. Applicability</p> <p>a. This section applies to new construction and reconstruction of the following types of trails:</p> <p style="padding-left: 40px;">i. Major multi-use trails that extend between multiple neighborhoods, such as the Chester and Campbell Creek Trails, the Ship Creek Trail, and the Coastal Trail.</p> <p style="padding-left: 40px;">ii. Trails over one-half mile in length in parks classified by the <i>Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan</i> as community use area, special use area, or natural resource use area; or in parks classified by the <i>Anchorage Park, Greenbelt and Recreation Facility Plan Volume 2: "Eagle River-Chugiak-Eklutna"</i> as Community, Large Urban, or Regional Parks.</p> <p style="padding-left: 40px;">iii. Trails over one-half mile in length along streams, or connecting subdivisions or other developments.</p> <p>b. Notwithstanding the criteria of 2.a. above, the director may exempt new trails or trail reconstruction projects from this section if the director finds, in writing, that the project is minor in scope and not likely to cause impacts on surrounding properties and neighborhoods. The director may also require new trails or trail reconstruction projects that do not meet the criteria of 2.a. above to be reviewed in accordance with this section, if the trail project is likely to create significant public interest, or cause impacts on surrounding properties and neighborhoods.</p> <p>3. Review and Action</p> <p>a. Pre-Application Conference The project management team shall request a pre-application conference with the director, in accordance with subsection 21.03.020B.</p> <p>b. Application Submittal Applications shall contain the information specified in the title 21 user's guide.</p> <p>c. Public Notice</p>	

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	<p><u>Notice of all public hearings shall be provided in accordance with section 21.03.020H.</u></p> <p>d. Department Review <u>The department shall review each proposed application and distribute the application to other reviewers as deemed necessary. Based on the results of those reviews the department shall provide a report to the planning and zoning commission.</u></p> <p>e. Planning and Zoning Commission Action <u>The planning and zoning commission shall approve, approve with conditions, or reject the application. A public hearing is not required but may be held at the commission's discretion.</u></p> <p>4. Appeals</p> <p><u>The decision may be appealed to the board of adjustment pursuant to subsection 21.03.050A.</u></p>	
15.	21.03.200E.1. Designation of commercial tracts shall be allowed only in the B-3, RO, NMU, CMU, RMU, [MT-1, MT-2,] I-1, I-2, PCD, MC [AND] MI, GC-1 through GC-10, GI-1, GI-2, GRST-1, and GRST-2 zoning districts.	At the Mayor's direction, the MT-1 and MT-2 districts (midtown districts) are proposed for deletion.
16.	<p>21.03.210B.5. <i>Add new subsection b. as follows; and re-letter subsequent subsection as c.</i></p> <p>a. Notice shall be provided in accordance with section 21.03.020H.</p> <p>b. <u>Title 21 text amendments to be considered by the planning and zoning commission shall be available for public review at least 21 days in advance of the public hearing.</u></p>	To implement existing policy and ensure enough public review time for Title 21 amendments.
17.	<p>21.03.210B.5. <i>Add new subsection d. as follows:</i></p> <p>d. <u>If, during the first two years after [effective date], the director determines that an amendment to title 21 is needed to address conflicting provisions, inconsistencies, or unintended consequences associated with the Title 21 Rewrite Project (2002-2012), the director may forward a corrective amendment to the assembly, which may adopt the amendment without planning and zoning commission review. After the first two years, the director may apply this provision twice per year.</u></p>	At the Mayor's direction, this allows for rapid amendments to Title 21 in the first two years after adoption to fix conflicts and unintended consequences. This rapid process would continue to be allowed two times per year for errors that are discovered in later years.
18.	21.04.010A.2. Table 21.04-1 <i>Delete the MT-1 and MT-2 districts from the table.</i>	At the Mayor's direction, the MT-1 and MT-2 districts (midtown districts) are proposed for deletion.

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19.	21.04.020F.2.b. <i>Delete 21.04.020F.2.b. and F.2.b.i.</i>	At the Mayor's direction, the design standards for single-family structures are proposed for deletion.
20.	21.04.020F.2.c. Buildings with three or four dwelling units shall [ALSO] comply with the multifamily design standards in subsection 21.07.110C., except that any primary entrance serving just one individual dwelling unit is exempt from subsection 21.07.110C.7., <i>Primary Entrance Treatment.</i>	This amendment deletes unnecessary language, due to the proposed deletion of the single-family design standards.
21.	21.04.020H. <i>Add new H.2. as follows:</i> 2. District-Specific Standards <u>Single-family dwellings are permitted in the R-3 district only in parts of the Fairview community council east of Ingra Street, in parts of the Mountain View community council north of Mountain View Drive, and in other R-3 zoned areas that are designated as low intensity or low/medium intensity residential in the comprehensive plan. When a single-family dwelling is proposed where a designation boundary on the comprehensive plan map appears generalized or uncertain, the director shall interpret the boundary location and make a determination as to the land use designation of the subject property.</u>	At the Mayor's direction, single-family attached and detached dwellings are proposed to be allowed in certain areas zoned R-3 medium density multifamily (including Mountain View and eastern Fairview) that are designated for lower density residential in the city's future land use plan.
R6	21.04.020J.2.c. c. Floor Area Ratio (FAR) Incentives for the R-4 and R-4A Districts The maximum floor area ratio (FAR) within the R-4 and R-4A districts is 1.0 FAR, but may be increased up to a maximum total FAR of 2.0 FAR in the R-4 district and 3.0 FAR in the R-4A district through the following bonus provisions subject to section 21.06.030C. These incentives provide for an incremental increase in the floor area of a development in exchange for incremental increases in any of following special features deemed of benefit to the community. Increases in the FAR may be achieved through the use of one or more of the following: i. <u>Bonus for Open Space [BONUS.]</u> One square foot of additional floor area is allowed per square foot of additional open space. This space shall meet the standards of 21.07.030D and be in addition to any open space required by section 21.07.030. <u>The floor area bonus increases to two square feet for open space that meets the standards for high quality spaces in 21.07.030D.6.</u> ii. <u>Bonus for Below Grade Parking [BONUS.]</u> Two square feet of additional floor area is allowed per gross square foot of covered below grade parking floor area, up to a maximum increase of 1.0 FAR. <u>The floor area bonus increases to three square feet on the second parking level below grade.</u> iii. <u>Bonus for Affordable Housing [BONUS.]</u> <u>Three[TWO] square feet of additional floor area is allowed per square foot of affordable housing unit floor area, up to a maximum increase of 0.5 FAR. The affordable housing units shall be consistent</u>	Approved by PZC in 2010

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	<p>with the standards of 21.07.110I., [100H., STANDARDS FOR] <i>Affordable Housing</i>.</p> <p>iv. <i>Bonus for Sidewalk Widening.</i> <u>One square foot [FIVE SQUARE FEET] of additional floor is allowed per square [LINEAR] foot of area provided as part of a primary pedestrian walkway that meets the requirements of 21.07.060F.4.</u></p> <p>v. <i>Bonus for Upper Level Setbacks / Step Backs for Sunlight Access</i> <u>A floor area bonus equal to one-third of the sum of step back areas on each upper floor where the step back is at least 16 feet from the face of the building at the floor immediately below, such that the floor's existence does not increase the amount of shadowing on surrounding residences, private open spaces, sidewalks, schools, or parks on March/September 21, from 9:00 a.m. to 3:00 p.m. solar time.</u></p> <p>vi. <i>Bonus for Ambient Daylight for Residences</i> <u>A floor area bonus equal to 10 percent of the lot area (0.10 FAR) but not to exceed 4,000 square feet is allowed for preservation of daylight for all dwellings in the development and facing the development, using the standards of 21.07.100C.8.g. To receive credit, the building shall not exceed a daylight plane rising up over the building at an angle of five feet of run for every three feet of rise, and starting from a height of 5 feet above finished grade at the foundation of surrounding residential buildings.</u></p> <p>vii. <i>Bonus for Pedestrian-Interactive Use</i> <u>Three square feet of additional floor area is allowed per each square foot of ground-floor space which is to be occupied by a pedestrian-active use that meets the standards of 21.07.060F.16.</u></p>	
22.	<p>21.04.030B.2.a.</p> <p>a. Non-Residential Commercial Use [GROUND-FLOOR] <u>At least 50 percent of the total length of all ground floor street facing building elevations on a site shall be a non-residential use that occupies habitable floor area at least 20 feet deep. [80 PERCENT OF THE STREET-FACING BUILDING ELEVATION AT THE GROUND LEVEL SHALL BE A NON-RESIDENTIAL USE OCCUPYING A SPACE AT LEAST 25 FEET DEEP FROM THE STREET FAÇADE OF THE BUILDING.]</u></p>	<p>This amendment increases the flexibility of the B-1A district to allow mixed-use sites with multiple buildings, while still ensuring that some of the limited space in B-1A sites is neighborhood-facing commercial (and not just residential) use. This amendment arose from public comments and the West Anchorage District Plan process.</p>
23.	<p>21.04.030B.3.a.</p> <p>The minimum contiguous area for a B-1A district shall be <u>11,500 [20,000]</u> square feet.</p>	<p>Allows a B-1A district to be as small as two adjoining 6,000 square foot lots, to reflect existing and intended future small-scale, neighborhood commercial sites. This amendment arose from public comments and the West Anchorage District Plan process.</p>

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R7†	<p>21.04.030C.2.</p> <p><i>Add new subsection c.</i></p> <p>c. Residential household living uses in the B-3 district shall be subject to the R-4 related FAR provisions in subsection 21.04.020J.2.c.</p>	Approved by PZC in 2010
R8†	<p>21.04.030D.2.</p> <p><i>Add new subsection c.</i></p> <p>c. Residential in RO</p> <p>Residential household living uses in the RO district shall be subject to the R-4 related FAR provisions in subsection 21.04.020J.2.c.</p>	Approved by PZC in 2010
24.	<p>21.04.050D.1.</p> <p>a. General Purpose</p> <p>The RMU district is intended primarily for regional-scale commercial activity centers that may have long-term potential to develop at greater intensities or as mixed-use urban environments. The area is typically defined by conglomerations of medium-to-large scale commercial uses, located near intersections of major arterial streets and/or freeways, serving a metropolitan region-scale trade area. The market area is larger and less oriented to one certain part of town than in the CMU district. Shopping malls and/or large retail establishments typically anchor the center. Supporting uses include low-medium rise offices, hotels, transit hubs, entertainment, and residential uses that provide potential for the area to grow into a more physically integrated and mixed-use center. The RMU district is appropriate for regional commercial centers such as the Dimond Center area, and permits land-intensive and/or auto-oriented uses such as automobile dealerships that may not be appropriate for more compact mixed-use zones.</p> <p>b. Midtown Area Purpose</p> <p>The RMU district also provides a mixed-use rezoning option for property owners in the midtown area, which has the highest employment densities and tallest building heights outside of the downtown. The RMU in midtown is intended to facilitate the development of a broad mix of complementary uses at higher intensities, including office employment, a variety of commercial uses, and civic and public facilities. The district is also intended to contain and be surrounded by medium to high density housing. Development should facilitate compatibility and connectivity between uses, and facilitate pedestrian travel and transit along with traditional vehicular access.</p>	At the Mayor's direction, the RMU district intent statement is proposed to be amended to make the RMU also available as a zoning option in Midtown, for property owners who want to rezone to a mixed-use district.
25.	<p>21.04.050D.4.a.</p> <p>The subject property shall be in an area designated for regional-scale commercial mixed-use center <u>or major city center</u> in the comprehensive plan.</p>	At the Mayor's direction, the RMU district is proposed to be amended to make it available as a zoning option in Midtown, which is designated as a major city center on the draft land use plan map.
26.	<p>21.04.050E. and F.</p> <p><i>Delete 21.04.050E. and 21.04.050F.; re-letter remaining section.</i></p>	At the Mayor's direction, the MT-1 and MT-2 districts

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		(midtown districts) are proposed for deletion.
27.	21.04.050G.1.	All development in the NMU, CMU, <u>and</u> RMU[, MT-1, AND MT-2] districts shall comply with the appropriate development standards in chapter 21.07, and also the standards in this subsection 21.04.050G.
R9†	21.04.050G.2.b.	<p>b. Floor Area Ratio (FAR) Incentives Floor area ratio (FAR) incentives are offered to encourage residential development and other features of benefit to the public in mixed-use districts. The maximum floor area ratio (FAR) established by table 21.06-3 may be increased by up to two times through the following provisions subject to section 21.06.030C. These incentives provide for an incremental increase in the floor area of a development in exchange for increases in one or more of the following special features:</p> <ul style="list-style-type: none"> i <u>Bonus for Housing [BONUS.]</u> Two square feet of additional floor area is allowed per gross square foot of housing unit floor area, up to a maximum increase of 0.5 FAR. ii <u>Bonus for Open Space [BONUS.]</u> One square foot of additional floor area is allowed per square foot of additional open space. This space shall <u>meet the standards of 21.07.030D and</u> be in addition to any open space required by section 21.07.030. <u>The floor area bonus increases to two square feet for open space that meets the standards for high quality spaces in 21.07.030D.6.</u> iii <u>Bonus for Below Grade Parking [BONUS.]</u> Two square feet of additional floor area is allowed per gross square foot of below grade parking floor area, up to a maximum increase of 0.5 FAR. <u>The floor area bonus increases to three square feet on the second parking level below grade.</u> iv <u>Bonus for Affordable Housing [BONUS.]</u> Three square feet of additional floor area is allowed per square foot of affordable housing unit floor area, up to a maximum increase of 0.5 FAR. The affordable housing units shall be consistent with the standards of 21.07.110I. [100H., STANDARDS FOR] <u>Affordable Housing. A housing unit receives this affordable housing bonus instead of the housing bonus in b.i.</u> v <u>Bonus for Sidewalk Widening.</u> <u>One square foot[FIVE SQUARE FEET] of additional floor is allowed per square[LINEAR] foot of area provided as part of a primary pedestrian walkway that meets the requirements of 21.07.060F.4.</u> vi <u>Bonus for Pedestrian-Interactive Use</u> <u>Three square feet of additional floor area is allowed per each square foot of ground-floor space which is to be occupied by a pedestrian-active use that meets the standards of 21.07.060F.16.</u> vii <u>Bonus for Upper Level Setbacks / Step Backs for Sunlight Access</u>

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		<p><u>A floor area bonus equal to one-third of the sum of step back areas on each upper floor where the step back is at least 16 feet from the face of the building at the floor immediately below, such that the floor's existence does not increase the amount of shadowing on surrounding residences, private open spaces, sidewalks, schools, or parks on March/September 21, from 9:00 a.m. to 3:00 p.m. solar time.</u></p>
R10†	<p>21.04.050G.5.</p>	<p>5. Sidewalks [AND WALKWAYS] [SIDEWALKS AND WALKWAYS EXTENDING ALONG PUBLIC STREETS, PRIMARY CIRCULATION DRIVES, OR COMMERCIAL BUILDING STOREFRONTS SHALL HAVE AN UNOBSTRUCTED CLEAR WIDTH OF AT LEAST SIX FEET.]</p> <p><u>This section promotes sidewalk widening and streetscape enhancements to support higher levels of pedestrian activity and access in mixed-use districts. An enhanced sidewalk environment with "main street" style amenities may be provided in lieu of required site perimeter landscaping where it is logical to support a pedestrian zone as determined by the department through an administrative site plan review, and subject to the following:</u></p> <p><u>a. The sidewalk width shall be at least 12 feet, and include a pedestrian movement zone, building interface zone, and street interface zone. The street interface zone shall be at least four feet wide along major arterials. A pedestrian-interactive use meeting the standards of 21.07.060F.16 shall be provided in the building next to the designated sidewalk.</u></p> <p>[ILLUSTRATION]</p> <p><u>i. A public use easement shall be recorded for any part of the designated sidewalk to be located within the subject parcel.</u></p> <p><u>ii. Physical obstructions within the sidewalk's building interface zone, such as landscape plantings, entry stoops, or seating, shall extend no more than two feet into the minimum required 12 foot width, so that at least 10 feet remain.</u></p> <p><u>b. The enhanced sidewalk shall provide at least two-thirds the total number of landscaping units and two-thirds the tree units that would be required for site perimeter landscaping.</u></p> <p><u>c. The enhanced sidewalk may be placed wholly or in part within a right-of-way, subject to approval of the traffic engineer and municipal engineer.</u></p> <p><u>i. The enhanced sidewalk shall be subject to the applicable requirements of title 24 including</u></p>

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	<p><u>sections 24.30.020., Permit to Use Public Places, and 24.90, Encroachment Permit.</u></p> <p>ii. <u>Improvements within the public right of way shall be consistent with the D.C.M and M.A.S.S.</u></p> <p>iii. <u>Existing improvements that meet the standards of the enhanced sidewalk may be counted toward the requirements of this section, subject to approval by the director.</u></p> <p>iv. <u>The owner shall maintain landscaping and amenities for the enhanced sidewalk within the right-of-way, and comply with the provisions for removal of snow and ice in section 24.80.090, 100, and 110.</u></p> <p>v. <u>Where the right-of-way is not adequate or cannot be configured to accommodate the enhanced sidewalk, then the development shall be set back from the street frontage as necessary to accommodate part of the improvements within the property.</u></p>	
28.	<p>21.04.060B.1.*</p> <p>The I-1 district is intended primarily for public and private light manufacturing, processing, service, storage, wholesale, and distribution operations along with [LIMITED] commercial uses that support and/or are compatible with industrial uses. [OFFICE] Business-industrial parks and single-commodity bulk retail sales and building supply stores and services are allowed. This district is applied in areas designated as industrial/commercial by the comprehensive plan.</p>	<p>This proposed change is consistent with other proposed amendments that allow more commercial use in the I-1 district at the Mayor's direction.</p>
29.	<p>21.04.070G.2.c.*</p> <p><i>Add new subsection c. as follows:</i></p> <p>c. Number of Structures Allowed <u>Only one principal structure is allowed per lot, unless a conditional use approval is obtained for additional principal structures.</u></p>	<p>To clarify the number of principal structures allowed on a single lot in the Turnagain Arm district.</p>
30.	<p>21.04.070H.*</p> <p><i>Add new subsection H. as follows; re-letter remaining subsection:</i></p> <p>21.04.070H. TR: Transition district</p> <p>1. Purpose a. <u>This district is intended to include suburban and rural areas that, because of location in relationship to other development, topography or soil conditions, are not developing and are not expected to develop in the immediate future along definitive land use lines. The permitted uses in these districts are intended to be as flexible as possible consistent with protection from noxious, injurious, hazardous or incompatible uses.</u></p>	<p>This existing zoning district must remain in code until there are appropriate districts to replace all existing T zones. Until the Airport District issues are resolved, staff recommends retaining the Transition (T) district, as the TR district.</p>

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	<p>b. <u>It is intended that interim development shall proceed in accordance with the applicable comprehensive development plan for the property being developed.</u></p> <p>c. <u>As development patterns start to emerge within these areas and the sophistication of their protection becomes more critical to the general public interest, it is anticipated that such lands within the TR districts will be proposed for more restrictive zoning classifications.</u></p> <p>2. District-Specific Standards</p> <p>a. Permitted Uses <u>All uses in the residential, public/institutional, commercial, and industrial use categories are permitted, except those uses specifically prohibited in subsection 2.e. below, and those permitted only by conditional use in subsection 2.d. below.</u></p> <p>b. Sale of Alcohol <u>Any use that involves the retail sale of alcohol is subject to the special land use permit for alcohol process; see subsection 21.05.020A.</u></p> <p>c. Accessory Uses <u>Accessory uses and structures customarily incidental to any permitted principal use are permitted, as well as all antennas without tower structures, and type 1, 3, and 4, local interest towers that meet the conditions of subsections 21.05.040K.2.a. through 2.c. and 2.e. through 2.o.</u></p> <p>d. Conditional Uses <u>The following uses require conditional use approval in the TR district: mobile home park; junkyard or salvage yard; natural resource extraction; cemetery; roominghouse; unlicensed nightclub; types 1, 2, 3, and 4 community interest towers; types 1, 2, 3, and 4 local interest towers that fail to meet the conditions of subsections 21.05.040K.2.a. through 2.c. and/or 2.e. through 2.o.</u></p> <p>e. Prohibited Uses <u>The following uses are prohibited in the TR district: hospital/ health care facility, nursing facilities, adult care facility, assisted living facility, production or storage of explosive materials, types 2 and 3 local interest towers as principal uses that meet the conditions of subsections 21.05.040K.2.a. through 2.c. and 2.e through 2.o., any use or structure which is likely to be incompatible with established permanent uses within the area to be affected by the proposed use or structure.</u></p> <p>f. Dimensional Standards <u>Minimum lot size in the TR district is 7,000 square feet. Except as required in subsection 2.g. below,</u></p>	

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	<p>there are no setbacks, lot coverage maximums, or height limits in the TR district.</p> <p>g. Abutting Residential</p> <p>i. Land zoned TR lying contiguous to residentially-zoned land shall be permitted to be used only in accordance with provisions and standards less intense or equal to provisions and standards allowed under this title for the least intensive land use zone within a 1,000-foot radius of the boundary of existing TR-zoned property for which a building permit or land use permit has been requested. Permitted uses must conform to the standards of this title listed in order from lowest to highest intensity: W, R-10, R-9, R-8, R-6, R-5A, R-7, R-1A, R-1, R-2A, R-5, R-2F, R-2M, R-2D, R-3, R-4, R-4A, R-O, B-1A, NMU, CMU, RMU, B-3, PLI, I-1, I-2, T.</p> <p>ii. Property owners of residential-zoned land within 1,000 feet of a TR-zoned property shall be notified in writing of the issuance of a building or land use permit. The effective date of the permit shall be no earlier than 30 days after the date of mailing a TR zone land use determination notification.</p> <p>i. Conformance With Comprehensive Plan</p> <p>Notwithstanding any other provision of this title, no building or land use permit shall be issued in the TR zone authorizing uses and structures that do not conform to the land use plan maps in the applicable comprehensive development plan for the area in which the property is located.</p> <p>i. Appeals</p> <p>i. The assembly shall hear and decide TR zone use determination appeals. Any TR zone landowner or any landowner of residential-zoned land within a 1,000-foot radius of the TR-zoned property may appeal a TR zone land use determination. Any written communication received by the municipal clerk is an appeal of the TR zone use determination if it objects to the TR zone use determination, contains a legal description of the property on behalf of which the appeal is made, is signed by the person making the appeal, and is made within 30 days of mailing of a TR zone land use determination notification. The effective date of any TR zone building or land use permit is automatically suspended upon the filing of an appeal until assembly action as provided in this section has been concluded.</p> <p>ii. If an appeal is filed, any assembly approval of a TR zone use shall be as submitted or with special limitations or other modifications at least as restrictive, with reference to the standards listed in subsection 2.g. of this section, as those submitted in the proposed use. Assembly action approving a TR zone use shall be by an affirmative vote of eight assembly members if the TR zone land use determination is protested by the owners of at least one-third in the</p>	

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Section	Amendment	Purpose/Origin/Notes									
		<p><u>area, excluding rights-of-way, of:</u></p> <p>(A). <u>The land to which the use determination applies; or</u></p> <p>(B). <u>The land within 300 feet of the outer boundary of the land to which the use applies, excluding land owned by the municipality, except where the municipality joins the protest or the use was initiated by the state or the United States.</u></p> <p><u>The assembly may disapprove the TR-zone use, or remand the determination to the planning and zoning commission with instructions for its consideration.</u></p> <p><i>Re-letter remaining section; add district to Table 21.04-1; add district to Table 21.08-1 into last box on left (along with AF, DR, PCD, PLI, and PR districts)</i></p>									
31.	<p>21.05.010E. Table 21.05-1</p>	<p><i>Make "Park, public or private" a "P" in all residential zoning districts.</i></p> <p><i>Make "Dwelling, single-family attached" a "P" in the R-3 district, with a note indicator.</i></p> <p><i>Make "Dwelling, single-family attached" a "P" in the R-3 district, with a note indicator.</i></p> <p><i>Add a note at the end of the table that says "See subsection 21.04.020H.2."</i></p>	<p>As the approval process for parks is specifically listed in the parks section of chapter 5, parks should be allowed by right in all zones.</p> <p>At the Mayor's direction, single-family attached and detached dwellings are proposed to be allowed in the R-3, with certain restrictions.</p>								
R11†	<p>21.05.010F. Table 21.05-2</p>	<p><i>Amend the following uses in the I-1 District:</i></p> <table border="0"> <tr> <td><i>Instructional Services</i></td> <td><i>Change from prohibited to "C" in I-1 District</i></td> </tr> <tr> <td><i>Amusement Establishment</i></td> <td><i>Change from "P" (permitted) to "C" in I-1 District</i></td> </tr> <tr> <td><i>Fitness and Recreational Sports Center</i></td> <td><i>Change from prohibited to "C" in I-1 District</i></td> </tr> <tr> <td><i>Marine wholesaling</i></td> <td><i>Change from prohibited to "P" in I-1 District</i></td> </tr> </table> <p><i>Amend the following uses in the PLI District:</i></p> <p><i>Add "Assisted Living Facility (9 or more residents) as "C"</i></p> <p><i>Add "Nursing Facility" as "C"</i></p> <p><i>Delete "Amusement Establishment" (ie., delete the "C")</i></p> <p><i>Delete "Fitness and Recreational Sports Center" (ie., delete the "S")</i></p> <p><i>Delete "Bar" (ie., delete the "P")</i></p> <p><i>Delete "Food and Beverage Kiosk" (ie., delete the "P")</i></p> <p><i>Delete "Restaurant" (ie., delete the "P")</i></p>	<i>Instructional Services</i>	<i>Change from prohibited to "C" in I-1 District</i>	<i>Amusement Establishment</i>	<i>Change from "P" (permitted) to "C" in I-1 District</i>	<i>Fitness and Recreational Sports Center</i>	<i>Change from prohibited to "C" in I-1 District</i>	<i>Marine wholesaling</i>	<i>Change from prohibited to "P" in I-1 District</i>	<p>Approved by PZC in 2010</p>
<i>Instructional Services</i>	<i>Change from prohibited to "C" in I-1 District</i>										
<i>Amusement Establishment</i>	<i>Change from "P" (permitted) to "C" in I-1 District</i>										
<i>Fitness and Recreational Sports Center</i>	<i>Change from prohibited to "C" in I-1 District</i>										
<i>Marine wholesaling</i>	<i>Change from prohibited to "P" in I-1 District</i>										
32.	<p>21.05.010F. Table 21.05-2*</p>	<p><i>Add "Townhouse" as "S" in B-3 and RO districts</i></p> <p><i>Add "Parking lot or structure (less than 50 spaces)" as "P" in NMU district</i></p>	<p>Several additional uses are proposed to be allowed in certain districts to improve consistency within the table</p>								

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Section	Amendment	Purpose/Origin/Notes
	<p>Make "Park, public or private" a "P" in all zoning districts in the table.</p> <p>Make "Railroad passenger terminal" an "M" in the NMU district, and an "S" in the B-3, I-1, I-2, and MI districts.</p> <p>Add the following uses as "P" in the I-1 district: "Financial institution", "Funeral services", "General personal services", "Convenience store", "Farmers market", "General retail", "Grocery or food store", "Liquor store", "Pawnshop", "Extended –stay lodgings", "Hostel", Hotel/motel", "Inn", "Recreational and vacation camp"</p> <p>Add the following use as "C" in the I-1 district: "Movie theater"</p> <p>Add the following uses as "C" in the I-1 district: "Theater company or dinner theater", "Camper park"</p> <p>Delete the MT-1 and MT-2 columns.</p>	<p>of allowed uses.</p> <p>At the Mayor's direction, all of the commercial uses to be allowed in the B-3 district are proposed to also be allowed in the I-1 district, and the midtown (MT) districts are proposed for deletion.</p> <p>Note: PZC already recommended the addition of the following commercial uses into the I-1 zone: Instructional Services, Fitness and Recreational Sports Center, Marine wholesaling</p>
33.	21.05.030A.2.b.ii.	Delete subsection 21.05.030A.2.b.ii.
34.	21.05.030A.4.b.	Delete subsection 21.05.030A.4.b.
35.	21.05.030A.6.b.	<p>When applicable, two-family dwellings shall comply with the townhouse style [APPLICABLE] residential design standards in section 21.07.110[100], Residential Design Standards.</p>
R12†	21.05.040G.2.	<p>2. Park [AND OPEN SPACE], Public or Private</p> <p>a. Definition</p> <p>An area that is predominately open space, reserved for and designed to be used principally for active and/or passive recreation, and/or to serve ecological and aesthetic functions; any area designated as park by the assembly.</p> <p>b. Use-Specific Standards in the Anchorage Bowl</p> <p>i. Any master plan created for a municipal park shall be reviewed and approved as follows:</p> <p>(A) For all park master plan proposals, the parks and recreation commission shall hold a</p>

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	<p style="text-align: center;"><u>public meeting, which shall include the opportunity for oral public comment.</u></p> <p>(B) <u>Master plans for parks classified by the <i>Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan</i> as community use area, special use area, or natural resource use area (over 30 acres) shall be approved by the planning and zoning commission.</u></p> <p>(C) <u>Master plans for parks classified by the <i>Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan</i> as neighborhood use area or natural resource use area (30 acres or fewer) shall be approved administratively by the director.</u></p> <p>ii. <u>All development projects in municipal parks require a site plan review, as follows:</u></p> <p>(A) <u>For all development projects in municipal parks, the parks and recreation commission shall hold a public meeting, which shall include the opportunity for oral public comments.</u></p> <p>(B) <u>Any discrepancies with an approved park master plan shall be described and justified.</u></p> <p>(C) <u>All development projects costing more than \$500,000 or disturbing more than one acre of land and in parks classified by the <i>Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan</i> as community use area, special use area, or natural resource use area (over 30 acres) shall be approved by major site plan review in accordance with 21.03.180C. For the purposes of this subsection, vegetation removal for public safety, natural resource protection and enhancement (such as invasive species removal and reforestation), ecosystem health, and general routine maintenance is not considered land disturbance.</u></p> <p>(D) <u>All development projects costing \$500,000 or less and disturbing one acre or less of land, and all development projects in parks classified by the <i>Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan</i> as neighborhood use area or natural resource use area (30 acres or fewer) shall be approved by administrative site plan review in accordance with 21.03.180B. Trails that are reviewed under section 21.03.190, <i>Street and Trail Review</i>, are exempt from this administrative site plan review. For the purposes of this subsection, vegetation removal for public safety, natural resource protection and enhancement (such as invasive species removal and reforestation), ecosystem health, and general routine maintenance is not considered</u></p>	

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	<p style="text-align: center;"><u>land disturbance.</u></p> <p><u>c. Use-Specific Standards in Chugiak-Eagle River-Eklutna</u></p> <p>i. <u>Any master plan created for a municipal park shall have a public hearing before the Eagle River-Chugiak parks and recreation board of supervisors, and shall be reviewed and approved as follows:</u></p> <p>(A) <u>For all park master plan proposals, the Eagle River-Chugiak parks and recreation board of supervisors shall hold a public meeting, which shall include the opportunity for oral public comments.</u></p> <p>(B) <u>Master plans for parks classified by the Anchorage Park, Greenbelt and Recreation Facility Plan Volume 2: "Eagle River-Chugiak-Eklutna" as Community, Large Urban, or Regional Parks shall be approved by the planning and zoning commission.</u></p> <p>(C) <u>Master plans for parks classified by the Anchorage Park, Greenbelt and Recreation Facility Plan Volume 2: "Eagle River-Chugiak-Eklutna" as playlots, mini parks, vest pocket parks, or neighborhood parks shall be approved administratively by the director.</u></p> <p>ii. <u>All development projects in municipal parks require a site plan review, as follows:</u></p> <p>(A) <u>For all development projects in municipal parks, the Eagle River-Chugiak parks and recreation board of supervisors shall hold a public meeting, which shall include the opportunity for oral public comments.</u></p> <p>(B) <u>Any discrepancies with an approved park master plan shall be described and justified.</u></p> <p>(C) <u>All development projects costing more than \$500,000 or disturbing more than one acre of land, and in parks classified by the Anchorage Park, Greenbelt and Recreation Facility Plan Volume 2: "Eagle River-Chugiak-Eklutna" as Community, Large Urban, or Regional Parks shall be approved by major site plan review in accordance with 21.03.180C. For the purposes of this subsection, vegetation removal for public safety, natural resource protection and enhancement (such as invasive species removal and reforestation), ecosystem health, and general routine maintenance is not considered land disturbance.</u></p>	

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	<p>(D) All development projects costing \$500,000 or less and disturbing one acre or less of land, and all development projects in parks classified by the <i>Anchorage Park, Greenbelt and Recreation Facility Plan Volume 2: "Eagle River-Chugiak-Eklutna"</i> as playlots, mini parks, vest pocket parks, or neighborhood parks shall be approved by administrative site plan review in accordance with 21.03.180B. Trails that are reviewed under 21.03.190, <i>Street and Trail Review</i>, are exempt from this administrative site plan review. For the purposes of this subsection, vegetation removal for public safety, natural resource protection and enhancement (such as invasive species removal and reforestation), ecosystem health, and general routine maintenance is not considered land disturbance.</p> <p>d. Use-Specific Standards in Turnagain Arm</p> <p>i. All master plans, and any development projects costing more than \$500,000 in municipal parks identified in the <i>Anchorage Park, Greenbelt and Recreation Facility Plan Volume 3: "Turnagain Arm"</i> shall be approved by major site plan review in accordance with 21.03.180C.</p> <p>ii. All development projects costing \$500,000 or less in municipal parks identified in the <i>Anchorage Park, Greenbelt and Recreation Facility Plan Volume 3: "Turnagain Arm"</i> shall be approved by administrative site plan review in accordance with subsection 21.03.180B.</p> <p>e. Director's Discretion</p> <p>i. Notwithstanding the various requirements above, the director shall require a park master plan or development project that would normally be approved administratively, to be approved by the appropriate commission if, in his or her judgment:</p> <p>(A) The plan or project is likely to generate significant public interest;</p> <p>(B) The project is a significant deviation from an approved master plan;</p> <p>(C) The project will have a significant impact on neighboring uses; or</p> <p>(D) The plan or project significantly increases the intensity of development of the park.</p>	
36.	<p>21.05.0401.2.</p> <p>2. Airstrip, Private</p> <p>a. Definition</p> <p>Privately owned land or water maintained as a runway for fixed-wing aircraft.</p>	<p>Based on public comment, this amendment ensures that the FAA is cognizant of proposed airstrips and their locations.</p>

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	<p>b. <u>Use-Specific Standards</u></p> <p>i. Private airstrips are allowed conditionally in residential districts only if approach and noise buffer areas are provided.</p> <p>ii. <u>Applications for private airstrips shall be accompanied by a determination letter from the Federal Aviation Administration.</u></p>	<p>NOTE: Due to a clerical error , this amendment was included in the “new amendments” list. This amendment was approved by PZC in 2010.</p>
R13†	<p>21.05.040I.3.</p> <p>3. Heliport</p> <p>a. <u>Definition</u> An area designed to be used for the landing or takeoff of helicopters, which may include all necessary passenger and cargo facilities, fueling, and emergency service facilities.</p> <p>b. <u>Use-Specific Standards</u></p> <p>i. <u>Heliports are not accessory uses unless they are accessory to an airport. A heliport associated with a principal use other than an airport shall be considered an additional principal use on the property and shall meet these use-specific standards.</u></p> <p>ii. <u>Applications for heliports shall be accompanied by a determination letter from the Federal Aviation Administration.</u></p> <p>iii. <u>In addition to the conditional use approval criteria at subsection 21.03.080C., the planning and zoning commission shall consider the following issues when reviewing a conditional use application for a heliport, in order to minimize impacts of a heliport on nearby uses:</u></p> <p>(a) <u>Proximity to residential zoning districts, schools, and parks.</u></p> <p>(b) <u>Arrival and departure, as established by the FAA.</u></p> <p>(c) <u>Hours of operation and projected number of takeoffs and landings.</u></p> <p><i>Amend table 21.05-2 to allow a heliport as a conditional use (“C”) in the I-1, I-2, and B-3 districts.</i></p>	<p>Approved by PZC in 2010</p> <p>NOTE: This amendment by PZC also included the changes to “Airstrip, Private” shown in amendment 36, above.</p>
37.	<p>21.05.050F.2.b.</p> <p>i. Financial institutions are permitted in the B-1A, NMU, <u>I-1</u>, and B-3 districts <u>only</u> if they are providing primarily retail services to walk-in customers, rather than primarily office and support services with few walk-in customers.</p>	<p>At the Mayor’s direction, the same commercial uses to be allowed in the B-3 district are proposed to also be allowed in the I-1 district. Because financial institutions are limited to smaller branch offices in the provisionally adopted B-3, this amendment applies the same limits in</p>

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	ii. Financial institutions in the B-3 <u>and I-1</u> districts shall have a maximum gross floor area of 5,000 square feet.	the I-1. This follows the provisionally adopted focus of high intensity commercial uses in mixed-use city center districts.
R14† 21.05.050F.3.	<p><i>Add new subsection b. to "Office, business or professional" use, as follows:</i></p> <p><u>b. Use-Specific Standards</u></p> <p><u>i. Business or professional office uses in the PLI district shall comply with one of the following:</u></p> <p>(A) <u>The use shall be an administrative office of a charitable and similar quasi-public organization of a noncommercial nature:</u></p> <p>(B) <u>The use shall be primarily engaged in directly serving the function of a public/institutional use permitted in the district; or</u></p> <p>(C) <u>The use shall be accessory to a use permitted in the district, and comprise no more than one-third of the gross floor area on the site, unless a greater percentage is approved by the director.</u></p> <p><u>ii. Business or professional office uses in the I-1 district shall be subject to the following limitations:</u></p> <p>(A) <u>The building or portion of the building containing the use shall not exceed 45 feet in height.</u></p> <p>(B) <u>The proposed office use shall directly serve the function of an industrial or public/institutional use permitted in the district.</u></p> <p>(C) <u>If accessory to a commercial use permitted in the district, the office use shall comprise no more than one-third of the gross floor area on the site when the gross floor area is over 5,000 square feet, unless a greater percentage is approved by the director.</u></p>	Approved by PZC in 2010 This amendment is proposed to be amended by #38 below.
38. 21.05.050F.3.*	<p><i>Amend the latter part of PZC 2010 amendment R14 (above), by replacing subsection b.ii. with the following:</i></p> <p><u>ii. Business or professional office uses in the I-1 and I-2 districts shall be subject to the following limitations:</u></p> <p>(A) <u>The building or portion of the building containing the use shall not exceed 45 feet in height.</u></p> <p>(B) <u>The proposed office use shall directly serve the function of an industrial or public/institutional use</u></p>	This amendment limits the size and use of office buildings in the industrial districts, in order to: <ul style="list-style-type: none"> - Encourage high intensity office employment growth to concentrate in the city's commercial districts and mixed-use centers, rather than in outlying industrial zones.

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	<p><u>permitted in the district.</u></p> <p>(C) <u>The office use shall comprise no more than 25 percent of the gross floor area on the site when the gross floor area is over 5,000 square feet, unless a greater percentage is approved by the director.</u></p> <p><i>Amend table 21.05-2 to allow office as a permitted use (“P”) in the I-2 district.</i></p>	<ul style="list-style-type: none"> - Prevent using up the city’s remaining industrial land base for commercial offices that may be unrelated to and incompatible with industrial uses and functions. - Repair an inconsistency in the draft code that would allow taller office buildings in the I-1 than in the B-3 or mixed-use districts outside of midtown. <p>The proposed amendment also allows for office uses in the I-2 district, subject to the limitations.</p>
39.	<p>21.05.050H.6.*</p> <p><i>Add this new use as H.6. and re-number the remaining sections.</i></p> <p>6. Furniture and Home Appliance Store</p> <p>a. Definition</p> <p><u>An establishment engaged primarily in the sale of large household items, such as furniture, mattresses, carpets and flooring, and home appliances, in which a majority of the merchandise occupies large amounts of store floor area and is generally too large or heavy for an individual consumer to carry alone.</u></p> <p><i>In table 21.05-2, add this use and allow it by “P” in the B-3, CMU, RMU, and I-1 districts.</i></p>	<p>This amendment clarifies the name and definition for a use type that is distinguished by a lower parking requirement in the provisionally adopted title 21, and clarifies where it will be allowed. Listing it as a separate use type supports administering its lower, more appropriate parking requirement.</p>
40.	<p>21.05.050H.6.</p> <p>a. Definition</p> <p>An establishment engaged primarily in the retail sale of goods or merchandise...discount stores, catalog showrooms; [PHARMACIES;] and specialty retail stores specializing in such goods as clothing, [HOME FURNISHINGS,] sporting goods, books, stationary, music, video rentals, or flowers.</p> <p>b. Use-Specific Standards</p> <p>i. Any general retail use, such as a pharmacy, with drive-through service shall comply with the “drive-through service” accessory use standards in subsection 21.05.070D.6[7].</p> <p>ii. <u>General retail establishments in the I-1 district shall have a maximum gross floor area of 20,000 square feet.</u></p>	<p>Corrects the use definition by removing from its list of examples several establishments which are actually other use types.</p> <p>Secondly, at the Mayor’s direction, general retail is proposed to be allowed in the I-1 district, with the limitation that general retail uses which are large commercial establishments (more than 20,000 sq. ft.) should not be permitted in the I-1.</p>
41.	<p>21.05.050H.7.b.</p> <p>b. Use-Specific Standards</p> <p>i. Any use that involves the retail sale of alcohol is subject to the special land use permit for alcohol process; see section 21.05.020A.</p>	<p>At the Mayor’s direction, grocery stores are proposed to be allowed in the I-1 district, with the limitation that grocery stores which are large commercial</p>

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	<p>ii. Grocery or food stores in the I-1 district shall have a maximum gross floor area of 20,000 square feet.</p>	<p>establishments (more than 20,000 sq. ft.) should not be permitted in the I-1.</p>
R15†	<p>21.05.060D.</p>	<p>There is little on-site sales activity with the customer present. Accessory uses may include offices, <u>limited retail sales</u>, truck fleet parking, and maintenance areas.</p>
R16†	<p>21.05.060E.6.</p>	<p>6. Landfill a. Definition The burial of hazardous or non-hazardous agricultural, residential, institutional, commercial, or industrial waste, including areas for the disposal of building and organic material and solid waste processing. This use does not include land reclamation. b. Use-Specific Standards i. Landfills <u>operational area, excavated or filled area</u> shall be set back at least <u>200 feet from the property boundary, and at least 500 [660] feet from the lot line of any academic school, hospital, religious assembly, or residential zoning district.</u> [NON-INDUSTRIAL USE, AND THAT REQUIRED SETBACK SHALL BE PLANTED WITH] L4 screening landscaping <u>is required along all lot lines.</u> ii. Landfills shall contain and treat [ON-SITE] all run-off that comes into contact with the waste material, in such a manner that the run-off will not contaminate surface or ground water. iii. Landfills shall <u>comply with the requirements of 18 AAC 60.</u> [NOT BE LOCATED IN ANY FLOODWAY.] iv. <u>Applications for a conditional use for a landfill shall</u> [NO LANDFILL SHALL COMMENCE OPERATION UNTIL A NUISANCE CONTROL PLAN,] specify[ING] all measures to be taken to control nuisance conditions (such as odor, noise, scattered solid waste, wildlife) [HAS BEEN APPROVED BY THE DIRECTOR].</p>
42.	<p>21.05.060E.6.a.*</p>	<p>The burial of hazardous or non-hazardous agricultural, residential, institutional, commercial, or industrial waste, including [AREAS FOR THE DISPOSAL OF BUILDING AND ORGANIC MATERIAL AND] solid waste processing. This use does not include land reclamation.</p>
R17†	<p>21.05.060E.7.</p>	<p>2. Recycling Drop-Off a. Definition A lot or portion of a lot where containers are located to collect various materials for recycling. This</p>

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		<p>use includes drop-off and collection of materials for recycling, but not processing of such materials.</p> <p>b. Use-Specific Standards</p> <p>i. No recycling drop-off area shall be located in required parking for any other uses on the same lot, required landscaping, or pedestrian facilities.</p> <p>ii. <u>Recycling drop-off areas that are on a lot with another principal use such as a school or retail store shall, to the extent reasonably feasible, be placed to the side of the principal structure and/or site, and not abutting the street that provides primary access to the site.</u></p> <p>iii. <u>Recycling drop-offs that are the sole or principal use on a lot, and are not placed on a lot with another principal use such as a school or retail store, shall be fenced. The fencing shall be interior to any landscaping required by section 21.07.080. Recycling drop-offs in mixed-use districts or adjacent to residential districts shall have a screening fence. [CONTAINERS SHALL BE SCREENED IN ACCORDANCE WITH THE STANDARDS OF SUBSECTION 21.07.080H.2.]</u></p> <p>iv. <u>If a recycling drop-off area is within 200 feet of a residential district, n[N]o collection/pick-up of the accumulated materials shall occur between the hours of 10:00 p.m. and 6[7]:00 a.m. on weekdays, or between 6:00 p.m. and 10:00 a.m. on weekends.</u></p> <p>v. If a recycling drop-off area is within 200 feet of a residential district, and the drop-off includes containers for collecting glass, the area shall be closed between the hours of 10:00 p.m. and 6[7]:00 a.m.</p>
R18†	21.05.060E.9.	<p>3. Solid Waste and/or Recycling Transfer Facility</p> <p>a. Definition An establishment for the processing, transfer, and/or disposal of hazardous or non-hazardous solid waste and/or materials for recycling.</p> <p>b. Use-Specific Standards <u>[ALL SUCH USES SHALL COMPLY WITH THE FOLLOWING STANDARDS:]</u></p> <p>i. <u>[LOCATION OF SITE]</u> A solid waste transfer facility <u>(structures, operations, outdoor storage)</u> shall not be located within 500 feet of any academic school, hospital, <u>[GOVERNMENTAL FACILITY (EXCEPT GOVERNMENTAL SERVICE), RELIGIOUS ASSEMBLY,]</u> or residential <u>zoning district [SUBDIVISION, OR PLACE OF PUBLIC ASSEMBLY].</u> <u>The facility shall be set back at least</u></p>

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Section	Amendment	Purpose/Origin/Notes
	<p style="text-align: center;"><u>100 feet from any mixed-use district.</u></p> <p>ii. <u>[MINIMUM LOT SIZE AND WIDTH]</u> Notwithstanding the general dimensional standards set forth in chapter 21.06, the minimum lot size for a solid waste and/or recycling transfer facility shall be two acres and the minimum lot width shall be 150 feet, unless otherwise established by the planning and zoning commission.</p> <p>iii. <u>[LIMITS ON OUTDOOR STORAGE]</u> Outdoor storage shall not exceed 35 feet in height. No outdoor storage, operations, or donations shall occur within the required front or side setback as set forth in chapter 21.06.</p> <p>iv. <u>[SCREENING]</u> In addition to any landscaping required under section 21.07.080, <i>Landscaping, Screening, and Fences</i>, the facility shall be surrounded by a <u>[SOLID, OPAQUE]</u> fence that is at least eight feet high, <u>except that public drop-off areas need not be fenced unless they are adjacent to residential or mixed-use districts</u>, <u>LOCATED NO LESS THAN 100 FEET FROM ANY PUBLIC RIGHT-OF-WAY, AND LOCATED NO LESS THAN 50 FEET FROM AN ADJACENT PROPERTY</u>. <u>Such fencing that is adjacent to residential or mixed-use districts shall be screening fencing; such fencing that is adjacent to other non-industrial districts or to streets shall be sight-obscuring fencing.</u></p>	
43.	<p>21.05.070C.g. Table 21.05-4*</p> <p>Add "ADU" as "P" in R-1, R-1A, and R-3.</p>	<p>ADUs are a small piece of the puzzle to solve the city's projected housing shortfall. This amendment allows ADUs in the R-1, R-1A, and R-3 districts.</p>
44.	<p>21.05.070C.g. Table 21.05-5*</p> <p>Add "Outdoor keeping of animals" as "P" in PR and PLI</p> <p>Delete the MT-1 and MT-2 columns.</p>	<p>This amendment accommodates the possibility of schools keeping rabbits or chickens. At the direction of the Mayor, the midtown districts are proposed to be deleted.</p>
45.	<p>21.05.070D.1.b.iii.(B).*</p> <p>(B) Requirements for Developing an ADU <u>[ADUS SHALL BE ALLOWED IN ALL RESIDENTIAL ZONING DISTRICTS EXCEPT R-1, R-1A, R-3, R-4, AND R-4A.]</u></p> <p><u>(1) One Principal Structure</u> One ADU may be added to or created within a detached single family dwelling on a lot, tract, or parcel, but only if the detached single-family dwelling is the sole principal structure on that lot, tract, or parcel.</p>	<p>ADUs are a small piece of the puzzle to solve the city's projected housing shortfall. This amendment allows ADUs in the R-1, R-1A, and R-3 districts.</p>

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46.	21.05.070D.1.b.iii.(C).(1). *	The ADU shall be at least 60 feet from <u>all [THE PRIMARY] front lot lines, and [OR] at least 10 feet behind the [PRIMARY] façade of the principal dwelling unit that contains the primary entrance.</u>	Resolves confusion over the interpretation of this section.																																
47.	21.05.070D.6.b.*	<i>Add new subsection iii.</i> iii. Change of Use <u>The addition or removal of a drive-through is a change of use.</u>	Needed to maintain separate parking requirements and development standards for drive-through and sit-down restaurants, which must be administered through land use permit reviews.																																
48.	21.05.070D.12.b.vi.*	vi. Loading or unloading a connex unit, or the use of a connex during construction is exempt from this section, <u>as long as the connex unit is removed promptly at the finish of the loading/unloading or construction activity.</u>	This amendment clarifies the intent of the provision, which is that a connex used for loading/unloading or construction is a <u>temporary</u> feature.																																
49.	21.06.020 Table 21.06-1	<i>Add the following new rows under the R-3 section:</i> <table border="1"> <thead> <tr> <th>Use</th> <th>Area (sq ft)</th> <th>Width (ft)</th> <th>Max lot coverage (ft)</th> <th>Front setback (ft)</th> <th>Side setback (ft)</th> <th>Rear setback (ft)</th> <th>Max Number of Principal structures</th> <th>Maximum height of structures (ft)</th> </tr> </thead> <tbody> <tr> <td><u>Dwelling, single-family detached</u></td> <td><u>6,000 min. 7,250 max.</u></td> <td><u>50</u></td> <td><u>40</u></td> <td><u>20</u></td> <td><u>5</u></td> <td><u>10</u></td> <td><u>1</u></td> <td><u>30</u></td> </tr> <tr> <td><u>Dwelling, single-family attached</u></td> <td><u>3,000 min.</u></td> <td><u>35 (40 on corner lots)</u></td> <td><u>40</u></td> <td><u>20</u></td> <td><u>N/A on common lot line; otherwise 5</u></td> <td><u>10</u></td> <td><u>1</u></td> <td><u>30</u></td> </tr> </tbody> </table>	Use	Area (sq ft)	Width (ft)	Max lot coverage (ft)	Front setback (ft)	Side setback (ft)	Rear setback (ft)	Max Number of Principal structures	Maximum height of structures (ft)	<u>Dwelling, single-family detached</u>	<u>6,000 min. 7,250 max.</u>	<u>50</u>	<u>40</u>	<u>20</u>	<u>5</u>	<u>10</u>	<u>1</u>	<u>30</u>	<u>Dwelling, single-family attached</u>	<u>3,000 min.</u>	<u>35 (40 on corner lots)</u>	<u>40</u>	<u>20</u>	<u>N/A on common lot line; otherwise 5</u>	<u>10</u>	<u>1</u>	<u>30</u>	At the Mayor's direction, single-family attached and detached dwellings are proposed to be allowed in the R-3 medium density multifamily district, under the condition that the density will be no less than six dwelling units per acre (or a maximum of 7,260 square feet per dwelling) to encourage efficient use of R-3 lands. Most of the proposed dimensions reflect prevailing lot requirements for single-family use, except that setbacks are generally consistent with other uses in the R-3 district.					
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R19†	21.06.020 Table 21.06-2	<i>Amend the B-3 and RO sections of Table 21.06-2 as follows:</i> <table border="1"> <thead> <tr> <th>Use</th> <th>Area</th> <th>Width</th> <th>Lot Coverage</th> <th>Front sb</th> <th>Side sb</th> <th>Rear sb</th> <th>Height</th> </tr> </thead> <tbody> <tr> <td colspan="8">B-3: General Business</td> </tr> <tr> <td><u>Allowed Residential Household Living Uses</u></td> <td><u>6,000</u></td> <td><u>50</u></td> <td><u>50</u></td> <td><u>10</u></td> <td><u>5 plus one foot for each five feet in height exceeding 35 feet</u></td> <td><u>10</u></td> <td><u>45⁸</u></td> </tr> <tr> <td>All <u>other</u> uses</td> <td>6,000</td> <td>50</td> <td>Unrestricted</td> <td>10</td> <td>15 if adjacent to a residential district; otherwise 0 or at least 10</td> <td>15 if adjacent to a residential district; otherwise 0 or at least 5</td> <td>45</td> </tr> </tbody> </table>	Use	Area	Width	Lot Coverage	Front sb	Side sb	Rear sb	Height	B-3: General Business								<u>Allowed Residential Household Living Uses</u>	<u>6,000</u>	<u>50</u>	<u>50</u>	<u>10</u>	<u>5 plus one foot for each five feet in height exceeding 35 feet</u>	<u>10</u>	<u>45⁸</u>	All <u>other</u> uses	6,000	50	Unrestricted	10	15 if adjacent to a residential district; otherwise 0 or at least 10	15 if adjacent to a residential district; otherwise 0 or at least 5	45	Approved by PZC in 2010
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	<p>RO: Residential Office District</p> <table border="1" data-bbox="545 228 1903 516"> <tr> <td data-bbox="545 228 688 367">Allowed Residential Household Living Uses</td> <td data-bbox="688 228 822 367">6,000</td> <td data-bbox="822 228 924 367">50</td> <td data-bbox="924 228 1085 367">50</td> <td data-bbox="1085 228 1220 367">10</td> <td data-bbox="1220 228 1475 367">5 plus one foot for each five feet in height exceeding 35 feet</td> <td data-bbox="1475 228 1749 367">10</td> <td data-bbox="1749 228 1903 367">45⁸</td> </tr> <tr> <td data-bbox="545 367 688 516">All other uses</td> <td data-bbox="688 367 822 516">6,000</td> <td data-bbox="822 367 924 516">50</td> <td data-bbox="924 367 1085 516">50</td> <td data-bbox="1085 367 1220 516">10</td> <td data-bbox="1220 367 1475 516">10 if adjacent to a residential district; otherwise 5</td> <td data-bbox="1475 367 1749 516">15 if adjacent to a residential district; otherwise 10</td> <td data-bbox="1749 367 1903 516">45, not to exceed three stories of nonresidential use</td> </tr> </table> <p data-bbox="526 553 1723 586">Add footnote #8: See subsection 21.04.020I.2.d. for information regarding possible height increases.</p> <p data-bbox="526 610 903 643">Renumber remaining footnotes.</p>	Allowed Residential Household Living Uses	6,000	50	50	10	5 plus one foot for each five feet in height exceeding 35 feet	10	45 ⁸	All other uses	6,000	50	50	10	10 if adjacent to a residential district; otherwise 5	15 if adjacent to a residential district; otherwise 10	45, not to exceed three stories of nonresidential use	
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50.	<p>21.06.020 Table 21.06-2</p>	<p data-bbox="526 691 1360 724">In the B-3 row, amend the cell under “Maximum height (ft)” as follows:</p> <p data-bbox="526 748 1903 813">45, except in the Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane, where there is no maximum height</p>	<p data-bbox="1938 691 2583 789">At the Mayor’s direction, height limits are proposed to be removed from the midtown area bounded by these four streets.</p>															
R20†	<p>21.06.020 Table 21.06-3</p>	<p data-bbox="526 837 1521 870">In NMU district in row for “All other uses”, change the max floor area ratio: 0.75[0.5]</p> <p data-bbox="526 894 1803 927">Amend footnote 9: “Additional FAR available. See FAR incentives for mixed-use districts at 21.04.050G.2.”</p>	<p data-bbox="1938 837 2247 870">Approved by PZC in 2010</p>															
51.	<p>21.06.020 Table 21.06-3</p>	<p data-bbox="526 976 916 1008">Delete the MT-1 and MT-2 rows.</p> <p data-bbox="526 1032 1507 1065">In the RMU, “All other uses” row, amend the cell under “Max height (ft)” as follows:</p> <p data-bbox="526 1089 1903 1154">60, except in the Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane, where there is no maximum height</p>	<p data-bbox="1938 976 2583 1073">At the Mayor’s direction, the midtown districts are proposed to be deleted, and height limits are proposed to be removed from the midtown area.</p>															
51.1	<p>21.04.050D.3.</p>	<p data-bbox="526 1179 983 1211">3. District-Specific Standards</p> <p data-bbox="634 1211 1903 1276">a. Development in the RMU district shall comply with section 21.04.050G., <i>Mixed-Use District Development Standards</i>.</p> <p data-bbox="634 1292 1903 1357">b. Development in the Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane may have greater building height and bulk (FAR) than elsewhere</p>	<p data-bbox="1938 1179 2583 1308">At the Mayor’s direction, the midtown (MT) districts are proposed to be deleted, and height limits are proposed to be removed from the midtown area (see amendments 21 and 51)</p> <p data-bbox="1938 1325 2583 1390">Amendments 51.1 through 51.3 on this page support the amendments in 21 and 51 by adjusting the FAR</p>															

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	<p><u>in the RMU district, as provided in section 21.04.050G.2.c and Table 21.06-3.</u></p>	<p>bonus system of the RMU district to accommodate and address the higher intensity development to be allowed in central Midtown.</p>
51.2	<p>21.04.050G.2.</p> <p><i>Add new subsection c. as follows:</i></p> <p>a. <u>Floor Area Ratio (FAR) Incentives – Midtown RMU</u> <u>Notwithstanding the limits to the amount of FAR increase established in subsection b., the maximum FAR for development in the RMU district within the Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane may be increased to a total of 7.0 FAR through the bonus provisions in subsection b. The development may exceed the maximum floor area bonus per each special feature. In addition, the following public benefit features are also available in this Midtown area:</u></p> <p><u>i. Bonus for Public Parking</u> <u>Five square feet of additional floor area is allowed per square foot of public parking available for public use in the district in addition to the parking spaces for the development required by this title, and which is established by a recorded covenant running with the land.</u></p> <p><u>ii. Bonus for Public Benefit Facilities</u> <u>10 square feet of additional floor area is allowed per square foot of public restroom, sheltered public transit or bicycle parking area, child care use, parks and open area use (not credited by this title as private open space), or lockers and showers for bicycle commuters, which is located at or visually accessible to the ground floor level for public use and established by a recorded covenant running with the land.</u></p>	<p>Approved by PZC in 2010</p>
51.3	<p>21.06.020 Table 21.06-3</p> <p><i>In RMU District row, change the max floor area ratio for “All other uses” as follows:</i></p> <p><u>2 in Midtown area bounded by the Seward Highway, Tudor Road, Arctic Boulevard, and Fireweed Lane; otherwise 1</u></p>	
52.	<p>21.06.020 Table 21.06-4*</p> <p><i>The following amends the height column in the PLI row:</i></p> <p><u>75 feet, unless greater height is approved by conditional use or through an institutional master plan [NO MAXIMUM, EXCEPT THAT THE HEIGHT TRANSITION PROVISIONS OF SUBSECTION 21.06.030D.7. SHALL APPLY]</u></p>	<p>A height limit is proposed for the PLI, both to be consistent with other districts, and to protect neighboring development.</p>
53.	<p>21.06.030C.1.f.*</p> <p><i>Add new subsection f. as follows:</i></p> <p><u>f. Where a setback is allowed to be zero feet, the setback shall be any inelastic response displacement distance required by title 23 to accommodate seismic deflection. A parapet cap, trim, or other similar cover shall cover</u></p>	<p>To resolve an inconsistency with the building code where a 0’ setback may be required by T21, but a seismic deflection setback may be required by T23..</p>

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Section	Amendment	Purpose/Origin/Notes
54.	21.06.030D.8.	<p><u>any gap between buildings, in accordance with title 23.</u></p> <p>4. Height Transitions for Neighborhood Compatibility</p> <p>a. Purpose The objective of the height transition standard is to help ensure compatibility between higher intensity development and adjacent lower density residential districts, in terms of building bulk and scale, a degree of sunlight access and ambient daylighting, and the potential for privacy and visual buffering. The standard is not designed to reduce the gross floor area development potential of a subject lot; instead, it is intended to encourage thoughtful positioning of building massing and height on the subject lot with respect to adjacent neighborhoods.</p> <p>b. Applicability This standard shall apply to structures located in any non-residential district (except for the DT districts), the R-4 district, or the R-4A district, <u>that is [AND] within 200 feet of any lot zoned R-1, R-1A, R-2A, R-2D, R-2M, R-2F, R-3, R-5, R-6, R-7, R-8, R-9, or R-10.</u></p> <p>c. Standard Structures on the subject lot shall not penetrate a daylight plane that rises inward over the subject lot at an angle of five feet of run for every three feet of rise, and starting from a height of 15 feet above existing grade at the nearest lot line of the residential (protected) lot. <u>The standard may be met using one or more of the following options:</u></p> <p>i. <u>Compatible placement of a tall building on the subject lot with respect to the residential neighborhood, by shifting the location of the building to be further away from the adjacent residential property, and providing space for parking facilities or other site elements in the space in-between;</u></p> <p>ii. <u>Compatible massing of a tall building, such as a step-back in building form, by arranging the building mass so that the lower part is closer and the taller part is further away from the adjacent residential property; and/or</u></p> <p>iii. <u>Compatible height transition that meets the intent of the section through an alternative design and/or placement, using the procedure and criteria of section 21.07.010D., Alternative Equivalent Compliance.</u></p> <p>[HEIGHT TRANSITIONS ILLUSTRATION DELETED]</p> <p>d. Exceptions</p> <p>i. Height exceptions in subsection D.5. above that have a width of 20 feet or less facing the</p>

At the Mayor’s direction, modifications to the transitions section are proposed to describe different methods and examples for achieving an appropriate height transition, and to allow the applicant more discretion for how to achieve the objective.

The illustration is also proposed to be deleted from this section, at the Mayor’s direction.

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	<p>residential lot are not subject to the height transitions standard.</p> <p>ii. The director may exempt any portion of a proposed development which, being already completely blocked from the protected property by existing permanent structures or topography, will have no additional impact.</p> <p>iii. The director may exempt a proposed development if, because of topography or lot dimensions or configuration, the height transitions provisions would unduly restrict permissible development, and reasonable use cannot otherwise be made of the site of the proposed development.</p> <p>iv. Exceptions shall be the minimal action that would afford relief and shall cause the least interference possible with the intended protections for the residential lots.</p>		
55.	21.06.030E.3.a.	For the NMU, CMU, <u>and</u> RMU, MT-1 AND MT-2 zoning districts, table 21.06-3 establishes the maximum FAR for each district.	At the Mayor's direction, the MT-1 and MT-2 districts (midtown districts) are proposed for deletion.
56.	21.07.020B.3.c.	c. The decision-making body shall not grant final approval to any development or activity, including subdivisions <u>but excluding rezonings</u> , in a wetland that falls within the federal government's jurisdiction until all necessary federal approvals and permits have been obtained.	For rezoning, the COE wetland permit should come after the rezoning, as stated in 21.03.160.
57.	21.07.020B.4.a.i.	i. In all zoning districts <u>except for the R-10 district</u> , buildings, accessory structures, and parking lots shall be set back at least 25 <u>50</u> feet horizontally from the ordinary high-water mark on each side of streams or, if not readily discernible, from each side of the defined bank of the stream. <u>In the R-10 district, the setback shall be 50 feet.</u> Except as provided in B.6. below, no disturbance is permitted in the 50-FOOT setback area.	At the Mayor's direction, the stream setback distances are proposed to be returned to their current code widths, with the exception being the R-10, which is proposed to be half of its current code width.
58.	21.07.020B.4.b.i. and b.iv.	i. A stream channel alteration <u>or restoration</u> project may <u>create</u> DEVELOP a "stream corridor" containing appropriate meander widths DISTRIBUTED based on topographic <u>conditions and hydraulic</u> design. Where established, the "stream corridor" shall be the stream setback for the purposes of municipal code. ... iv. The design of the <u>new</u> stream channel ALTERATION may meander within this corridor...	Amendments for clarity.
59.	21.07.020B.6.b.ii. and iii.	ii. The following structures and uses of land or structures are permitted parallel to the stream within the outer 10 <u>15</u> feet of the setback: (A). Public recreation facilities <u>such as</u> OTHER THAN trails; (B). Utility facilities pursuant to 6.d. below; (C). <u>On-site snow storage piles in accordance with subsection 21.07.040F., Snow Storage and Disposal;</u>	At the Mayor's direction, the stream setback distances are proposed to be returned to their current code widths, and the accompanying regulations to match current code.

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	<p>(D). Drainage facilities, in accordance with subsection 21.07.040 and approved by the <u>public works</u> [PROJECT MANAGEMENT AND ENGINEERING] department; [AND</p> <p>(E). LAWNS, LANDSCAPING, PLAY EQUIPMENT, FENCES, PERVIOUS DECKS, UNPAVED PATIOS, AND OTHER SIMILAR FEATURES THAT ARE BASED ON A PERVIOUS SURFACE.]</p> <p><u>provided that applicable facilities are buried, and provided that all disturbed areas shall be revegetated with trees, shrubs, and ground cover similar to natural vegetation in the area. Revegetation is to occur during the same growing season, except as otherwise permitted by the director.</u></p> <p>[III. TRAILS ARE PERMITTED PARALLEL TO THE STREAM WITHIN THE OUTER 35 FEET OF THE SETBACK. THROUGH THE DESIGN AND PERMITTING PROCESS, TRAILS MAY BE LOCATED CLOSER TO THE STREAM FOR A JUSTIFIED REASON, SUCH AS OVERCOMING A PHYSICAL, TOPOGRAPHICAL, OR LAND OWNERSHIP CONSTRAINT, OR TAKING ADVANTAGE OF A VIEWPOINT.]</p> <p><i>Re-number remaining subsection.</i></p>	
60.	<p>21.07.020C.2.</p> <p><u>a. Except as noted in 2.b. below, a</u>[A]ny lot with an average slope of 20 percent or greater, or where adverse conditions associated with slope stability, erosion, or sedimentation are present as determined by the municipal engineer, shall comply with the standards of this subsection 21.07.020C. Lots being subdivided shall comply with chapter 21.08, including subsection 21.08.030H., <i>Subdivisions on Slopes</i>, if applicable.</p> <p><u>b. This section applies to naturally occurring steep slopes and not to those that result from human activities such as gravel extraction.</u></p>	To address concerns raised by the public that steep slopes caused by human activity should not be regulated in the same way as naturally occurring slopes.
R21†	<p>21.07.030B.</p> <p>Development shall be required to set aside private open space according to the following minimum requirements, <u>except where specifically provided otherwise.</u> [SINGLE-FAMILY, TWO-FAMILY, AND TOWNHOUSE RESIDENTIAL USES ARE EXEMPT. FOR THE PURPOSES OF THIS SECTION, GROSS FLOOR AREA SHALL NOT INCLUDE FLOOR AREA DEVOTED TO PARKING OR LOADING, OR INDOOR PRIVATE OPEN SPACE THAT MEETS THE STANDARDS OF C.4 BELOW.]</p>	Approved by PZC in 2010
61.	<p>21.07.030B.1. through B.5.*</p> <ol style="list-style-type: none"> R-2M and R-2F districts: 480 square feet of private open space per dwelling unit, or an area equal to five percent of the gross floor area of group living uses or nonresidential development. <u>The private open space may be for the exclusive use of each dwelling unit, shared in common among the units, or a combination of the two.</u> R-3 district: 400 square feet of private open space per dwelling unit. At least half of the private open space shall be shared in common among the units. Group living uses and nonresidential development shall provide an area equal to five percent of the gross floor area for open space. R-4 and R-4A districts: For a multifamily use with townhouse-style construction, 225 square feet of private open 	<p>In response to public comment, the requirements are clarified for when open space is exclusive to each unit, and when it is to be common to all units.</p> <p>At the Mayor’s direction, the amount of private open space required for nonresidential development is capped at 2,000 square feet.</p> <p>At the Mayor’s direction, the MT-1 and MT-2 districts</p>

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	<p>space per dwelling unit, to be provided for the exclusive use of each dwelling unit per C.2. below; for non-townhouse-style multifamily uses, 120 [125] square feet of private open space per dwelling unit, and at least half of the private open space shall be shared in common among the units. Group living uses and nonresidential development shall provide an area equal to five percent of the gross floor area for open space.</p> <p>4. B-1A, B-3, RO, NMU, CMU, and RMU, and nonresidential development in residential districts:</p> <p>a. Private open space equal to five percent of the gross floor area of the nonresidential portion of the development shall be provided <u>(up to a maximum requirement of 2,000 square feet)</u>.</p> <p>b. Where dwelling units are part of the development, an additional 120 square feet of private open space per dwelling unit shall be provided, which shall not be combined with private open space for the nonresidential portion of the development. <u>For townhouse-style construction, the private open space shall be provided for the exclusive use of each dwelling unit. For other building types, at least half of the private open space shall be shared in common among the units.</u></p> <p>5. DT [AND MT] districts: [to be determined through Downtown Plan [AND MIDTOWN PLAN] and regulations processes]</p>	<p>(midtown districts) are proposed for deletion.</p> <p>Note: PZC already recommended consolidating and expanding the list of exempted uses, as well as several amendments increasing the flexibility of the non-residential private open space standards.</p>
R22†	<p>21.07.030C.</p>	<p>C. Exemptions</p> <p>The following are exempt from the private open space requirement:</p> <ol style="list-style-type: none"> <u>Single-family, two-family, mobile home, and townhouse residential uses;</u> Parks [AND OPEN AREAS], public safety facility, transportation facility, utility facility, telecommunication facility, agricultural uses, <u>commercial kennel, large domestic animal facility;</u> Vehicles and equipment, manufacturing and production, warehouse and storage, and waste and salvage use categories; Any building floor area devoted to parking and/or loading; [AND] <u>Any building floor area provided as indoor private open space that meets the standards of D.5 below; and</u> Any <u>non-residential</u> development with less than <u>5,000</u>[1,000] square feet of gross floor area.
R23†	<p>21.07.030D.3.</p>	<p>A fence, hedge, earth berm, railings on decks, and/or other continuous linear landscaping features shall define and separate ground-level private open space from abutting streets <u>and</u> rights-of-way. Such features may be</p>

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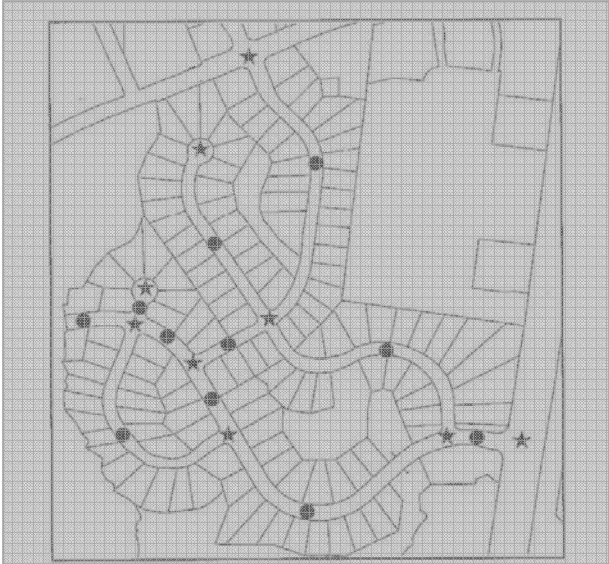
Section	Amendment	Purpose/Origin/Notes
	incorporated as part of required perimeter landscaping. A non-residential private open space such as a plaza or outdoor seating area shall be exempt from the physical delineation requirement where it abuts a sidewalk or other public pedestrian space. Private open space shall be separated from refuse collection areas by L2 visual enhancement landscaping.	
R24†	21.07.030D.6.c. c. Has a minimum inside dimension of 25 feet for residential uses, or 20 feet for non-residential uses; and	Approved by PZC in 2010
62.1	21.07.060D.3.b. b. Internal Street Connectivity [(CONNECTIVITY INDEX)] i. [ALL DEVELOPMENT SHALL ACHIEVE A CONNECTIVITY INDEX OF 1.2 OR GREATER. ii. THE CONNECTIVITY INDEX FOR A DEVELOPMENT IS CALCULATED BY DIVIDING ITS LINKS BY ITS NODES. FIGURE 21.07-1, CALCULATION OF CONNECTIVITY, PROVIDES AN EXAMPLE OF HOW TO CALCULATE THE CONNECTIVITY INDEX. NODES (STARS) EXIST AT STREET INTERSECTIONS AND CUL-DE-SAC HEADS WITHIN THE DEVELOPMENT. LINKS (CIRCLES) ARE STRETCHES OF ROAD THAT CONNECT NODES. STREET STUB-OUTS ARE CONSIDERED AS LINKS. IN THE DIAGRAM, THERE ARE 11 LINKS (CIRCLES) AND NINE NODES (STARS); THEREFORE THE CONNECTIVITY INDEX IS 1.22 (11/9 = 1.22). 	At the Mayor's direction, the street connectivity index are replaced with different vehicular and pedestrian connectivity standards.

FIGURE 21.07-1: CALCULATION OF CONNECTIVITY

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		<p>iii. THE CONNECTIVITY INDEX STANDARD OF 1.2 OR GREATER MAY BE REDUCED BY THE DIRECTOR IF THE DEVELOPER DEMONSTRATES IT IS IMPOSSIBLE OR IMPRACTICABLE TO ACHIEVE DUE TO TOPOGRAPHIC CONDITIONS, NATURAL FEATURES, OR ADJACENT EXISTING DEVELOPMENT PATTERNS.]</p> <p>i. [iv.] Developments, whether subdivisions or not, shall meet the block length requirements of 21.08.030G.</p> <p>ii. [v.] Whenever cul-de-sac streets are created, at least one 10 foot wide pedestrian access easement shall be provided, to the extent reasonably feasible, between each cul-de-sac head or street turnaround and the closest adjacent street or pedestrian walkway. This requirement shall not apply where it would result in damage to or intrusion into significant natural areas such as stream corridors, wetlands, and steep slope areas, or if the configuration of existing adjacent development prevents such a connection.</p>
62.2	21.07.060D.3.c.	<p>c. External Street Connectivity</p> <p>i. The arrangement of streets in a development shall provide for the alignment and continuation of existing streets from the boundaries of the development. The arrangement of streets shall provide connections to [OR PROPOSED STREETS INTO ADJACENT LANDS IN THOSE CASES IN WHICH THE] adjacent lands that are undeveloped and intended for future development as required in subsection 3.e. below, or that [IN WHICH THE ADJACENT LANDS] are developed and include opportunities for such connections. This arrangement may be reduced or waived by the decision-making body if the applicant can show how connectivity is provided by a different arrangement of streets. Vehicular and/or pedestrian connections to adjacent municipal parks or municipal lands designated as parks shall be required as determined or unless waived by the director of the parks and recreation department.</p> <p>ii. Street rights-of-way shall be extended to or along adjoining property boundaries such that a roadway connection or street stub shall be provided for development at least every 1,300 [1,500] feet for each direction (north, south, east, and west) to the maximum extent feasible [IN WHICH DEVELOPMENT ABUTS VACANT LANDS]. The director may waive this requirement where the configuration of existing adjacent development, topography, or the presence of sensitive natural areas makes compliance impractical.</p>
62.3	21.07.060D.3.g.	<p><i>Add new subsection 3.g.</i></p> <p>g. Pedestrian Connectivity Where the director and the traffic engineer have determined a vehicular connection required above is not feasible or appropriate, a pedestrian access way shall be provided to the extent reasonably feasible.</p>
63.	21.07.060E.2.b.	<p>b. In all class A zoning districts, sidewalks shall be installed on both sides of all new streets (local, collector,</p>

At the Mayor's direction, the street connectivity index are replaced with different vehicular and pedestrian connectivity standards.

At the Mayor's direction, the street connectivity index are replaced with different vehicular and pedestrian connectivity standards.

At the Mayor's direction, sidewalks are proposed not to

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	<p>arterial, public or private, including loop streets and <u>the stem of cul-de-sacs—sidewalks are not required around cul-de-sac bulbs</u>).</p>	<p>be required around the bulb of a cul-de-sac.</p>
<p>64.</p>	<p>21.07.060F.6.e.* <i>Add new subsection e.:7890</i> e. <u>Plazas shall not be paved with asphalt.</u></p>	<p>This amendment, first proposed for public review in 2010, is directed only at plazas that would receive credit toward a floor area bonus, menu choice, or other zoning incentive under title 21, and helps ensure such plazas meet basic standards for quality to provide a public benefit in return for the credit they receive. This does not apply to any other plazas.</p>
<p>R25†</p>	<p>21.07.060F.16. <i>Add new subsection F.16. as shown here:</i> 16. Pedestrian-Interactive Use: <u>A pedestrian-interactive use is intended to provide ground-floor spaces that strongly engage the sidewalk with street-facing windows and entrances, feature activities and services that support neighborhood residents, and generally contribute to the pedestrian-oriented environment in mixed-use districts. 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.</u> a. <u>A pedestrian-interactive use shall be any of the following uses that are permitted in the district: a retail sales use; retail and pet services use; 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 entry ways or stairways through which such uses are principally accessed; provided, however, that the following types of retail sales shall not be considered pedestrian-interactive uses: fueling station; building materials store. The following permitted uses supporting residential neighborhood and housing development are also considered pedestrian-interactive uses: residential dwellings with individual front entries along the street; elementary school, middle or high school; health services; and child care center.</u> b. <u>A pedestrian-interactive use shall provide a primary entrance facing the street. Entrances at building corners facing a street may be used to satisfy this requirement.</u> c. <u>A pedestrian-interactive use shall occupy a habitable space at least 24 feet deep extending along the full length of the ground-floor, street-facing building elevation, allowing for pedestrian and vehicle entrances, entry lobbies or atriums, and stairwells.</u></p>	<p>Approved by PZC in 2010</p>

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		<p>d. A pedestrian-interactive use shall comply with 21.060.030C.5., <i>Maximum Setbacks</i>.</p> <p>e. Street-facing ground-floor wall areas of a pedestrian-interactive use shall be 67 percent visual access windows, except that such wall areas for dwellings shall be at least 20 percent visual access windows.</p> <p>f. Where a building has three or more street frontages, these criteria apply along only two of the frontages.</p>	
65.1	21.07.080C	<p>C. Landscape Plan</p> <p>All landscaping and screening required under this section 21.07.080 shall be reflected on a landscape plan. All development, except for single-family, two-family, three-family, and four-family homes on individual lots, shall have a landscape plan prepared by a licensed landscape architect registered by the state of Alaska [OR ANOTHER DESIGN PROFESSIONAL AS ALLOWED BY STATE LEGISLATION]. The landscape plan shall be reviewed and approved by the decision-making body. A landscape plan may be combined with any land clearing, vegetation protection, erosion control, or snow storage and disposal [REMOVAL] plan required for compliance with other sections of this title. Where a landscape plan is required under this title, the plan shall include the information specified in the title 21 user's guide.</p>	<p>This proposed amendment requires landscape plans to be completed by a licensed landscape architect registered by the state of Alaska. This amendment ensures that landscape plans meet the standards of practice of that profession. Under current code and in the provisionally adopted draft code, professionals from other design disciplines such as engineering or surveying would be allowed to prepare landscape plans for municipal approval. With the design flexibility built into the landscape units system, landscape architects are the best equipped through their education and training to prepare landscape plans which are appropriate for a site while meeting or exceeding the minimum standards of Title 21.</p>
65.2	21.07.080E.5.c	<p>c. Specifications for Site Perimeter Landscaping</p> <p>In any area where site perimeter landscaping is required according to table 21.07-2, the planting requirements of 21.07-3 shall apply. The amount of landscaping required in table 21.07-3 is measured per linear foot of property line or street frontage. Approved vehicular [AND PEDESTRIAN] access points shall [NOT] be subtracted from the linear frontage in calculations of the amount of landscaping required. [IF THERE ARE DRIVEWAYS ALONG THE FRONTAGE OR PROPERTY LINE, REQUIRED LANDSCAPING SHALL BE CONDENSED INTO THE REMAINING SITE PERIMETER LANDSCAPING AREA.]</p>	<p>This proposed amendment will allow approved vehicular access points to be subtracted from the linear frontage calculation as is done in the current Title 21. There doesn't appear to be any benefit to including vehicular access points in the frontage calculation as it will only serve to force more trees and shrubs into a smaller area.</p>
65.3	21.07.080E.6.c	<p>c. Parking Lot Perimeter Landscaping</p> <p>Parking lot perimeter landscaping shall be required for all applicable parking lots which are adjacent to a lot line as provided below. This landscaping shall be provided along applicable lot lines except at approved points of vehicular or pedestrian access; [ALTHOUGH THE ENTIRE PARKING LOT FRONTAGE, INCLUDING VEHICULAR OR PEDESTRIAN ACCESS POINTS SHALL BE USED TO CALCULATE THE REQUIRED LANDSCAPING] Approved vehicular access points shall be subtracted from the linear frontage</p>	<p>This amendment will allow approved vehicular access points to be subtracted from the linear frontage calculation as is done in the current Title 21. There doesn't appear to be any benefit to including vehicular access points in the frontage calculation as it will only serve to force more trees and shrubs into a smaller</p>

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		<p><u>in calculations of the amount of landscaping required.</u></p>
65.4	<p>21.07.080E.6.d</p>	<p>d. Parking Lot Interior Landscaping</p> <p>i. Amount Required</p> <p>Parking lot interior landscaping shall be required for all development with 40 or more exterior parking spaces, as follows:</p> <p>(A) 40 to <u>100</u> [70] spaces</p> <p>An area equal to at least five percent of the surface of the parking <u>lot</u> [AREA] on the site, including appurtenant driveways, shall be devoted to landscaping.</p> <p>(B) [71 to 100] <u>101 to 200</u> spaces</p> <p>An area equal to at least seven and one half percent of the surface of the parking <u>lot</u> [AREA] on the site, including appurtenant driveways, shall be devoted to landscaping.</p> <p>(C) More than [100] <u>200</u> spaces</p> <p>An area equal to at least 10 percent of the surface of the parking <u>lot</u> [AREA] on the site, including appurtenant driveways shall be devoted to landscaping.</p> <p><u>If the total number of parking spaces on a site consists of more than one parking lot, the percentage of parking lot interior landscaping required by this section shall be distributed fairly evenly to each parking lot.</u></p>
65.5	<p>21.07.080E.6.d.iv</p>	<p>iv. Landscaping Break for Every Three Drive Aisles</p> <p>In parking lots with over [100] <u>200</u> spaces, for every three <u>parking</u> [DRIVE] aisles within the lot, there shall be a landscaping bed averaging at least eight feet wide (minimum seven feet at any point), parallel to the <u>parking</u> [DRIVE] aisles, and which extends the length of the abutting <u>parking</u> [DRIVE] aisles. Landscaped peninsulas or end islands shall not be included in the calculation of the average width.</p>
66.	<p>21.07.080E.5. Table 21.07-2</p>	<p><i>For the row labeled "NMU, CMU, B-1A", delete the requirement for L2 landscaping when adjacent to "B-3, RO"</i></p>
67.	<p>21.07.080E.5.e.</p>	<p>i. Household living uses in the NMU, CMU, RMU, R-O, and B-3 districts shall be subject to the R-4 and R-4A</p>

area.

This amendment changes the thresholds for each level of landscaping were changed based on site reviews and the proposed thresholds provided in the consultant's (Coffey's) draft.

The threshold for this standard was changed based on site reviews and the revised standard provided in the consultant's draft.

At the Mayor's direction, the site perimeter landscaping requirement for lots zoned to mixed-use next to B-3 or RO lots is proposed to be deleted, in order to save space and costs for individual lots that rezone to mixed-use from within an existing commercial district.

In order to increase the flexibility of the B-1A district to

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	<p>districts' site perimeter landscaping requirements in table 21.07-2, except that mixed-use dwellings may adhere to the site perimeter landscaping requirements of either the underlying commercial or mixed-use zoning, or the R-4 and R-4A districts.</p> <p>ii. Household living uses in a residential only structure in the B-1A district may adhere to the site perimeter landscaping requirements of the R-3 district.</p>	<p>allow for mixed-use sites that include residential buildings, this proposed amendment would apply a lower perimeter landscaping requirement to the residential structures consistent with residential district standards. This amendment arose from public comments and the West Anchorage District Plan process.</p>
68.	<p>21.07.080E.5.f.*</p>	<p>As an alternative to the street frontage site perimeter landscaping requirements of table 21.07-2, nonresidential and mixed-use development in the NMU, CMU, RMU, B-1A, R-4, and R-4A districts may instead comply with the enhanced [MIXED-USE DISTRICT] sidewalk [STREETSCAPE LANDSCAPING] standards in subsection 21.04.050G.5.</p>
69.	<p>21.07.080F.5.</p>	<p>Except as specifically allowed elsewhere in this title, no structure, motor vehicle area, snow storage, or paved area may be located in areas required for landscaping, except that snow storage is allowed in site enhancement landscaping.</p>
70.	<p>21.07.080G.2.h.</p>	<p>Sites with refuse collection receptacles that are subject to the location and screening requirements of subsections 21.07.080G.2.d. and G.2.e. shall meet the requirements of this section within seven [FIVE] years from the effective date of this title.</p>
71.	<p>21.07.080H.3.a.*</p>	<p>a. In the R-1, R-1A, R-2A, R-2D, R-2F, R-2M, R-3, R-4, R-4A, R-5, and R-7 districts, fences in front setbacks shall not exceed four feet in height. Fences in secondary front setbacks that abut a street of arterial or greater classification may be up to eight feet in height. Fences in side or rear setbacks shall not exceed six feet in height, except where abutting or across an alley from a nonresidential district, in which case the fence may be up to eight feet in height.</p>
72.	<p>21.07.090E. Table 21.07-5*</p>	<p><i>Amend Table 21.07-5, "Off-street Parking Spaces Required", as follows:</i></p> <p><i>For Dwelling, mixed-use, multi[PLE-]family, single-family attached, two-family, and townhouse, add the following:</i></p> <p><u>Add 0.10 guest parking spaces for each multifamily du in a multifamily structure, with a minimum of 1 guest space; Add 0.10 guest parking spaces for each mixed-use du, with a minimum of 1 guest space</u></p> <p>Community center or religious assembly: 1 per 5 [4] persons in principal assembly area based on maximum occupancy provisions of AMC title 23</p> <p>Retail and pet services: 1 per 350 [300] sf</p> <p>Amusement establishment: <i>add</i> "Indoor shooting range" at "1 per target area, or 1 per 5 seats, whichever is</p>

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	<p><u>greater</u></p> <p>Delete “Pharmacy/Drugstore and Video Rental Store” and “Dry-cleaning drop-off site/Mail Package Service/Locksmith Shop”</p> <p>Change “All other uses” (in the Personal Service, Repair, and Rental category) to <u>“General Personal Services”</u>: 1 per <u>400</u> [300] sf gfa</p> <p>Change “Farmers market”: <u>See subsection 21.07.090E.3.</u> [1 PER 250 SF, WITH A MINIMUM OF 6]</p> <p>Change “Retail sales of large or bulky merchandise such as furniture, home appliance, or flooring store” to <u>“Furniture and Home Appliance Store”</u></p> <p>Move “Bicycle <u>store</u> [SHOP]” to be a subset of “General retail”</p> <p>Research laboratory: 1 per <u>350</u> [300] sf</p>	<p>or other input.</p> <p>Miscellaneous other amendments to correct, clarify, or improve the consistency of parking requirements across similar uses, or realign the use listings in the parking table with the provisionally adopted use type categories in Chapter 21.05.</p>
73.	<p>21.07.090F.3.c.*</p> <p>For buildings constructed after [effective date], parking facilities including driveways shall comprise no more than <u>50 percent</u> [ONE-THIRD] of the area between the street property line and the street facing building elevation, and garage doors shall comprise no more than <u>50 percent</u> [ONE-THIRD] of the length of the street facing building elevation. These requirements apply to no more than two street frontages.</p>	<p>In response to a public comment in 2010, a prerequisite for gaining approval for a lower parking requirement is proposed to be made more flexible for small infill sites with narrow frontages.</p>
74.	<p>21.07.090F.3.d.</p> <p>For <u>residential</u> developments that are required to provide private open space, an additional 40 square feet of private open space that meets the requirements of subsection 21.07.030 shall be provided for each reduction of one parking space. This shall be common private open space in the case of multifamily and mixed-use dwellings.</p>	<p>At the Mayor’s direction, additional open space is not required to obtain a parking reduction for non-residential development. Additional open space in return for less parking is thereby limited to residential, where the benefit of ameliorating increased density with a little more open space is likely to be more needed.</p>
75.	<p>21.07.090F.3.e.</p> <p>The director and the traffic engineer may determine there is potential for driveway or walkway cross-access to abutting properties and may require a cross-access facility and/or easement within the subject property to the site boundary. <u>Vehicular cross-access may only be required in commercial and mixed-use districts.</u></p>	<p>To address concerns raised by the public regarding the application of this requirement, the potential for vehicular cross-access is limited to commercial and mixed-use districts, where the benefit of keeping short trips off of arterials is likely to be more needed.</p>
76.	<p>21.07.090F.6.</p> <p>6. <u>Districts That Promote a Mix of Uses [MIXED-USE DISTRICTS]</u></p> <p>a. Uses located in the NMU, CMU, RMU, [MT-1, MT-2,] and R-4A districts are eligible for a reduction of up to 10 percent of the minimum number of required parking spaces.</p>	<p>At the Mayor’s direction, the MT-1 and MT-2 districts (midtown districts) are proposed for deletion.</p> <p>Small neighborhood commercial sites are proposed to</p>

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	<p>b. Uses located in the B-1A district are eligible for a reduction of up to 10 percent of the minimum number of required parking spaces, if the B-1A district abuts residential districts on the majority of its perimeter, and has a contiguous area of no more than one acre, excluding rights-of-way.</p>	<p>be eligible for a parking reduction, to reflect that they can serve and be accessed from the immediate surrounding residential area. Based on public comments and the West Anchorage District Plan process.</p>
77.	<p>21.07.090F.19.</p>	<p>If approved by the traffic engineer, on-street curb parking spaces in the street or right-of-way abutting the frontage of the site may be counted toward the minimum required number of off-street parking spaces, including guest parking spaces.</p>
78.	<p>21.07.090H.7.b.*</p>	<p>Delete from 21.07.090H.7.b. and add as new subsection 21.07.110C.5., re-numbering remaining subsections. Retitle under 21.07.110C.5 as "Relationship to Parking"</p>
79.	<p>21.07.090H.9.b.*</p>	<p>... Circulation patterns within parking facilities shall be well defined with pavement marking and signage, [VERTICAL] curbs, landscaping, landscaped islands, and/or other similar features....</p>
80.	<p>21.07.090H.9.e.i.*</p>	<p>To ensure safe and efficient vehicular access to parking spaces, each [REQUIRED] off-street parking space shall open directly on a parking aisle or driveway of such width and design as provided in table 21.07-9 and the illustrations that follow the table. Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.</p>
81.	<p>21.07.090H.10.j.*</p> <p>Add new subsection j. as follows:</p> <p><u>j. Stacked, Automated, or Tandem Spaces</u></p> <p>The traffic engineer may approve reduced parking space dimensions for stacked parking spaces, and/or tandem spaces in an attendant parking facility.</p>	<p>Gives discretion to the traffic engineer to approve smaller parking space dimensions where appropriate.</p>
82.	<p>21.07.090H.13.</p> <p>a. Material Except as provided below, all parking spaces, loading berths, driveways, and other motor vehicle driving surfaces shall be paved and maintained with dustless, all-weather, hard materials appropriate for the municipality's sub-arctic environment, and equal in strength to two inches municipal type E asphaltic concrete and a base material suitable for the intended traffic, to standards prescribed or as otherwise approved by the traffic [MUNICIPAL] engineer.</p> <p>b. Paving Exceptions and Alternatives [EXCEPTIONS FOR SMALL PARKING LOTS IN CLASS B</p>	<p>A proposed amendment from the traffic engineering, right-of-way enforcement, and building official to require driveways that connect to a paved public street to be paved for the first 50 feet, in order to minimize the tracking of sediment onto paved public streets.</p> <p>Also clarifies and simplifies review and approval authority to the traffic engineer.</p>

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	<p>DISTRICTS] The traffic engineer may approve the following exceptions and alternatives to the paving requirement, provided that the first 50 feet of a driveway, as measured from the edge of the street travelled way, shall be paved if connecting to a paved public street. Where a driveway throat is less than 50 feet, the traffic engineer may approve an alternative driveway surface that effectively reduces or eliminates the tracking of sediment onto paved public streets.</p> <p>i. Use-Specific Exceptions Certain uses may use gravel in lieu of paving, as specified in chapter 21.05.</p> <p>ii. Exceptions for Small Parking Lots in Class B Districts Parking lots of 10 spaces or fewer in class B districts may instead be surfaced with a layer of crushed rock of no more than one inch in diameter, to a minimum depth of three inches.</p> <p>iii.[C] Exceptions for Some Vehicle Storage Areas Outdoor vehicle storage areas associated with a self-storage facility use; storage, sales, or rental of heavy equipment; seasonal large vehicle storage; and tractor trailer storage areas not used for loading berths, loading berth maneuvering, access to bay doors, site access, or parking, need not be paved. Such areas are still subject to the drainage requirements of subsection 21.07.040.</p> <p>iv.[D] Exceptions for Parks and Open Spaces Subject to review and approval by the traffic engineer [AND MUNICIPAL ENGINEER], some required parking spaces for parks facilities that are demonstrated to have a highly variable seasonal demand need not be paved.</p> <p>v. [E] Paving Alternatives Pervious alternatives to the specified surface may be used, subject to approval by the traffic engineer[MUNICIPAL ENGINEER]. All surfacing shall control dust, treat storm water to municipal standards, and be such that rock and other debris is not tracked off-site. If, after construction, the traffic engineer[MUNICIPAL ENGINEER] determines that the alternative is not adhering to these requirements, the surface shall be replaced.</p> <p>vi. [F] Landscaping in Lieu of Paving The vehicle overhang allowance portion of the parking space depth as measured in table 21.07-9 and illustrated in the figures following the table, may be landscaped with a low-growth, hardy plant material in lieu of paving, allowing a bumper overhang while maintaining the required parking</p>	

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	<p>dimensions. Landscaped overhang allowance areas may be contiguous with required landscaping but shall not be counted toward the minimum required planting bed width.</p> <p>vii. [G] Exception for Temporary Parking Lots Temporary parking lots associated with another temporary use pursuant to section 21.05.080, need not be paved, unless required by the traffic engineer[MUNICIPAL ENGINEER].</p>	
83.	<p>21.07.090J.7.*</p> <p>Car accessible spaces shall be at least eight feet wide with an access aisle at least five feet wide abutting the space. Van accessible spaces shall be at least eight feet [FOUR INCHES] wide with an abutting access aisle at least eight feet in width...</p>	<p>A technical correction to align this dimensional provision with federal ADA standards.</p>
84.1	<p>21.07.040F</p> <p><i>Amend the snow storage and disposal provisions of the July 29, 2010 Assembly Committee Document 7.6, which was the latest draft of the Assembly Title 21 Committee and reflected the Committee’s review and revisions up to that date to the draft snow storage section which had been recommended for approval by PZC.</i></p> <p><i>NOTE: The snow storage provisions were previously moved out of the off-street parking section 21.07.090, and are intended to be inserted into section 21.07.040 as new subsection F., re-lettering remaining sections.</i></p> <p>F. Snow Storage and Disposal</p> <p>1. Intent This section addresses seasonal storage and management of plowed snow from on-site parking lots and other motor vehicle areas. It requires developments to provide space to accommodate plowed snow, and also allows alternative and innovative solutions. This section is not designed to increase the amount of area already needed for snow storage; instead it is intended to clarify applicable regulations and encourage thoughtful site planning and snow management with respect to adjacent property and other requirements of this title. Its objectives are:</p> <ul style="list-style-type: none"> a. Ensure water quality treatment and drainage control of snow melt; b. Maintain safe and convenient access and circulation; and c. Protect adjacent landscaping, walkways, streets and property. <p>2. Applicability Except where stated otherwise, all existing and new uses with on-site surface areas to be plowed for motor vehicle access, such as parking lots, associated driveways, tractor trailer areas or vehicle sales shall comply with this section. The following uses and surfaces are exempt:</p>	<p>In response public comments regarding impacts of snow storage requirements on residential development, The amendments simplify, clarify, and improve the flexibility of the snow storage and disposal provisions. Comments were received by the Department during the 2010 public review period and in 2011 in conversations with Cook Inlet Housing Authority that were held at the Mayor’s direction.</p> <p>The required height limit for snow storage piles is proposed to be deleted, in response to comments received in 2010 during the Assembly title 21 committee review of the snow storage section.</p> <p>The snow storage area requirement is simplified and clarified that the requirement is waived if uses haul or otherwise remove snow. The requirement for 10% is based on actual winter conditions and space needs observed, studied, and calculated which suggest a 10%-20% area minimum is needed in practice.</p> <p>Residential developments are proposed to be allowed to use alternative snow management strategies, such as hauling snow, in lieu of required snow storage areas.</p> <p>In subsection 4.b., a residential private open space required by Title 21 is proposed to be allowed to be</p>

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Section	Amendment	Purpose/Origin/Notes
	<p>a. Single-family, two-family, townhouse, and mobile home dwellings on individual lots;</p> <p>b. Snow disposal sites subject to subsection 21.05.060E.8.;</p> <p>c. Pedestrian or non-motorized surfaces, walkways and pathways; and</p> <p>d. Ice-free (snow melting) surfaces and/or covered surfaces.</p> <p>3. Operational Standards For all applicable uses (including existing uses and new development):</p> <p>a. [THE MAXIMUM HEIGHT OF SNOW STORAGE PILES SHALL BE 15 FEET, EXCEPT THAT A PILE WITH A MAXIMUM HEIGHT OF 25 FEET IS ALLOWED FOR UP TO 14 DAYS.]</p> <p>[b.] Plowed snow shall not interfere with required pedestrian or vehicle circulation or sight distance.</p> <p>b. [c.] Snow storage shall not interfere with access to utility equipment, or create a hazard around utility equipment, in accordance with utility tariffs. For example, snow piles shall not be placed underneath an overhead utility line such that the snow pile reduces clearances to less than National Electrical Safety Code (NESC) ground clearance requirements.</p> <p>c. [d.] Plowed snow may be removed to an approved snow disposal site, or shared among abutting or contiguous lots jointly managed for snow storage and disposal purposes. Plowed snow shall not be otherwise removed from the property. Snow shall not be moved to a right-of-way or other public place without a valid right-of-way permit pursuant to Title 24.</p> <p>d. [e.] Winter trash accumulation from plowed snow shall be removed and paved snow storage areas swept by June 1 (or as soon as snowmelt conditions permit).</p> <p>4. Snow Storage Areas on New Development Sites New development sites, and redevelopments involving the removal and replacement of principal structures occurring after [effective date], shall provide for snow storage and disposal on the site plan, as follows:</p> <p>a. Except where there is an alternative snow management strategy (such as snow removal) as provided in subsection F.5., an area of the site equal to at least 10 percent of the applicable surface area to be plowed shall be designated as one or more snow storage areas. [FOR RESIDENTIAL USES, AND FOR ANY USE THAT WILL RELY ON ON-SITE SNOW STORAGE,</p>	<p>used in winter for snow storage, subject to administrative site plan review and provisions the space will be cleaned in spring. The change in procedure from variance to administrative site plan review responds to concerns raised at Assembly Committee meetings.</p> <p>References to a “snow storage treatment guidance manual” with respect to snow melt treatment have been eliminated in response to concerns regarding the additional regulations of such a manual, and are replaced by a reference to storm water treatment provisions that apply today, pursuant to national NPDES requirements.</p>

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	<p>ONE OR MORE SNOW STORAGE AREAS SHALL BE DESIGNATED ON THE SITE. FOR RESIDENTIAL USES, THE SNOW STORAGE AREA SHALL BE EQUAL TO AT LEAST 10 PERCENT OF THE APPLICABLE SURFACE AREA TO BE PLOWED. FOR NON-RESIDENTIAL USES, THIS AREA REQUIREMENT SHALL BE FIVE PERCENT, AND MAY BE FURTHER REDUCED OR ELIMINATED AS PROVIDED IN 4.F. BELOW.]</p> <p>b. Snow storage areas shall be located to comply with the operational standards of subsection F.3, and shall abut the surface area to be plowed.</p> <p>c. Snow storage areas shall have a minimum dimension of eight feet to accommodate snow piling from a plow blade.</p> <p>d. The site plan shall not designate snow storage areas in required perimeter landscaping, required residential private open space, or on required trees, unless allowed through an administrative site plan review. Designation of required residential private open space for snow storage shall furthermore be permitted only on the condition that the snow pile and trash accumulation from plowed snow shall be removed and the space made usable by May 1. [VARIANCE].</p> <p>e. Snow storage areas shall be planted with ground-cover (such as grass), or paved subject to subsection 21.07.090H.14, <i>Paving</i>.</p> <p>[F. THE SNOW STORAGE AREA REQUIREMENT SHALL BE REDUCED OR ELIMINATED FOR NON-RESIDENTIAL USES IF AN ALTERNATIVE SNOW MANAGEMENT STRATEGY IS APPROVED PURSUANT TO F.5. SUCH STRATEGY SHALL DEMONSTRATE AN ADEQUATE MANAGEMENT PLAN, STAGING AREA, AND/OR FREQUENCY OF OPERATIONS TO AVOID IMPACTS ON OTHER REQUIREMENTS OF THIS TITLE.]</p> <p>5. Alternative Snow Management Strategies Alternative snow management strategies such as snow melters, underground storage, or removal to an approved snow disposal site, may be approved in lieu of a required snow storage area by the municipal engineer, subject to the following:</p> <p>a. The owner shall either set aside the area that would otherwise be needed to provide the required snow storage area on the site, or enter into an agreement with the municipality which is recorded, runs with the use of the land, and ensures continuation of the alternative strategy and the future implementation of contingency measures if such contingency measures are ordered by the municipal engineer.</p>	

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	<p>b. The method of treatment and disposal shall comply with subsection F.7.</p> <p>6. Snow Melt Drainage Developments shall comply with subsection 21.07.040D., <i>Drainage</i>, to address drainage of snow melt in areas of the site affected by the development.</p> <p>7. Snow Melt Treatment</p> <p>a. Detention and treatment practices and/or facilities for chloride, particulates, and other pollutants shall be provided prior to discharge of snow melt from a site sufficient to comply with subsection 21.07.040E. [THE MUNICIPAL SNOW DISPOSAL AND TREATMENT GUIDANCE MANUAL,] and shall be subject to review and approval by the municipal engineer.</p> <p>b. Plowed snow shall be set back from streams, watercourses, wetlands and waterbodies as specified in section 21.07.020, and is prohibited within ten feet of storm water outfalls and discharge points.</p>						
84.2	<p>21.07.090G.2. Table 21.07-8</p> <p><i>Amend the middle column of the "Residential uses row" of Table 21.07-8 as follows:</i></p> <table border="1" data-bbox="620 805 1575 1027"> <thead> <tr> <th data-bbox="620 805 1094 899">Use</th> <th data-bbox="1094 805 1575 899">Aggregate Gross Floor Area (square feet) or Number of Dwelling Units</th> </tr> </thead> <tbody> <tr> <td data-bbox="620 899 1094 959" rowspan="2">Multifamily and mixed-use dwellings</td> <td data-bbox="1094 899 1575 959">50-149 dwelling units in a structure</td> </tr> <tr> <td data-bbox="1094 959 1575 1027">150-249 dwelling units in a structure</td> </tr> </tbody> </table>	Use	Aggregate Gross Floor Area (square feet) or Number of Dwelling Units	Multifamily and mixed-use dwellings	50-149 dwelling units in a structure	150-249 dwelling units in a structure	<p>In response to public comment and at the Mayor's direction, amendments to the multifamily development standards are proposed.</p> <p>This amendment clarifies that a loading berth is required only for large residential buildings.</p>
Use	Aggregate Gross Floor Area (square feet) or Number of Dwelling Units						
Multifamily and mixed-use dwellings	50-149 dwelling units in a structure						
	150-249 dwelling units in a structure						
84.3	<p>21.07.090H.7.b.</p> <p>b. Multifamily Residential Buildings Parking spaces, driveways, and circulation aisles shall be separated from any multifamily residential building façade by a site enhancement landscaping planting area of at least five feet in width, [AND] allowing breaks for individual garage entrances or (where not facing the street) rows or clusters of garage entrances. The area shall be planted with a minimum of 0.4 units of landscaping material per linear foot.</p>	<p>At the Mayor's direction, the Planning Division responded to concerns raised by Cook Inlet Housing Authority in the 2010 public review period.</p> <p>This proposed amendment would exempt continuous rows of garage entrances in the rear of a development from having to place landscaped breaks in between garage doors, in response to a comment.</p> <p>Note this subsection is also affected by a non-substantive amendment that would relocate it to the</p>					

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		multifamily standards. See amendment #78 in the chart of proposed amendments. The amendments do not conflict.
84.4	21.07.110C.4.a.	At least 15 percent of the wall area of the building elevation [ON EACH STORY] shall be windows or primary entrance doors. A majority of the individual stories shall meet this standard.
84.5	21.07.110C.4.b.i.(B) *	(B) One foot distance for every one foot of building height, up to 35 feet.
84.6	21.07.110C.6	6. Building Articulation and Visual Variety Any building elevation facing a street, required common private open space, or having a primary entrance [COMMON PARKING FACILITY] shall provide at least four features from the menu below. [IF THE BUILDING HAS ONE OR TWO APPLICABLE ELEVATIONS, THEN AT LEAST FOUR FEATURES SHALL BE PROVIDED ON EACH ELEVATION. IF A THIRD ELEVATION IS APPLICABLE, AT LEAST THREE FEATURES SHALL BE PROVIDED ON THAT ELEVATION.] If the building has at least four dwelling units and the applicable building elevation is 40 feet or longer, then[,] wall modulation in 6a. or 6b. shall be required as one of the four features. This section shall apply to no more than two building elevations, with priority to [ANY APPLICABLE] elevations facing a street or with the primary entrance [SHALL HAVE FOUR FEATURES PROVIDED].
84.7	21.07.110C.6.a.i. *	i. The maximum interval may be increased by two and one half feet for each foot of additional change in wall plane of the projection or recess—up to a maximum interval of 42[40] feet;
84.8	21.07.110C.6.h. *	h. Additional Window Area Provide windows and/or primary entrance doors comprising at least 20[25] percent of the wall area of the building elevation. Windows in a garage door do not count towards the minimum area in this section.

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		<p>achieve than 25 percent in most cases with today's building practices, and it achieves the purpose as well as 25 percent.</p> <p>There is also a technical amendment to clarify windows in a garage door, which do not meet the intent of the section, are not credited toward this menu choice. This reflects the research, development, and testing of the windows standard, and representation of the testing results with the public and officials during the rewrite.</p>
84.9	<p>21.07.110C.8.a. *</p>	<p>a. Weather Protected Entrance Provide outdoor shelter that covers at least <u>32</u>36 square feet for any primary entrance that serves one dwelling, 48 square feet for any primary entrance that serves up to four dwellings, and 64 square feet for any primary entrance that serves more than four dwellings.</p>
84.10	<p>21.07.110D.1.a. *</p>	<p>1. Purpose The purpose of these standards is to:</p> <p>a. Provide visual interest and architectural variety to attached dwellings that <u>enhances</u>ADDS VISUAL INTEREST TO the neighborhood <u>character</u>;</p>
84.11	<p>21.07.110D.6a.</p>	<p>6. Entryway Treatment Primary entrances shall be given emphasis and physical access by the following:</p> <p>a. Placement on a street-facing building elevation, or where <u>the entry door is</u> visible from <u>(if not facing) the</u> [AN ABUTTING] street, or facing a common private open space such as an entry courtyard;</p>
84.12	<p>21.07.110D.6.d.</p>	<p>d. <u>Either:</u></p> <p>i. <u>Connection to the street by walkways and/or the unit's individual driveway; or</u></p> <p>ii. <u>A parking courtyard which is pedestrian-oriented use the principles of "Woonerf Street" or "Play Street", meeting the following conditions:</u></p> <p>(A). <u>The parking courtyard serves no more than eight units and contains no more than 12 parking spaces (not including garage spaces);</u></p>

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		<p>(B). The parking courtyard is a dead end and does not lead to other units or streets;</p> <p>(C). An administrative site plan review is performed, unless a higher level of review is already required;</p> <p>(D). A walkway is provided between the parking courtyard and the street—the access driveway does not qualify as a pedestrian walkway;</p> <p>(E). A special paving scheme is applied, as approved through the review;</p> <p>(F). The space is designed for both vehicles and people, with an emphasis on pedestrians and play space, as approved through the review; and</p> <p>(G). The parking courtyard achieves the intent of this title for pedestrian access, as determined through the review.</p>
84.13	21.07.110D.7.	<p>7. Building Articulation Any townhouse building elevation facing a street, <u>required</u> common private open space, or having at least one primary entrance shall provide features from the menu below. <u>[IF THE BUILDING HAS ONE OR TWO APPLICABLE ELEVATIONS, THEN A]</u>At least four features shall be provided on each elevation. <u>[IF A THIRD ELEVATION IS APPLICABLE, AT LEAST THREE FEATURES SHALL BE PROVIDED ON THAT ELEVATION.]</u> If the building has four or more dwellings <u>and the applicable building elevation is 40 feet or longer, then</u> features 7.a. or 7.b.<u>[6.A.]</u> shall be required as one of the features <u>[ON EACH APPLICABLE ELEVATION]</u>. <u>This section shall apply to no more than two building elevations, with priority to [ANY APPLICABLE] elevations facing a street or</u> with the primary entrance <u>[SHALL HAVE FOUR FEATURES PROVIDED]</u>.</p>
84.14	21.07.110D.7.b	<p><i>Add new subsection b. as follows, and re-letter subsequent items:</i></p>
		<p>accommodating cars. It saves space and development costs when compared to having separate facilities.</p> <p>At the Mayor’s direction, the number of sides of a townhouse building that would need to comply with the building design features menu is proposed to be reduced, from three to two sides.</p> <p>With fewer sides of the building subject to the requirements, those sides facing the surrounding neighborhood are proposed to be prioritized, in keeping with the emphasis of the residential standards on neighborhood compatibility.</p> <p>The language “and the applicable elevation is 40 feet or longer...” helps avoid requiring wall plane modulation of short end walls, and is consistent with multifamily requirements. The same sentence is also made more flexible by giving the applicant two modulation choices (7.a. or 7.b.) instead of one, which is also consistent with multifamily requirements. See the proposed addition of new modulation choice 7.b. in proposed amendment 84.14 just below.</p> <p>In response to residential site testing results reviewed and discussed at Mayor’s direction with Cook Inlet</p>

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	<p>b. <u>Provide major wall plane projections or recesses having a depth of at least 15 percent of the length of the building elevation or 12 feet (whichever is less), extending at least 25 percent of the length of the building elevation, for at least 60 percent of the building height, with no uninterrupted façade exceeding 56 horizontal feet.</u></p>	<p>Housing Authority, menu item b. from the menu of multifamily building articulation features is proposed to be made available as a menu choice in the townhouse façade articulation menu, for greater consistency and flexibility, and to recognize townhouse designs that provide the extra level of articulation.</p>	
84.15	<p>21.07.110D.7.c</p>	<p>c. <u>Use of two or more wall siding materials, or a change of color only if the color change is delineated with trim or a change in wall plane.</u></p>	<p>In response to residential site testing results reviewed and discussed at Mayor’s direction with Cook Inlet Housing Authority, changes in wall color that are reinforced by a change in wall plane are proposed to be given credit in the menu of design feature choices.</p>
85.	<p>21.07.110D.9.d.</p>	<p>Landscaping area required by this section shall be planted with 0.2 landscape units per square foot of planting area, except that planting areas with a minimum inside dimension of 12 feet or more may be planted with 0.1 landscape units per square foot. Planting beds shall be separated from parking spaces and driveways by landscape edging. [LANDSCAPING AREAS SHALL BE PROTECTED FROM COMMON PARKING LOTS [AREAS] AND CIRCULATION AISLES BY VERTICAL CURBING OR A PERMANENT HARDSCAPE FEATURE SUCH AS CURB STOPS, BOLLARDS, OR BOULDERS.]</p>	<p>At the Mayor’s direction, this amendment responds to public comment that the requirement for a barrier between landscaping and vehicular areas is too expensive.</p>
86.	<p>21.07.110E. and F.</p>	<p><i>Delete sections 21.07.110E. and 21.07.110F.</i></p>	<p>At the Mayor’s direction, the design standards for single-family and two-family structures are proposed to be deleted.</p>
87.	<p>21.07.110G.*</p>	<p><i>Move Quonset hut definition to chapter 21.14.</i></p>	<p>For consistency. See amendment #106.34.</p>
R26†	<p>21.07.110H.2.</p>	<p><i>Add the following text into subsection H.2., Multiple Structures on One Lot:</i></p> <p>A. <u>Intent</u></p> <p><u>This section regulates the development of multiple residential structures on a single lot. The section is intended to allow flexibility from the subdivision regulations while still achieving neighborhoods that are healthy, safe, and convenient, and meet the goals of the comprehensive plan. The approval processes and standards are intended to result in a development with a cohesive neighborhood identity, an attractive and functional streetscape, a hierarchy of streets and driveways, convenient and safe pedestrian circulation, sufficient parking near each dwelling unit, usable and well-located open space, a positive image of higher density residential development, and well designed and visually pleasing structures and neighborhoods.</u></p> <p>B. <u>Applicability and Review Process</u></p>	<p>Approved by PZC in 2010</p>

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	<ol style="list-style-type: none"> 1. <u>This section applies to the development of two or more principal residential structures on a single lot. It does not apply to the development of an accessory dwelling unit or a caretaker's unit.</u> 2. <u>Multiple residential structures on a single lot are permitted in the R-2M, R-3, R-4, R-4A, B-3, RO, NMU, CMU, and RMU districts.</u> 3. <u>Applicable developments with between two and 15 dwelling units shall be approved by administrative site plan review pursuant to subsection 21.03.180B. Applicable developments with 16 or more dwelling units shall be approved by the planning and zoning commission using the major site plan review process (subsection 21.03.180C.).</u> 4. <u>All approvals under this section shall use the approval criteria of subsection C. below, in addition to the general site plan review approval criteria. The decision-making body may place conditions on the development as it may deem necessary to meet the approval criteria.</u> <p>C. <u>Approval Criteria</u></p> <ol style="list-style-type: none"> 1. <u>The proposal shall clearly distinguish between streets and driveways. Streets shall allow vehicles to travel into and within the development, and shall be the means for assigning an address to dwelling units. Driveways shall access garages and parking areas. Some small developments may not need a street network.</u> 2. <u>Dwelling units shall be oriented towards streets (either within the development or along the boundary of the development) or towards a courtyard or similar common open space. Buildings with frontage on both a street and a driveway shall be oriented towards the street. If the development is so small that no internal street network is necessary, then buildings and dwelling units shall be oriented towards the local public streets on the boundaries of the development, or towards common open space.</u> 3. <u>The area between the front of a unit facing a street and the street shall include landscaping or lawn, so that the streetscape features green space rather than just paved parking areas. Adequate snow storage area shall be provided. On-street parking shall be accommodated (if provided).</u> 4. <u>Developers should make every effort to design and arrange dwelling units in such a manner as to provide "eyes on the street", take advantage of solar access, and to the extent feasible, provide privacy for neighboring units' yards.</u> 5. <u>In addition to sidewalks required by section 21.07.060, pedestrian pathways shall be provided to large</u> 	

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	<p><u>open space areas and in the middle of long blocks. Pedestrian circulation should be convenient both within the development and to appropriate neighboring areas outside the development.</u></p> <p>6. <u>The development is designed to take advantage of any significant natural features on site, and to provide usable open space and recreation areas.</u></p> <p>D. <u>Development Agreement</u></p> <p><u>The developer shall enter into a development agreement with the department, using the provisions established in subsection 21.03.100E., <i>Improvements Associated with Land Use Permits.</i></u></p> <p>E. <u>Minimum Standards</u></p> <p><u>All development with multiple residential structures on a single lot shall meet the following minimum standards, in addition to the applicable standards of this title.</u></p> <p>1. <u>Open Space</u> <u>A minimum of 30 percent of the site shall be reserved as open space which shall meet the standards of section 21.07.030, <i>Private Open Space.</i> Any requirement in section 21.07.030 for open space for the individual use of a dwelling shall count toward the total 30 percent requirement. The open space shall not be simply the lot setbacks and leftover fragments such as corner bits that are unusable for other purposes.</u></p> <p>2. <u>Buffers for Neighboring Uses</u> <u>Common open space with L4 screening landscaping shall be provided along any lot line abutting a residential neighborhood where the density is less than half the density of the development with multiple residential structures on a single lot.</u></p> <p>3. <u>Building Spacing</u> <u>Within a development, no portion of any single-, two-, or three-story building shall be closer than 10 feet from any other single-, two-, or three-story building. All portions of any building taller than three stories shall be separated by no less than 20 feet from any other building.</u></p> <p>4. <u>Vehicle Plug-In</u> <u>Each unit with no garage shall be provided with at least one electrical outlet that is convenient to the required parking space(s).</u></p>	
88.1	<p>21.07.110H.3 *</p> <p>3. Driveway Width</p> <p>a. <u>Purpose</u></p>	<p>At the Mayor's direction, the residential driveway's provision is proposed to be more flexible. This includes</p>

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	<p>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.</p> <p>b. <u>Applicability</u></p> <p>i. This section applies to driveway throat width at the property line and street curb.</p> <p>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 section 21.07.090H.9.d.</p> <p>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.</p> <p>c. <u>Percent of Lot Frontage</u></p> <p>[UNLESS OTHERWISE PROVIDED IN THIS TITLE, T]he total width of driveway entrances to a residential lot from a street shall not exceed 40 percent of the frontage of the lot [ON THE STREET AT THE PROPERTY LINE AND 30 PERCENT THE CURB.], or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it unless the applicant provides for snow storage in a manner approved by the decision making body. Notwithstanding the above, a wider driveway is allowed on narrow lots as follows:</p> <p>i. A driveway for multifamily dwellings, mixed-use dwellings, or a group living use may always be at least 14 feet wide. [NOTWITHSTANDING THE ABOVE, A DRIVEWAY FOR RESIDENTIAL USES MAY ALWAYS HAVE A BE A MINIMUM OF 14 FEET WIDE AT THE CURB AND SHALL NOT BE WIDER THAN 20 FEET AT THE CURB].</p> <p>ii. A driveway for a single-family, two-family, or townhouse dwelling may always be at least 10 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. [FOR TOWNHOUSE USES, THE TOTAL WIDTH OF DRIVEWAY ENTRANCES SHALL NOT EXCEED 50 PERCENT OF THE FRONTAGE OF THE LOT ON THE STREET AT THE PROPERTY LINE AND AT THE CURB.]</p> <p>iii. Flag lots are exempt from the percentage limitations, but shall have a maximum driveway width [AT THE CURB] of 20 feet. Abutting flag lots may share a driveway up to 24 feet wide</p>	<p>allowing driveways to be up the same percentage of a lot's frontage as allowed by current title 21 in section 21.80.330D.</p> <p>The provisionally adopted residential driveway provision is also kept more flexible than current code with respect to narrow lots in three exceptions in subsection c. A version of these exceptions has been available for public review since May 2010.</p> <p>Applicability provisions are consolidated and clarified regarding where the section applies and relative to other standards. Organization overall is clarified and provided with subsection headings. A version of the applicability provisions has been available for public review since 2010.</p> <p>Subsection d.: In response to public comments, including through conversations which were directed to occur by the Mayor, subsection d. provides the traffic engineer the power to approve narrower residential driveways than established by the municipal driveway standards, which are based on the Alaska Highway Preconstruction Manual guidelines.</p>

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	<p>(12 feet per lot).</p> <p>d. Exceptions The traffic engineer may approve a departure from the standards of this section, such as a narrower driveway, if documentation prepared by a traffic engineering professional demonstrates to the satisfaction of the traffic engineer that the change is appropriate. Traffic engineer approval shall be contingent on factors such as street classification, street typology, urban context, traffic volume and speed, curb return radii, street travel 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 may also be more restrictive than the standards of this section, provided the traffic engineer documents the rationale.</p>	
88.2	<p>21.07.090H.9.d</p> <p>d. Parking Lot [AREA] Entries/Driveways Entries and driveways providing access to parking lots [AREAS] shall conform to the municipal driveway standards currently established by the traffic engineer. Access to streets [ROADS] owned by the state of Alaska requires compliance with state driveway standards, 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.</p> <p>i. Residential uses Residential driveway entrances shall comply with subsection 21.07.110H.3., <i>Driveway Width</i>.</p> <p>ii. Non-residential uses The total width of driveway entrances to a non-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, unless the applicant provides for snow storage in a manner approved by the decision making body.</p>	<p>At the Mayor's direction, driveways provisions in the Title 21 rewrite are proposed to allow same percentage of a lot's frontage as allowed by current title 21 in section 21.80.330D.</p> <p>This amendment corrects an oversight in the provisionally adopted title 21. It ensures that current regulations for non-residential uses carry over to the new title 21.</p>
89.	<p>21.07.110H.4.b.*</p> <p>b. In situations where a group of lots front[ING] an entire block on one side of a street between two intersections, about a mid-block alley, and are being developed together, then parking access to the structures shall be from the alley, and the building(s) may encroach into the front setback by up to five feet. [MAY BE REDUCED TO 10 FEET.]</p>	<p>Rather than reducing the setback for this specific situation, which could have ramifications for other things such as outbuildings, the provision is reworded to allow the building(s) to encroach into the setback. The effect is the same for the principal structure(s).</p>
90.	<p>21.07.130A.5.j.ii., iii., and iv.*</p> <p>ii. Peaked, arched, or other entrance roof form;</p> <p>iii. Transom or clerestory windows, along with double entry doors or sidelight windows;</p>	<p>Amendments for clarity and consistency.</p>

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Section	Amendment	Purpose/Origin/Notes	
	<p>iv. <u>Façade detail [ORNAMENTAL ARCHITECTURAL] features such as tilework, moldings, or lighting, integrated into the building design;</u> or</p>		
91.	<p>21.07.130A.6.f.*</p>	<p>f. <u>Street-Facing [UPPER LEVEL] Windows</u> <u>Provide visual access windows and/or primary entrances on each street-facing building elevation (up to a maximum of two elevations) comprising at least 15 percent of the ground-floor wall area. An elevation that is more than 150 feet away from the facing street right-of-way shall be exempt, unless it is the only applicable elevation. Qualifying windows shall be no more than four feet above finished grade. [ELEVATIONS FACING STREETS AND RESIDENTIALLY ZONED LOTS SHALL PROVIDE WINDOWS ALONG 35 PERCENT OF EACH UPPER FLOOR FAÇADE. FOR THE PURPOSES OF THIS SECTION ONLY, FLOORS SHALL BE CONSIDERED 15 FOOT INCREMENTS IN HEIGHT, AND ROOFTOP MECHANICAL PENTHOUSES ARE EXEMPT.]</u></p>	<p>To make the requirement simpler, clearer, more practical, and more consistent with the provisionally adopted standards for other kinds of commercial development.</p>
92.	<p>21.08.030F.7.a.*</p>	<p>a. The subdivider shall provide names for all new streets in the subdivision, which names shall neither duplicate, nor be subject to confusion with, the spelling or the pronunciation of any existing street name in the municipality. The subdivider's selection of street names shall be subject to review by the director, who may reject any proposed street name that does not conform to this section or to any regulation promulgated pursuant to this section. The municipality shall name all streets that are peripheral to the subdivision and all extensions of existing streets into the subdivision. <u>[WHERE A NEW STREET EXTENDS OR CONTINUES AN EXISTING STREET, THE NAME OF THE EXISTING STREET SHALL BE USED FOR THE NEW STREET.]</u></p>	<p>Clarification based on existing policy.</p>
93.	<p>21.08.030H.2.d.*</p>	<p>d. A summary of field exploration methods and tests on which the report is based, such as probings, core drilling, <u>[BOREHOLE PHOTOGRAPHY,]</u> or test pits.</p>	<p>Plan reviewers in Development Services Division were unfamiliar with borehole photography.</p>
R27†	<p>21.08.030H.6.</p>	<p>6. <u>Sidewalks/Pathways [TRAILS]</u> <u>[ANY R]Requirements for sidewalks or pathways [TRAILS] along local streets [ROADS] may be reduced or eliminated [LIMITED,] by the platting authority[, TO PROVIDING A SIDEWALK/TRAIL ON ONE SIDE OF THE ROAD ONLY. IN SUCH CASE, THE SIDEWALK/TRAIL SHALL BE A MINIMUM OF 6 FEET WIDE AND SEPARATED FROM THE ROAD.] In deciding the extent of pedestrian facilities to be required, the platting authority shall consider negative impacts to the terrain and the possibility of alternate locations for pedestrian facilities.</u></p>	<p>Approved by PZC in 2010</p>
R28†	<p>21.08.030H.8.</p>	<p>8. <u>Vehicular Routes</u> <u>The intent of this subsection is to minimize disturbance to the natural landscape in the alpine areas of the municipality by limiting disturbed area(s) for roadway construction to the dedicated right-of-way, and that where the final constructed road embankment cannot be constructed within the right-of-way, that structural solutions, but not embankment cut and fill limits, may extend not more than 15 feet beyond the right-of-way in</u></p>	<p>Approved by PZC in 2010</p>

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	<p><u>dedicated slope easement(s).</u></p> <p>a. <u>Streets, roads, private access roads, and other vehicular routes shall generally follow natural contour lines, and shall be designed in accordance with the <i>Design Criteria Manual</i> and this subsection.</u></p> <p>b. <u>Land disturbance, including vegetation clearing and grubbing, grading, etc., shall be curtailed to the smallest area/extent possible.</u></p> <p>i. <u>Initial land disturbance shall be limited to the proposed travel-way (lanes and shoulders) to accommodate land survey, geotechnical investigation of the in situ materials, and “rough” construction.</u></p> <p>ii. <u>The ultimate extent of land disturbance shall be dependent upon the nature of the subsurface materials. The extent of disturbance shall be the minimum necessary and shall be limited to the right-of-way, except that the municipal engineer may allow disturbance to extend 15 feet beyond the right-of-way on each side with demonstrated justification, easement permissions, and notifications. Construction of improvements up to 15 feet outside the right-of-way is for the purpose of constructing structural solutions and not to widen the roadway embankment’s footprint.</u></p> <p>iii. <u>The subdivision agreement shall be used to implement this subsection H.8.</u></p> <p>d. <u>Disturbed area within the 15 feet abutting the right-of-way on both sides shall be a slope easement, for the purpose of providing and maintaining the lateral support of the constructed street.</u></p> <p>e. <u>Cut and fill slopes and all disturbed areas shall be stabilized and reinforced using the most appropriate engineering means. Vertical or near vertical constructed retaining walls shall be no taller than 15 feet without an eight foot horizontal or near horizontal terrace. Vertical or near vertical surfaces that are formed from underlying rock need not be terraced. Any vegetation employed as a means of stabilization shall replicate original native landscape conditions.</u></p> <p>f. <u>The platting authority may require common driveways to be shared by two or more lots, with the concurrence of the traffic engineer and the fire department, to avoid excessive and unnecessary disturbance to slopes by multiple and individual lot driveway cuts, and/or to avoid and/or reduce impacts to other natural features, such as wetlands, creeks, etc.</u></p>	
94.	<p>21.08.0301.4.*</p> <p>The platting authority may reject a proposed subdivision in its entirety if the geotechnical investigation does not demonstrate that the area can be developed in accordance with <u>this title and</u> AMC title 23.</p>	

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95.	21.08.030M.2.	<p>[2. IF A LANDSCAPING EASEMENT IS REQUIRED, NO MORE THAN 50 PERCENT OF SUCH EASEMENT SHALL COINCIDE WITH ANY UTILITY EASEMENT, PER THE REQUIREMENTS OF 21.07.080G.2.C., UNLESS THE UTILITIES ARE INSTALLED IN A CONDUIT OR UTILIDOR OF SUFFICIENT SIZE TO REDUCE THE RISK OF LAND DISTURBANCE IF REPAIRING, REPLACING, OR UPGRADING UTILITY LINES, IN WHICH CASE THE LANDSCAPING EASEMENT AND THE UTILITY EASEMENT MAY COINCIDE COMPLETELY.]</p>										
96.	21.08.050E. Table 21.08-7	<table border="1" data-bbox="795 440 1717 943"> <thead> <tr> <th data-bbox="795 440 1384 626">Residential Use Type HOUSING TYPE</th> <th data-bbox="1384 440 1717 626">Number of Spaces Per Unit</th> </tr> </thead> <tbody> <tr> <td data-bbox="795 626 1384 680">Dwelling, single-family detached</td> <td data-bbox="1384 626 1717 680">1.0[1.5]</td> </tr> <tr> <td data-bbox="795 680 1384 756">Dwelling, single-family attached <u>or two-family</u>[(1 TO 4 UNITS)]</td> <td data-bbox="1384 680 1717 756">0.5[1.0]</td> </tr> <tr> <td data-bbox="795 756 1384 812"><u>Dwelling, townhouse</u></td> <td data-bbox="1384 756 1717 812">0.25</td> </tr> <tr> <td data-bbox="795 812 1384 943">Dwelling, multiple-family <u>(including multiple-family dwellings with single-family, two-family, or townhouse-style construction)</u>[(EXCEEDING 4 UNITS)]</td> <td data-bbox="1384 812 1717 943">None[0.5] (Instead subject to guest space requirements of Table 21.07-5)</td> </tr> </tbody> </table>	Residential Use Type HOUSING TYPE	Number of Spaces Per Unit	Dwelling, single-family detached	1.0[1.5]	Dwelling, single-family attached <u>or two-family</u> [(1 TO 4 UNITS)]	0.5[1.0]	<u>Dwelling, townhouse</u>	0.25	Dwelling, multiple-family <u>(including multiple-family dwellings with single-family, two-family, or townhouse-style construction)</u> [(EXCEEDING 4 UNITS)]	None[0.5] (Instead subject to guest space requirements of Table 21.07-5)
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97.	21.09.040B.2.a.*	<p>Add new a.iii. as follows:</p> <p><u>iii. District-Specific Standard</u></p> <p><u>More than one principal structure may be allowed on any lot or tract by administrative site plan review. No portion of any structure may be closer than 10 feet to any portion of any other structure.</u></p>										
98.	21.09.040B.2.b.*	<p>Amend b.iii. as follows:</p> <p><u>iii. District-Specific Standards</u></p> <p><u>(A).</u> Nonresidential uses may be allowed as provided in table 21.09.050-1, but shall be allowed only on central sewer, not septic systems.</p>										

Economic Impact Analysis (EIA) testing showed this provision to be unfeasible.

Amendment to coordinate this section with the residential guest parking space requirements in the Chapter 21.07 off-street parking section, and to update the terms used in this table to be consistent with the rest of the Title 21 rewrite.

These changes would help to avoid a development being required to provide both spillover parking spaces and guest parking spaces.

The spillover space requirement is also reduced to a closer nexus with the amount of on-street parking that would have been possible on each lot frontage.

These amendments clarify whether or not multiple principal structures are allowed in the various Girdwood zoning districts. This issue has come up since the Girdwood chapter was adopted in 2005.

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Section	Amendment	Purpose/Origin/Notes
		<u>(B). Only one principal structure is allowed on any lot or tract.</u>
99.	<p>21.09.040B.2.c.*</p> <p><i>Amend c.iv. as follows:</i></p> <p><i>iv. District-Specific Standards</i></p> <p><u>(A). In spite of section 3.a. below, commercial vehicles, shipping containers, construction equipment, and the like may be stored outdoors in this district.</u></p> <p><u>(B). Only one principal structure is allowed on any lot or tract.</u></p>	<p>These amendments clarify whether or not multiple principal structures are allowed in the various Girdwood zoning districts. This issue has come up since the Girdwood chapter was adopted in 2005.</p>
100.	<p>21.09.040B.2.d.*</p> <p><i>Add new d.iv. as follows:</i></p> <p><u><i>iv. District-Specific Standard</i></u></p> <p><u>Unless determined otherwise through an area master plan, only one principal structure is allowed on any lot or tract.</u></p>	<p>These amendments clarify whether or not multiple principal structures are allowed in the various Girdwood zoning districts. This issue has come up since the Girdwood chapter was adopted in 2005.</p>
101.	<p>21.09.040B.2.e.*</p> <p><i>Add new e.iii. as follows:</i></p> <p><u>iii. Only one principal structure is allowed on any lot or tract.</u></p>	<p>These amendments clarify whether or not multiple principal structures are allowed in the various Girdwood zoning districts. This issue has come up since the Girdwood chapter was adopted in 2005.</p>
102.	<p>21.09.040B.2.f.*</p> <p><i>Add new iii.(C). as follows:</i></p> <p><u>(C) Multiple Residential Structures</u> <u>More than one principal structure may be allowed on any lot or tract by administrative site plan review.</u> <u>No portion of any structure may be closer than 10 feet to any portion of any other structure.</u></p>	<p>These amendments clarify whether or not multiple principal structures are allowed in the various Girdwood zoning districts. This issue has come up since the Girdwood chapter was adopted in 2005.</p>
103.	<p>21.09.080F.1.</p> <p>Development of any structure containing a use categorized in table 21.09.050-1 as a public/institutional or commercial use shall, except as specifically provided herein, comply with the standards of this subsection. Where a structure contains both residential and commercial uses, the standards of this section shall apply. <u>The following public/institutional uses shall meet the industrial building design standards in subsection 21.09.080G. below rather than the commercial, resort, and public/institutional building design standards of this section: aircraft repair, aircraft storage hangar, aviation services, utility facility, and utility substation.</u></p>	<p>This amendment address the design requirements for industrial-type uses that are categorized as public/institutional. This issue came up during the approval process of the new wastewater plant in Girdwood.</p>
104.	<p>21.11.040C.*</p> <p>For the purposes of this chapter and for determining allowable freestanding sign area, public street frontage is the length of <u>a lot line, measured between two corners of the lot, which abuts the public street along which the sign is to be located.</u> The length of public street frontage along one lot line shall only be used to calculate the allowable freestanding sign size for a sign to be located on that lot line. <u>Lots with more than one public street frontage shall not add these street frontages together to calculate an allowable freestanding sign area. [THE PUBLIC STREET WHICH</u></p>	<p>This amendment clarifies a requirement in the sign code that has created confusion for applicants and reviewers.</p>

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	<p>IS CONTIGUOUS TO THE ADJACENT PRIVATE PARCEL FOR WHICH THE SIGN IS BEING CONSIDERED.] For the purposes of these regulations a public alley is not considered a public street. For the purposes of this section, standards, which are based on a minimum length of the public street frontage, shall also apply to “any portion thereof” unless the specific section states otherwise. <u>For signs placed at the intersection of two streets, equidistant from two lot lines, the length of either lot line, but not both, may be used to determine the allowable sign size.</u></p>	
R29†	<p>21.12.010G.</p> <p><i>Add new subsection G. and re-letter remaining subsections.</i></p> <p>G. Additions and New Construction</p> <p><u>In those situations where an addition to an existing structure, or a new structure on an existing lot, is permitted despite the existence of a nonconformity or being out of compliance with the required characteristics of use, the addition/new construction shall comply with all requirements of this title. The director may allow an exception to any maximum setback requirements when such requirement is shown to be impractical.</u></p>	Approved by PZC in 2010
105.	<p>21.13.060D.2.a.*</p> <p>a. Serve notice of the complaint upon the violator(s) named, <u>and the property owner if different from the violator(s)</u>, in person or by certified mail; or</p>	If a code violator is not the owner of a property, the property owners should be notified of the violation.
106.1	<p>21.14.020B.</p> <p><i>Amend subsection B. as follows:</i></p> <p>B. Purpose Statements</p> <p><u>Statements of purpose or intent in this title are provided to guide interpretation and understanding of the legislative intent behind the substantive regulations of this title. Purpose and intent statements are not substantive requirements, but rather provide a context whereby the provisions of this title are understood.</u></p> <p>C. Headings, Text, and Illustrations[, AND TEXT]</p> <p>1. Headings and Text</p> <p>In the event of a conflict or inconsistency between the text of this <u>title</u> [CHAPTER] and any heading, caption, figure, illustration, table, or map, the text shall control.</p> <p>2. Illustrations</p> <p><u>Unless otherwise indicated, illustrations in this title are provided for purposes of describing, clarifying, or providing examples. Such illustrations are not to scale and do not replace, limit, or expand the meaning of the text.</u></p> <p><i>Re-letter remaining sections. Delete subsection 21.14.020N.</i></p>	<p>To clarify that the purpose/intent statements are not meant to be regulatory.</p> <p>To better organize the concepts.</p> <p>To clarify the relationship of illustrations to the code text.</p>

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106.2	21.14.020I.	I. Mandatory and Permissive Terms The word "shall" is mandatory in nature, establishing an obligation or duty to comply with the particular provision. <u>The words "may" and "should" are permissive, indicating compliance is optional.</u>	For clarity.																																																																																																				
106.3	21.14.030	<p>Add new section 21.14.030 as follows and renumber remaining section:</p> <table border="1"> <thead> <tr> <th colspan="4">21.14.030 COMMON ACRONYMS AND ABBREVIATIONS</th> </tr> </thead> <tbody> <tr> <td>AAC</td> <td>Alaska administrative code</td> <td>GAAB</td> <td>Greater Anchorage area borough</td> </tr> <tr> <td>AC</td> <td>Asphalt concrete</td> <td>gfa</td> <td>Gross floor area</td> </tr> <tr> <td>ADA</td> <td>Americans with disabilities act</td> <td>HLB</td> <td>Heritage land bank</td> </tr> <tr> <td>ADT</td> <td>Average daily trips</td> <td>HUD</td> <td>US department of housing and urban development</td> </tr> <tr> <td>ADU</td> <td>Accessory dwelling unit</td> <td>HVAC</td> <td>Heating, ventilation, and air conditioning</td> </tr> <tr> <td>AIM</td> <td>Assembly informational memorandum</td> <td>LED</td> <td>Light emitting diode</td> </tr> <tr> <td>AMC</td> <td>Anchorage municipal code</td> <td>MHC</td> <td>Manufactured home community</td> </tr> <tr> <td>AMCR</td> <td>Anchorage municipal code of regulations</td> <td>NESC</td> <td>National electrical safety code</td> </tr> <tr> <td>AO</td> <td>Assembly ordinance</td> <td>NPDES</td> <td>National pollutant discharge elimination system</td> </tr> <tr> <td>AR</td> <td>Assembly resolution</td> <td>OSHP</td> <td>Offical Streets and Highways Plan</td> </tr> <tr> <td>AS</td> <td>Alaska statute</td> <td>OV</td> <td>Overlay district</td> </tr> <tr> <td>ATV</td> <td>All terrain vehicle</td> <td>PB</td> <td>Platting board</td> </tr> <tr> <td>BIP-PUD</td> <td>Business-industrial park planned unit development</td> <td>PCC</td> <td>Portland cement concrete</td> </tr> <tr> <td>BLM</td> <td>Bureau of land management</td> <td>PUD</td> <td>Planned unit development</td> </tr> <tr> <td>BOA</td> <td>Board of adjustment</td> <td>PZC</td> <td>Planning and zoning commission</td> </tr> <tr> <td>CATV</td> <td>Community access television</td> <td>RAP</td> <td>Recycled asphaltic product</td> </tr> <tr> <td>CCRC</td> <td>Community correctional residential center</td> <td>RFP</td> <td>Request for proposals</td> </tr> <tr> <td>CFR</td> <td>Code of federal regulations</td> <td>ROW</td> <td>Right-of-way</td> </tr> <tr> <td>CMU (when not used as a zoning district)</td> <td>Concrete masonry unit</td> <td>RV</td> <td>Recreational vehicle</td> </tr> <tr> <td>CRI</td> <td>Color rendering index</td> <td>sf</td> <td>Square feet</td> </tr> <tr> <td>dBA</td> <td>Decibel adjusted</td> <td>SL</td> <td>Special limitation</td> </tr> <tr> <td>DBH</td> <td>Diameter at breast height</td> <td>TDU</td> <td>Thermal desorption unit</td> </tr> <tr> <td>du</td> <td>Dwelling unit</td> <td>TIA</td> <td>Traffic impact analysis</td> </tr> <tr> <td>EPA</td> <td>Environmental protection agency</td> <td>UDC</td> <td>Urban design commission</td> </tr> </tbody> </table>	21.14.030 COMMON ACRONYMS AND ABBREVIATIONS				AAC	Alaska administrative code	GAAB	Greater Anchorage area borough	AC	Asphalt concrete	gfa	Gross floor area	ADA	Americans with disabilities act	HLB	Heritage land bank	ADT	Average daily trips	HUD	US department of housing and urban development	ADU	Accessory dwelling unit	HVAC	Heating, ventilation, and air conditioning	AIM	Assembly informational memorandum	LED	Light emitting diode	AMC	Anchorage municipal code	MHC	Manufactured home community	AMCR	Anchorage municipal code of regulations	NESC	National electrical safety code	AO	Assembly ordinance	NPDES	National pollutant discharge elimination system	AR	Assembly resolution	OSHP	Offical Streets and Highways Plan	AS	Alaska statute	OV	Overlay district	ATV	All terrain vehicle	PB	Platting board	BIP-PUD	Business-industrial park planned unit development	PCC	Portland cement concrete	BLM	Bureau of land management	PUD	Planned unit development	BOA	Board of adjustment	PZC	Planning and zoning commission	CATV	Community access television	RAP	Recycled asphaltic product	CCRC	Community correctional residential center	RFP	Request for proposals	CFR	Code of federal regulations	ROW	Right-of-way	CMU (when not used as a zoning district)	Concrete masonry unit	RV	Recreational vehicle	CRI	Color rendering index	sf	Square feet	dBA	Decibel adjusted	SL	Special limitation	DBH	Diameter at breast height	TDU	Thermal desorption unit	du	Dwelling unit	TIA	Traffic impact analysis	EPA	Environmental protection agency	UDC	Urban design commission	The Assembly Title 21 Committee requested a list of common acronyms and abbreviations.
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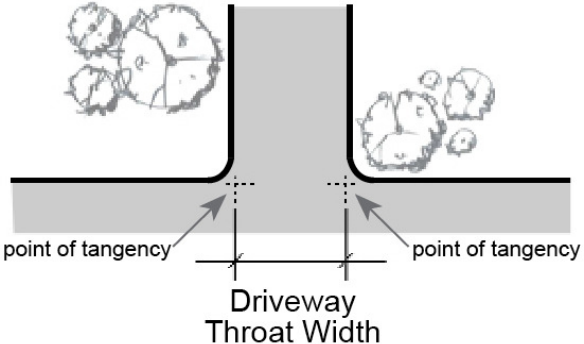
Section		Amendment				Purpose/Origin/Notes
		FAR (in 21.04.080C.)	Federal aviation regulations	USC	United States code	
		FAR	Floor area ratio	WECS	Wind energy conversion system	
		FEMA	Federal emergency management administration	ZBEA	Zoning board of examiners and appeals	
106.4	21.14.030 (to become 21.14.040)	Building Interface Zone The space located between the pedestrian movement zone of an enhanced sidewalk and the street-facing building façade. The building interface zone protects pedestrians walking on the sidewalk from opening doors and objects protruding from buildings. It can accommodate window shopping and building egress and ingress. It may also provide space for features along the building wall such as seating, foundation landscaping, or residential front stoops.				To define the parts of an enhanced sidewalk used in the code.
106.5		Certificate of Zoning Compliance, Conditional A temporary certificate of zoning compliance, issued before the completion of the entire work covered by the land use permit, providing that the building or portions of the building may be occupied safely.				New definition requested by the Assembly Title 21 Committee.
106.6		Daylight Plane A virtual sloping plane that begins at a specified height and rises inward over a site at a specified ratio of vertical distance to horizontal distance. It is designed to provide light, air and openness to the sky at ground floor level. [AND SHALL NOT BE PENETRATED BY A BUILDING AS SET FORTH IN THIS TITLE. IT MAY LIMIT THE HEIGHT OR HORIZONTAL EXTENT OF STRUCTURES AT ANY SPECIFIC POINT ON THE SITE WHERE THE DAYLIGHT PLANE IS MORE RESTRICTIVE THAN THE HEIGHT LIMIT OR THE MINIMUM SETBACK APPLICABLE AT SUCH POINT ON THE SITE.]				To remove a substantive requirement from the definition of this term.
106.7		Dedication The devotion of land or an interest in land by the owner to a public use, which is accepted and used presently or in the future for such public purpose. [THE INTENTIONAL APPROPRIATION OR CONVEYANCE OF LAND OR AN				At the request of the Assembly Title 21 Committee, staff worked with the municipal surveyor to improve this definition.

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	<p>INTEREST IN LAND BY THE OWNER TO THE MUNICIPALITY FOR PUBLIC USE. A DEDICATION UNDER THE TERMS OF THIS SUBSECTION IS A CONVEYANCE OF AN INTEREST IN PROPERTY, EITHER THROUGH CONVEYANCE OF A FEE INTEREST IN THE AREA DEDICATED, OR THROUGH THE CREATION OF AN EASEMENT IN GROSS TO PERFORM THE INDICATED FUNCTION IN THE AREA DEPICTED.] [THE DEVOTION OF LAND TO A PUBLIC USE BY THE OWNER MANIFESTING THE INTENTION THAT IT SHALL BE ACCEPTED AND USED PRESENTLY OR IN THE FUTURE FOR SUCH PUBLIC PURPOSE. A DEDICATION BY THE OWNER UNDER THE TERMS OF THIS SUBSECTION IS A CONVEYANCE OF AN INTEREST IN PROPERTY, WHICH SHALL BE DEEMED TO INCLUDE THE WARRANTIES OF TITLE LISTED IN AS 34.15.030. THE DEDICATION OF STREETS, ALLEYS, SIDEWALKS, OR PUBLIC OPEN SPACE SHALL CONVEY A FEE INTEREST IN THE AREA DEDICATED. THE DEDICATION OF ALL OTHER PUBLIC RIGHTS-OF-WAY, INCLUDING UTILITY RIGHTS-OF-WAY, SHALL BE DEEMED TO CREATE AN EASEMENT IN GROSS TO PERFORM THE INDICATED FUNCTION IN THE AREA DEPICTED.]</p>	
106.8	<p>[DEPTH WHEN VIEWED FROM THE FRONT OF AN OBJECT OR A THREE-DIMENSIONAL SPACE, THE MEASUREMENT FROM A FORWARD PLANE TO A REARWARD PLANE.]</p>	<p>Terms that have a commonly understood meaning are proposed for deletion.</p>
106.9	<p>Development The initiation, construction, change, or enlargement of any use or structure, the disturbance of land, or the division of land into two or more parcels. "Development" shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Construction or enlargement of a building or structure; • Change in the type of use of a building, structure, or land; • Material increase in the intensity of use of land, such as an increase in the number of businesses, offices, manufacturing establishments, or dwelling units located in a building or structure or on the land; • Commencement or expansion of resource extraction, agricultural, horticultural, or forestry activities on a parcel of land; • Demolition of a structure or the clearing [REMOVAL] of vegetation from a parcel of land; • Deposition of refuse, solid or liquid waste, or fill on a parcel of land; • Alteration[, EITHER PHYSICALLY OR CHEMICALLY,] of the shore, bank, or channel of any stream, lake, or other body of water or alteration of any wetland; and • Any land-disturbing activity that adds to or changes the amount of impervious or partially impervious cover on a land area or which otherwise decreases the infiltration of precipitation into the soil. 	<p>Changes agreed upon with the Assembly Title 21 Committee.</p>
106.10	<p><u>Driveway Throat Width</u></p>	<p>New definition requested by the Assembly Title 21</p>

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	<p>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.</p> 	<p>Committee with review by the Traffic Engineer.</p>
106.11	<p>[DWELLING SEE DWELLING UNIT] [A BUILDING OR PORTION OF A BUILDING DESIGNED OR USED EXCLUSIVELY AS THE LIVING QUARTERS FOR ONE FAMILY.]</p>	<p>This definition combined with Dwelling Unit.</p>
106.12	<p>Dwelling or Dwelling Unit A building [STRUCTURE] or portion thereof designed or used exclusively as the separate residence for one household and providing independent and complete living facilities, generally including provisions for sleeping, eating, cooking, and sanitation. [COOKING, LIVING, SLEEPING AND TOILET FACILITIES FOR ONE FAMILY.]</p>	
106.13	<p>Easement A[N] non-possessory interest in land owned by another that entitles the easement holder to a specified [LIMITED] use or enjoyment.</p>	<p>Definition revised with the assistance of the municipal surveyor.</p>
106.14	<p>Elevation, Building A [FLAT] scale drawing of one side or view angle of a building, such as the front, rear, or side [OF A BUILDING].</p>	<p>Revised for clarity.</p>
106.15	<p>Façade, Building A vertical wall plane of a building [STRUCTURE].</p>	<p>Revised for clarity.</p>
106.16	<p>Frontage, Lot All property abutting a street or road easement, measured as the uninterrupted length of the lot line along the right-of-</p>	<p>Moved from “Lot Frontage” and revised for accuracy.</p>

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	<p>way [BETWEEN THE SIDE LOT LINES OF A LOT]. The measurement of lot frontage in the case of a corner lot shall extend to the point of intersection of the front lot lines abutting the rights-of-way. In no case shall the line along an alley be considered as frontage.</p>	
106.17	<p>Hard Surfaced Covered with a material that provides a flat and stable surface. Concrete, asphalt, recycled asphalt, brick pavers, large stone pavers, and wood pavers are examples of hard surfacing. Gravel, river rock, mulch, and bare dirt are not hard surfacing.</p>	Assembly Title 21 Committee requested the addition of “recycled asphalt”.
106.18	<p>Legal Access Having legal access means abutting a vehicular right-of-way. [BEING CONTIGUOUS TO A ROADWAY AS DESCRIBED IN AMC SECTION 9.04.010.]</p>	Revised for accuracy.
106.19	<p>Lot Line, Front Any [THAT] boundary line of a lot [MEASURED] along the edge of a [THE] right-of-way of a dedicated street, private street, or road easement that abuts that line. [IN THE CASE OF A CORNER LOT, ALL LINES THAT MEET THIS DESCRIPTION ARE FRONT LOT LINES.]</p>	Revised for accuracy.
106.20	<p>Lowest Floor The lowest floor of the lowest enclosed area, including basement or crawl space. An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access or storage, in any area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the applicable [APPLICATION] nonelevation design requirements of section 21.04.080D.</p>	Error correction.
106.21	<p>Manufactured Home Community A parcel, or contiguous parcels, of land which is used for occupancy by [DIVIDED INTO] more than two [OR MORE] mobile homes or manufactured homes [LOTS FOR RENT OR SALE].</p>	Revised to allow two mobile homes on a lot—a manufactured home community would start at three.
106.22	<p>National Electrical Safety Code (NESC) The most current national electrical safety code or successor code, as published, amended, and/or interpreted by the federal government.</p>	New definition for clarity.
106.23	<p>Owner Any person, agent, firm, corporation, or partnership that alone, jointly, or severally with others:</p> <ol style="list-style-type: none"> 1) Has legal or equitable title to any parcel, premises, dwelling, or dwelling unit, with or without accompanying actual possession thereof; or 2) Has charge, care, or control of any parcel, premises, dwelling, or dwelling unit, as agent of the owner or as executor, administrator, trustee, or guardian of the estate of the beneficial owner. The person shown on the records of the district recorders office of the state of Alaska to be the owner of a particular property 	Revised for accuracy.

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	shall be presumed to be the person in control of that property.	
106.24	<p>Parcel A generic descriptive term used to refer to a lot, a tract, a group of lots and/or tracts, or a contiguous quantity of land, under the same ownership. [SEE LOT]</p>	Revised for accuracy.
106.25	<p>Parking, On Street [CURB] Parking spaces within the street or street right-of-way and abutting the curb of a street.</p>	Revised to standardize the terminology.
106.26	<p>Parking Space, Guest A parking space that is [AVAILABLE FOR EXCLUSIVE] intended for use by guests in a residential development, and not exclusive to or physically associated with any individual dwelling.</p>	To remove a substantive requirement from the definition of this term which is used in the parking requirements section.
106.27	<p>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:</p> <ul style="list-style-type: none"> • 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; • A winter city feature such as a wind screen, or outdoor stove or space heater; or • Other object supporting pedestrian utility, such as a gazebo or kiosk. 	To standardize the definition providing in one place the various types of objects which are considered a pedestrian feature. Pedestrian features count as optional menu choices and bonus incentives used in the title 21 rewrite. By providing this list of features here, it does not have to be repeated every time “pedestrian feature” appears as a menu choice or bonus incentive.
106.28	<p>Pedestrian Movement Zone The middle portion of an enhanced sidewalk, 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.</p>	To define the parts of an enhanced sidewalk used in the code.
106.29	<p>Pedestrian Oriented A characteristic of a development or district that emphasizes the street sidewalk and/or connecting pedestrian access to the site and building(s), such that a person can comfortably walk from one location to another, and optional</p>	The first wording change in the paragraph is to avoid confusion with the term “pedestrian feature” defined above, which has its own distinct meaning and usage in

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	<p>pedestrian activities such as strolling, window shopping, or relaxing can take place. Pedestrian oriented characteristics [FEATURES] include: buildings placed within a short setback distance from the sidewalk; primary entrances and windows on building facades which face the street; a mix of civic, commercial, and/or residential uses; shared open spaces and plazas; architectural details and visual interest at the pedestrian scale; pedestrian features [AMENITIES] such as wide walkways, seating, bicycle facilities, public art, landscaping, lighting, and wayfinding signs; and northern climate features such as atriums, canopies, transit shelters, wind protection, and orientation for sunlight access.</p>	<p>the code. The second wording change is to intentionally refer to the term “pedestrian feature” defined above.</p>
106.30	<p>Pharmacy An establishment offering only to prepare, preserve, compound, and dispense prescribed and nonprescribed medication and drugs, medical supplies, and health care items.</p>	<p>New definition requested by the Assembly Title 21 Committee</p>
106.31	<p>Physical Access For the purposes of chapter 21.08, having physical access means being adjacent to a street [ROAD] suitable for travel by passenger automobiles that is connected to the publicly dedicated and improved transportation network of the municipality.</p>	<p>Revised for accuracy.</p>
106.32	<p>Primary Pedestrian Walkway A walkway meeting the standards of [SEE] subsection 21.07.060F.4.</p>	<p>Definition requested by the Assembly Title 21 Committee.</p>
106.33	<p>[PUBLIC USE EASEMENT A RIGHT OF USE OVER PORTION(S) OF REAL PROPERTY GRANTED BY A PROPERTY OWNER FOR SPECIFIC PRESENT OR FUTURE USES OF LAND BY THE PUBLIC, OR GOVERNMENTAL ENTITY, THAT IS RESERVED, CONVEYED, OR DEDICATED THROUGH THE RECORDING OF A PLAT, DEED, OR EASEMENT DOCUMENT.]</p>	<p>This concept is covered by the definition of “easement”. The various definitions involving easements, dedications, and rights-of-way were revised with the help of the municipal surveyor.</p>
106.34	<p>Quonset Hut Quonset hut is defined as a self-supporting structure that is shaped like a longitudinal half of a cylinder resting on its flat surface, with or without straight sides of six feet or less on the cylinder (non-gable) sides, that is more than 10 feet wide across the gable end, or 15 feet along the non-gable side, or 10 feet high, and has two of the four following characteristics:</p> <ol style="list-style-type: none"> 1. Prefabrication. 2. Fabric or plastic material or corrugated metal roofing. 3. Ribbed appearance in the roofing material 4. A roof system that is in height as tall as or taller than the wall systems on the non-gable sides. 	<p>Provisionally-adopted definition that was mis-located at the time of provisional adoption. See amendment #87.</p>

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106.35	<p>Right-of-Way <u>A defined area of land, reserved or dedicated for a street, alley, walkway, trail, utility, or other public purpose.</u> [STREETS, AVENUES, WAYS, BOULEVARDS, DRIVES, CIRCLES, COURTS, ALLEYS, SIDEWALKS, WALKWAYS, TRAILS, AND OTHER SUCH AREAS GRANTED OR DEDICATED FOR THE USE OF THE PUBLIC FOR THE PLACEMENT OF UTILITIES AND/OR FOR THE PASSAGE OF VEHICLES AND/OR PEDESTRIANS, INCLUDING THE SPACE ABOVE AND BENEATH SUCH AREAS.]</p>	Revised for accuracy with the assistance of the municipal surveyor.
106.36	<p>Setback The <u>horizontal</u> [MINIMUM] distance [REQUIRED] between any [BUILDING OR] structure and a [STREET RIGHT-OF-WAY OR] lot line, or [FROM] some other feature or object [FROM WHICH A SEPARATION DISTANCE IS REQUIRED]. <u>A required setback establishes a minimum required separation distance with the exception that a required maximum setback establishes a maximum allowed separation distance.</u></p>	Revised for accuracy.
106.37	<p>Setback, Front A setback that extends across the [FULL] frontage of a lot or tract on a <u>right-of-way of a</u> [PUBLIC OR PRIVATE] street. [THE FRONT SETBACK IS DEFINED BY THE FRONT LOT LINE.]</p>	Revised for accuracy.
106.38	<p>[SHRUB A WOODY PERENNIAL PLANT HAVING MORE THAN ONE MAIN STEM AT THE GROUND, USUALLY ATTAINING A HEIGHT OF LESS THAN 15 FEET.]</p>	Terms that have a commonly understood meaning are proposed for deletion.
106.39	<p>Sidewalk <u>A concrete surface [PATHWAY] within a vehicular right-of-way, aligned with a road and constructed either adjacent to the curb or separated from the curb, for multiple pedestrian and non-motorized uses and purposes. Sidewalks are generally found in class A zoning districts.</u> [AN IMPROVED RIGHT-OF-WAY FOR PEDESTRIAN CIRCULATION THAT IS PART OF THE STREET RIGHT-OF-WAY.]</p>	Revised to be consistent with the pedestrian facility terms used in the code.
106.40	<p>Street A <u>thoroughfare</u> [RIGHT-OF-WAY] improved <u>or intended to be improved</u> for vehicular and pedestrian travel permanently open to general public use, that affords the principal means of access, <u>frontage, and address</u> to <u>individual buildings, lots, and blocks.</u> [ABUTTING PROPERTY, SUCH AS AN] <u>Streets include a</u> road, avenue, place, drive, boulevard, highway, or any other similar means of public thoroughfare, except an alley. <u>A street is not a driveway. Unless otherwise indicated, the term street shall refer to both public and private streets. A street may be located on private property and not be publicly owned or maintained, if it performs the roles of a public street.</u></p>	Revised to include the phrase “or intended to be improved” in the first part of the definition, to address instances in which the street improvements are planned to occur but not yet finished. All other language and changes were previously approved by PZC.
106.41	<p>Street Interface Zone <u>The portion of an enhanced sidewalk that lies between the street curb and the pedestrian movement zone of a sidewalk, providing a buffer between vehicular traffic and pedestrians. The street interface zone accommodates streetscape objects to be kept out of the movement zone portion of the sidewalk, such as street trees, landscaping, street furniture, street signs, light poles, and/or utility boxes.</u></p>	To define the parts of an enhanced sidewalk used in the code.

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106.42	<p>[SURVEYOR A PERSON [LAND SURVEYOR] WHO IS REGISTERED IN THE STATE OF ALASKA AS A PROFESSIONAL LAND SURVEYOR.]</p>	Deletion requested by the Assembly Title 21 Committee.
106.43	<p>Traffic Engineer The municipal official and practicing engineer responsible for the duties established in AMC title 9. [UNLESS OTHERWISE INDICATED, THE DIRECTOR OF THE TRAFFIC DEPARTMENT, OR DESIGNEE.]</p>	Revised to reflect the permit center reorganization in 2010.
106.44	<p>Trail A stable surface, often [USUALLY] either paved or consisting of compacted granular fill, [WITHIN A DEDICATED EASEMENT OR RIGHT-OF-WAY,] for the purposes of pedestrian and non-motorized (unless specifically designated for motorized uses) use. A trail is not aligned with a road. [A WAY DESIGNED AND USED FOR EQUESTRIAN, PEDESTRIAN, CROSS COUNTRY SKIING, AND /OR CYCLING, OR OTHER SIMILAR FORMS OF NON-MOTORIZED TRANSPORT.]</p>	Revised to be consistent with the pedestrian facility terms used in the code.
106.45	<p>[TREE A WOODY PERENNIAL PLANT HAVING A SINGLE MAIN STEM.]</p>	Terms that have a commonly understood meaning are proposed for deletion.
106.46	<p>Wall Plane A flat [OR LEVEL] wall surface that is within a single two-dimensional plane.[ON A BUILDING WALL.]</p>	Revised for clarity.
106.47	<p>[WIDTH WHEN VIEWED FROM THE FRONT OF AN OBJECT OR A THREE-DIMENSIONAL SPACE, THE MEASUREMENT FROM A VERTICAL PLANE TO ANOTHER VERTICAL PLANE.]</p>	Terms that have a commonly understood meaning are proposed for deletion.

* = Some of the proposed amendments #1 – 106 have been available for public review since May 2010. These are marked with an asterisk*.

† = Amendments numbered R1 through R29 were already recommended for approval by PZC through two cases in the first quarter of 2010.