

AO No. 2012-124

(AM No. 712-2012)

Exhibit E

Economic Impact Related Exhibits*

	Page
E-1: Title 21 Economic Impact Analysis Executive Summary and Addendum (2008)	1
E-2: Title 21 Economic Impact Analysis Draft Report (2008)	81
E-3: Municipal Assessor Opinion: Possible Property Value Impacts of Mixed-use Districts (Letter dated May 9, 2012)	201
E-4: Title 21 Economic Impact Analysis (EIA) May 2012 Updated Cost Comparisons	207
E-5: Update Review of Property Value Impacts of Allowed Uses in the Title 21 Rewrite	463

* The above Exhibits were provided to the Planning and Zoning Commission and on a CD to the Assembly Title 21 Committee. The Exhibits have been posted on the Title 21 Rewrite website since May 2012.

This page intentionally left blank.

Exhibit E-1

Title 21 Economic Impact Analysis Executive Summary and Addendum (2008)

This was provided to the Planning and Zoning Commission and on a CD to the Assembly Title 21 Committee. The Exhibit has been posted on the Title 21 Rewrite website since May 2012.

Note: A summary of the EIA findings and a hyperlink to this document online were provided to PZC at a December 8, 2011 work session. Hard copies of this executive summary and addendum were provided to the PZC EIA subcommittee on May 5, 2012.

This page intentionally left blank.



Municipality of Anchorage

P.O. Box 196650 • Anchorage, Alaska 99519-6650 • Telephone: (907) 343-7900 • Fax: (907) 343-7927
Physical Address: 4700 Elmore Road • Anchorage, Alaska 99507 • <http://www.muni.org/planning>

Mayor Mark Begich

Planning Department

June 4, 2008

DRAFT Economic Impact Analysis for the Title 21 Rewrite Executive Summary and Addendum

Development Strategies, Inc., under contract with the Municipality of Anchorage, prepared a draft Economic Impact Analysis (EIA) of the Title 21 Rewrite. The EIA is a technical report intended to assist with the review of the Title 21 Rewrite Public Hearing Draft. It focuses on the potential impacts of certain proposed land use regulations in the Public Hearing Draft. The main EIA report was made available on February 29.

When the draft report was released, a part of the analysis addressing the potential impacts on maximum building size was not yet complete. The Planning Department, with Development Strategies, Inc., released the EIA Executive Summary and Addendum on June 3. The Executive Summary provides the key findings of the overall EIA, including the main chapters and the new Addendum. The Addendum completes the EIA report by measuring the impacts of the proposed land use regulations on land development potential, in terms of maximum building capacity (measured in gross floor area).

The website at http://www.muni.org/planning/Econ_Impact_Analysis-T21.cfm contains complete draft EIA Report materials available for review. Documents include:

- Executive Summary (new)
- Draft EIA Report
- Draft EIA Addendum (new)
- Maps of Appraised Property Value and FAR (new)
- EIA Model Tests (economic impact comparisons of current to proposed Title 21, based on example developments)

Copies of the February 29 draft report and the new Executive Summary and Addendum are available at the following locations:

- Planning and Development Center, Planning Department Public Counter, 4700 Elmore Road
- City Hall, Municipal Clerk's Office, Room 250 on 2nd Floor, 632 West 6th Avenue.

A second Planning and Zoning Commission public hearing on the draft EIA is rescheduled to a tentative date of Monday, August 4. Please check the website for the final date. The first public hearing was held on April 7. Comments may be submitted by e-mail to Title21@muni.org or through the Zoning Cases Online system at the following link: <http://www.muni.org/Zoning/index.cfm>. Click on the icon and input case number **2008-056**.

Comments may also be mailed, hand-delivered, or faxed using the delivery/contact information below:

By mail: Physical Planning Division
Planning Department
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650

Hand-delivery: Planning Department Counter
Planning and Development Center
4700 Elmore Road (formerly Bragaw Street)

Fax: 343-7927

If you have questions about the Title 21 Rewrite EIA, please contact the Planning Department by e-mail at Title21@muni.org or call 343-7921.

Community, Security, Prosperity

This page intentionally left blank.

ECONOMIC IMPACT ANALYSIS: EXECUTIVE SUMMARY AND ADDENDUM

TITLE 21 LAND USE REGULATIONS REWRITE Anchorage, Alaska

Prepared for
Municipality of Anchorage
Planning Department



June 2, 2008

DRAFT

DEVELOPMENT STRATEGIES®

CONSULTANTS IN REAL ESTATE, ECONOMIC, AND COMMUNITY DEVELOPMENT
10 S. Broadway • St. Louis, Missouri 63102-1743 • (314) 421-2800

Table of Contents

	Page
1.0 EIA EXECUTIVE SUMMARY	1
2.0 EIA ADDENDUM.....	9
PART I: SUPPLEMENTAL MODEL OF MAXIMUM DEVELOPMENT POTENTIAL IN A DISTRICT ...	9
AD1-1. BACKGROUND AND PURPOSE OF THE SUPPLEMENTAL MODEL	9
AD1-2. HOW THE SUPPLEMENTAL MODEL WORKS	11
AD1-3. PROJECT DEVELOPMENT CATEGORIES AND EFFECTIVE BUILDING HEIGHT LIMITS	12
AD1-4. CASE EXAMPLE	13
AD1-5. SUMMARY FINDINGS: EIA DEVELOPMENT SCENARIOS	17
AD1-6. CONCLUSIONS FROM THE SUPPLEMENTAL MODEL OF MAXIMUM DEVELOPMENT POTENTIAL	20
PART II: COMPARISON OF CURRENT AND PROPOSED ZONING DISTRICT FARS	23
AD2-1. COMPARISON OF CURRENT R-4 TO PROPOSED R-4 AND R-4A	23
AD2-2. COMPARISON OF CURRENT R-O TO PROPOSED R-O	24
AD2-3. COMPARISON OF CURRENT B-3 TO PROPOSED B-3, NMU, CMU AND RMU.....	25
AD2-4. COMPARISON OF I-1 AND I-2.....	28

FIGURES, TABLES, MAPS, AND APPENDIX

FIGURES

FIGURE 1-1: NUMBER OF PARCELS BY RANGE OF LAND VALUES PER SQUARE FOOT OF LAND	2
FIGURE 1-2: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF ALL PARCELS BY FAR	3
FIGURE 1-3: LAND AND DEVELOPMENT COST IMPACTS COMPARING CURRENT TO PROPOSED TITLE 21	6
FIGURE AD-1: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF ALL PARCELS BY FAR.....	11

TABLES

TABLES OF LARGEST BUILDING POSSIBLE USING SUPPLEMENTARY EIA MODEL

TABLE AD1-1: ALASKA USA FEDERAL CREDIT UNION FINANCIAL CENTER	17
TABLE AD1-2: PARK PLAZA II APARTMENT HOMES	18
TABLE AD1-3: CG DISTRIBUTION WAREHOUSE.....	20
TABLE AD2-1: R-4 AND R-4A MAXIMUM FAR POTENTIAL.....	24
TABLE AD2-2: CURRENT AND PROPOSED R-O MAXIMUM FAR POTENTIAL.....	25
TABLE AD2-3: B-3, NMU, CMU AND RMU MAXIMUM FAR POTENTIAL.....	26
TABLE AD2-4: I-1 AND I-2 MAXIMUM FAR POTENTIAL.....	27

Table of Contents

FIGURES, TABLES, MAPS, AND APPENDIX

(Continued)

	Page
MAPS.....	29
ZONING DISTRICTS	31
CURRENT LAND USE.....	32
LAND VALUE PER SQUARE FOOT OF LAND.....	33
FLOOR AREA RATIOS (FAR)	34
 APPENDIX C: EIA SUPPLEMENTARY MODEL TESTS	 35
(Continuation of tests in Appendix B of February 29, 2008 document)	

1.0 EXECUTIVE SUMMARY

As part of the implementation of the *Anchorage 2020: Anchorage Bowl Comprehensive Plan*, the Municipality of Anchorage initiated a rewrite of Title 21 of the municipal ordinances that regulate land development or, more simply, an update to the city’s zoning code. The proposed Title 21 Rewrite—now a Public Hearing Draft—will modernize the city’s zoning code, provide new tools that support innovative mixed-use and infill developments, and be more efficient and user-friendly for citizens and developers. But the Rewrite has also raised questions about the potential economic impacts on property owners and real estate developers who would be subject to changes imposed by the new code.

To evaluate these potential impacts, the Municipality contracted with Development Strategies, Inc. to prepare an Economic Impact Analysis (EIA) of the Title 21 Rewrite. The EIA focuses on certain land use regulations proposed in the Title 21 Public Hearing Draft. The EIA is a technical study that measures two types of potential economic impacts of the proposed regulations, as compared to current code:

- a. impacts on land values when considering land development potential, based on land values of allowed uses and maximum building sizes; and
- b. impacts on development costs related to compliance with the proposed regulations, based on evaluation of representative site development examples.

The EIA focuses on the commercial, industrial, and high-density, multi-family zoning districts in the Anchorage Bowl, which have the most significant changes proposed in the rewrite. These districts include the B-3, general business district, I-1, light industrial district, I-2, heavy industrial district, R-O, residential office district, and R-4, multi-family residential district. The scope of the analysis is limited to the immediate and direct economic impacts of compliance on an individual property. It does not examine the potential impacts to the property over the longer lifetime of the development or potential impacts on adjacent properties or the economic value of the community as a whole.

KEY FINDINGS

The main finding of the EIA is that the overall economic impacts of the Title 21 Rewrite are, in general, not significantly different from the current code. The significant findings of the EIA analysis of Anchorage’s property data and representative development examples follow:

- A neutral impact on property values is anticipated with the proposed code, except for industrially zoned properties where non-industrial uses would be more limited compared to the current code.
- The vast majority of parcels in the Anchorage Bowl are currently not reaching their economic potential, based on land value and floor area ratio (FAR) analyses.
- Most development is limited by market forces, not by zoning regulations.
- A shift to new zoning will have a generally neutral impact on development costs.
- Increased development costs related to improved landscaping, private open space and pedestrian enhancements are in most cases offset or outweighed by savings from reduced parking requirements.

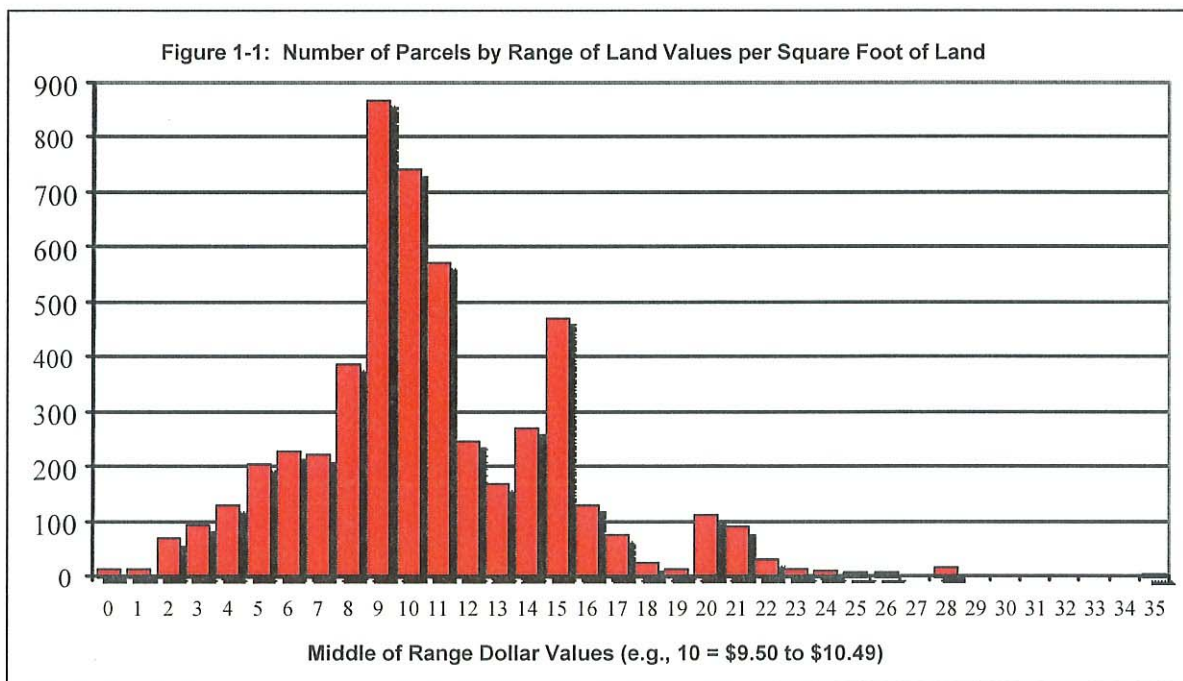
- Generally, the same size or larger buildings are enabled under the proposed zoning. Potential impacts caused by proposed height limits would typically be offset or outweighed by parking reductions. Exceptions include the proposed R-O, I-2 and B-3 districts where new height limits and/or increased landscaping requirements are proposed but fewer parking reductions are provided, and in the NMU district where specific FAR restrictions may impact some types of commercial projects.
- The development cost comparisons and maximum floor area ratio comparisons identified opportunities for improvements in the proposed code that are being acted upon by the Planning Department.

LAND VALUE COMPARISONS

Land values for the subject zoning districts were obtained from the Municipal Assessor's 2007 property database. While these values do not necessarily reflect actual market value, they are assumed to represent relative values. The actual dollar amounts, therefore, are far less important than relative values between parcels. The Assessor's database also contains information on building size, property size, and land use. This allowed comparisons of land value and floor-area-ratios (FARs) within the five selected zoning districts (B-3, I-1, I-2, R-O, R-4).

The database contains 77 separate land use designations on 5,154 land parcels encompassing 5,014 acres for the five selected zoning districts in the Anchorage Bowl. The average taxable value of land is \$9.52 per square foot, and the median value is \$9.90 per square foot.

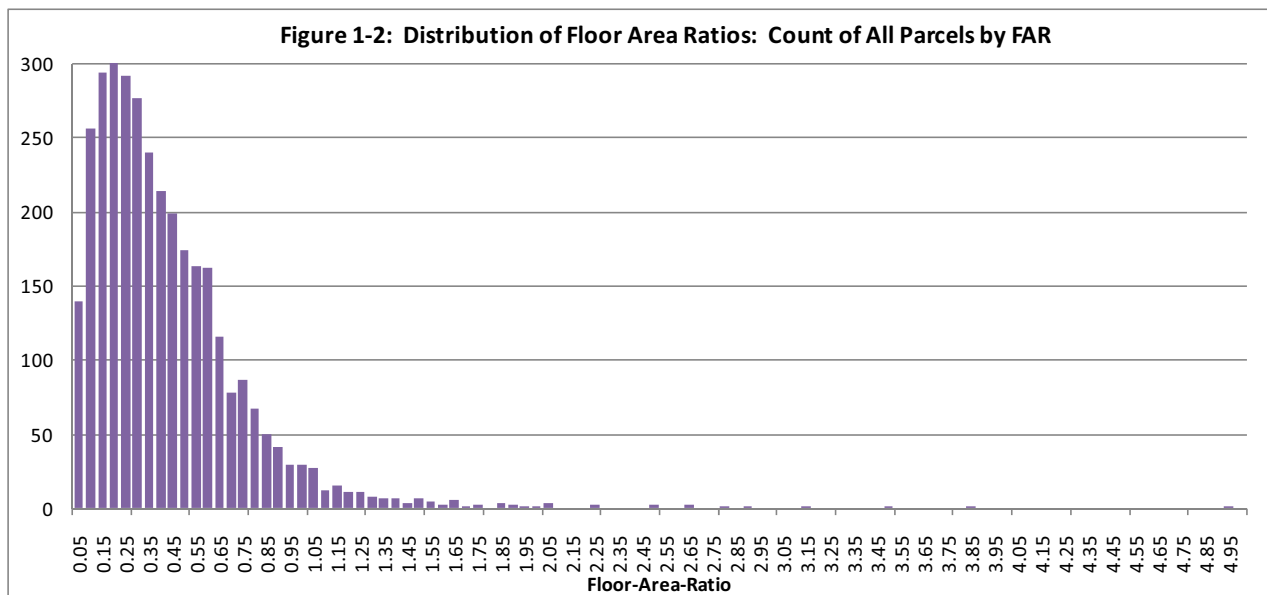
There is an imperfect, although statistically useful, "bell curve" distribution of these land values (Figure 1-1). As would be expected, there are relatively few parcels at the extreme ends (low and high) and a higher number of parcels in the middle ranges. However, the distribution is not perfectly normal, as can be seen by the spike in values in the ranges represented by 14 and 15 (i.e., between \$13.50 and \$14.49 and between \$14.50 and \$15.49 per square foot) and by the higher density of values in the lower ranges (skewed to the left). But the bell curve distribution that might otherwise be expected is generally apparent.



The chief finding of the land value analysis is that almost every parcel in the database can be said to have a value less than its full potential. This is determined, in part, by comparing the bulk of values to both the highest achieved values and the bell curve distribution. A few parcels with identical zoning and land uses have achieved markedly higher values than others, so it is safe to say that the lower-achieving properties could expand in value if better market conditions prevailed. That is, zoning itself is not the cause of one property having a lower value than another.

The analysis of prevailing Floor Area Ratios (FARs) in the Anchorage Bowl provides further support that property values have not achieved their highest potential. FAR represents the size or bulk of a building relative to the size of its lot. To find the FAR of a property, the gross square feet of the building's floor area is divided by the gross square feet of the individual parcel on which the building sits. Larger FARs indicate bigger buildings relative to the size of the lot, which imply greater opportunities to generate income from the property. Sometimes market conditions encourage larger buildings, but the zoning will not allow it. In such cases, it might be concluded that zoning causes a negative economic impact. Other times, the zoning allows much larger buildings than are present but market conditions make larger structures infeasible. In such cases, it is not zoning that is hindering a property owner's ability to achieve more income.

A bell curve distribution of the floor area ratios of the 3,343 non-vacant parcels in the Assessor's database is provided in Figure 1-2 below. The distribution clearly shows a skewing of FARs toward smaller numbers, or a concentration of lower FAR values. While there are some relatively large FARs shown on the right side of the graph, these are few in number. The implication of this distribution is that some parcels in the subject zoning districts have been able to achieve relatively high FARs while most have not; if some can do it, why not a great many more? The distribution of values suggests that economic and market conditions are hindering the construction of larger buildings, not the existing zoning.



The distribution of land values per square foot and the distribution of FARs suggest that there is plenty of development potential within existing and proposed zoning. Still, there may be cases where the potential for more intense development or higher value use types may be restricted by the proposed zoning code.

For instance, some parcels in I-1 and I-2 districts may be negatively impacted by proposed restrictions against higher value land uses. Presently, I-1 and I-2 zoning, intended for industrial uses, allow a very wide range of non-residential and non-industrial uses, including some of the highest valued uses in the Bowl such as retail shopping centers. Under the proposed I-2, however, most retail will not be allowed or will be greatly discouraged. Thus, a current owner of an I-2 property with an industrial building (with a relatively low land value) might aspire to one day construct a high-value retail shopping center on the site. Under the proposed I-2 regulations, however, that same owner might no longer be able to aspire to a shopping center; thus the property's future potential economic value might be said to be reduced. This is not universal for all current I-1 and I-2 properties. Some of those parcels will be allowed to re-zone to "higher value" districts which can retain or even improve potential values. But a few of those parcels that would be retained in I-1 and I-2 might claim a loss in potential economic value.

Some B-3 properties will also face more restrictive zoning, notably along the Old Seward Highway corridor. Many current B-3 properties in other locations will be encouraged to rezone to more flexible districts (such as the proposed mixed-use districts), but those in the Old Seward Highway corridor are proposed to remain only in the proposed B-3 district, which would provide fewer land use opportunities. As it turns out, however, disallowed uses in the proposed B-3 exhibit significantly lower land values than those uses that would remain. Thus, a B-3 property is not likely to lose future potential value because of fewer land use options.

Land use restrictions are not the only changes proposed for B-3. Others include building height and FAR limitations. Thus, a B-3 owner in the Old Seward Highway corridor might not claim loss of future value based on land use restrictions, but might claim that a substantially taller or larger building would no longer be possible, thus also diminishing future potential economic gains. The present distribution of FARs (Figure 1-2), however, suggests that present owners are greatly under-achieving their potential FARs today. To claim significant loss in potential FARs, therefore, would seem to be virtually baseless for the foreseeable future. Further discussion on potential impacts to FAR in B-3 and other districts is provided at the end of this executive summary and in the EIA report Addendum.

In sum, private property in the subject districts in the Anchorage Bowl today demonstrates land values and FARs that are substantially less than could be achieved (and have been achieved in a few cases) under both existing and proposed zoning. These data indicate that current Title 21 regulations are generally not hindering economic growth and suggest that the proposed Title 21 regulations would not significantly restrict growth potential.

DEVELOPMENT COST COMPARISONS

The second part of the EIA compares the cost of complying with current Title 21 regulations to the projected costs of complying with the proposed regulations. These costs are built into the EIA model, a spreadsheet-based, input-output program developed specifically for this analysis. Essentially, key data for a proposed real estate development are input into the model which then calculates various outputs that measure economic impacts. The outputs are based on the current adopted Title 21 compared with the Public Hearing Draft Title 21 Rewrite (the version released in August and September 2007).

To illustrate the workings of the model, three detailed scenarios are described in the report covering (1) an office building in Midtown, (2) a residential multi-family project south of Downtown, and (3) an industrial warehouse project in South Anchorage. All three are actual projects that are built and operational, although the analysis made some minor adjustments to site and building dimensions to better illustrate the model's usefulness.

DEVELOPMENT STRATEGIES

DRAFT

The model is designed to evaluate and compare each of the five existing zoning districts to any one of the likely proposed districts that would replace it. The same five zoning districts are included in the model as were evaluated for land values and floor area ratios. If the new regulations are adopted, properties in these districts will likely be placed in one of nine proposed districts. The nine proposed districts include the existing five districts in revised form plus four new districts: R-4A Multi-Family Residential Mixed-Use; NMU Neighborhood Mixed-Use; CMU Community Mixed-Use; and RMU Regional Mixed-Use. As illustrated below, the pairings resulted in 17 different development scenarios that were tested by the model.

The pairings represent the kinds of changes that are likely to be made if a new Title 21 and Anchorage Bowl land use plan map are approved. For example, certain properties now in B-3 could become B-3 (revised), NMU, CMU, RMU, or R-4A. The model calculates the costs of complying with the current zoning compared to the proposed zoning.

The EIA model, for each of the 17 scenarios, estimates two potential impacts associated with compliance with the new regulations: (1) anticipated costs in dollars, and (2) anticipated land requirements in square feet.

The results of the cost comparisons varied among the 17 scenario tests, as shown in Figure 1-3 on the following page. The overall monetary cost of required site improvements (comprised of required landscaping, parking, loading, open space, snow storage and pedestrian walkways) is less under the proposed zoning in each of the 17 scenarios. These site cost savings result primarily from the lower parking space requirements in the proposed code. The cost of providing for vehicle access and parking accounts for the majority of costs incurred to improve a site.

Zoning District "Pair Comparisons"	
Existing Zoning District	Proposed Zoning District
B-3	B-3
	NMU
	CMU
	RMU
	R-4A
R-O	R-O
	R-4A
R-4	R-4
	R-4A
I-1	I-1
	I-2
	B-3
	CMU
	RMU
I-2	I-1
	I-2
	CMU

Land requirements under the proposed code for the commercial office site with surface parking would be reduced in the proposed mixed-use districts compared to the current B-3 (Figure 1-3). This is mainly due to lower parking requirements in the proposed mixed-use districts, and comes despite a substantial increase in a landscaping requirement related to utility easements. Meanwhile, there would be a moderate overall increase in land area requirements for the commercial office and industrial warehouse sites in the proposed B-3, I-1 and I-2 districts, as the proposed code provides fewer parking reductions in these districts to offset the increased landscaping and pedestrian facility requirements.

In contrast, land requirements under the proposed code for the residential multi-family development example evaluated for the EIA would substantially exceed the land requirements of the current code. These added obligations of land are, like the previous examples, also related to parking and landscaping. For the office and industrial examples, all parking is "at grade" on the land's surface. Because the proposed code requires less parking than the current code, the all-surface-parking scenarios require less land.

In the multi-family example, the developer designed a larger building by providing structured parking underneath, while leaving a small number of surface spaces for visitors. The reduced parking requirements of the proposed code, therefore, would result in less structured parking but not in less surface parking than with the current code. Because the surface parking would therefore consume the same amount of

land under both current and proposed codes, the proposed code's greater perimeter/utility easement landscaping requirements result in a net increase in land needed. The trade-off is the substantial dollar cost savings under the proposed code through being able to provide fewer structured parking spaces, which are far more expensive to build than surface lot spaces. As illustrated in the Residential Multifamily Site test results of Figure 1-3 below, the cost savings for developments that use structured parking are balanced by a simultaneous *increase* in the land area required to comply with landscaping requirements.

Figure 1-3 Land and Development Cost Impacts Comparing Current to Proposed Title 21 Based on Model Tests for Cost of Zoning Compliance on Example Development Scenarios				
Current Zoning	Proposed Zoning	Example Development Scenario	Percent Change in Monetary Cost of Site Development (not including building)	Percent Change in Land Area Required for Site Development (not including building)
B-3	B-3	Commercial Office Site	- 9%	+ 4%
B-3	NMU	Commercial Office Site	- 16%	- 4%
B-3	CMU	Commercial Office Site	- 14%	- 4%
B-3	RMU	Commercial Office Site	- 16%	- 4%
B-3	R-4A	Residential Multifamily Site	- 36%	+ 27%
R-O	R-O	Residential Multifamily Site	- 31%	+ 74%
R-O	R-4A	Residential Multifamily Site	- 44%	+ 43%
R-4	R-4A	Residential Multifamily Site	- 36%	+ 43%
R-4	R-4	Residential Multifamily Site	- 32%	+ 42%
I-1	I-1	Industrial Warehouse Site	- 17%	+ 2%
I-1	I-2	Industrial Warehouse Site	- 17%	+ 2%
I-1	B-3	Industrial Warehouse Site	- 18%	+ 17%
I-1	CMU	Industrial Warehouse Site	- 29%	- 21%
I-1	RMU	Industrial Warehouse Site	- 29%	- 21%
I-2	I-1	Industrial Warehouse Site	- 15%	+ 11%
I-2	I-2	Industrial Warehouse Site	- 15%	+ 11%
I-2	CMU	Industrial Warehouse Site	- 27%	- 14%

Because the cost comparison results summarized in Figure 1-3 measure the impacts of only three individual development scenario examples, they are not intended to provide a definitive, comprehensive finding as to the performance of the proposed zoning for all kinds of uses and development projects. This report could not test every possible development; however, the scenarios selected are intended to be representative examples of anticipated land uses and development types. They are meant to provide a general indication of potential impacts and help identify where there may be issues with certain provisions in the proposed code.

MAXIMUM DEVELOPMENT POTENTIAL

Theoretically, the larger the building, the more value it creates for the owner. As discussed above, most existing development in the Bowl has a lower floor area ratio (the total floor area of the building relative to the land area of its lot) than allowed under current zoning. Higher floor area ratios (FARs) can be achieved in each zoning district, but market conditions have kept the vast majority of properties from achieving their full economic potential. Even so, this EIA analyzes the potential impacts of proposed limitations on allowable building height and FAR within the B-3, R-O, R-4, I-1, I-2 and mixed use districts. This analysis is provided in the EIA Addendum (attached).

To test these impacts, a “supplemental model” was developed as an extension to the main EIA model, to help determine the largest possible building that could be constructed on a site given the site’s zoning and dimensions, for both current and proposed code. The supplemental model assumes that most buildings will have maximum height limitations—something that is not the case in the current Title 21 regulations. The model imposes an effective height limit of 75 feet based on the predominance of low-to-medium rise building types in the Anchorage Bowl. Building and fire code requirements change above certain height thresholds, and it is anticipated that most new buildings in the districts being tested in the EIA would remain low-to-medium rise in scale. However, the height parameters, parking configurations, and other characteristics of projects being tested can be altered in the model as circumstances require.

The supplemental model was applied to the same three development scenarios as before: the low-medium rise office building in Midtown, the high-density, multi-family project south of Downtown, and the industrial warehouse in South Anchorage.

The proposed zoning districts offer a mixture of potential economic impacts for the sites evaluated. In some cases, the proposed zoning district would allow a larger building than is allowed today, assuming the same type of use and project development category. For two of the scenarios evaluated (office and warehouse), the reduced parking requirements more than compensate for the height limits recommended in the mixed-use and industrial districts. This is a positive impact, even if hypothetical.

In other cases, however, the proposed regulations would reduce the possible size of the building and/or restrict the largest building possible to something that is smaller than allowed under today’s regulations. This can be interpreted as a negative impact because the property owner, even with an existing building that is smaller in size than currently allowed, would not be able to construct a future building larger than is allowed today. For example, somewhat reduced parking requirements in the proposed B-3, I-2 and R-O districts did not completely compensate for the proposed height limits and landscaping increases. Thus, if the proposed regulations are approved, it is possible that some property owners would likely want to be rezoned to one of the mixed use districts in order to achieve potential positive impacts.

In the NMU district, the proposed maximum FAR to be allowed by right would restrict the size of office buildings to less than what the current B-3 zone would allow. Bonus incentives would be available to increase FAR. However the incentives are weighted toward mixed-use rather than stand-alone offices.

The proposed regulations may or may not increase the possible overall size of high density residential buildings with structured parking, depending on how large a building floor area bonus that a particular project is eligible for under the proposed code. In cases where the maximum FAR was the same between current and proposed codes, the test cases indicate that the reduced parking requirement allowed the same sized building to contain more residential and commercial floor space and fewer parking spaces. Therefore, although total maximum FAR might remain the same, the FAR of the income-generating portion of the development appeared to be larger under the proposed code, generating a positive economic impact.

DEVELOPMENT STRATEGIES

DRAFT

SUMMARY

Land Value - The report's analysis of property values demonstrates that, in general, land values and floor area ratios (building sizes) in the subject zoning districts are substantially less than could be achieved if market conditions were more amenable. More value could be obtained even under current zoning if market conditions encouraged property owners to create larger buildings or establish more higher-value land uses to generate more income.

It appears from the analysis that the current Title 21 regulations are generally not hindering economic growth and that, likewise, the proposed Title 21 regulations would, in general, not significantly restrict growth potential. In some areas zoned I-1 or I-2 there may be a loss in future potential economic value due to proposed land use restrictions against retail commercial establishments that show higher land values. The data indicate that there will not be significant economic impacts from land use regulations in the proposed B-3 or mixed-use districts.

Development Cost - The EIA model reveals that there are many land and monetary cost impacts within any given project. Some of these are negative, some are positive, some are neutral. Most notably, the negative effects are caused by greater land area demands of the proposed Title 21 for landscaping, especially in relation to utility easements. There will also be increased dollar and land costs for open spaces and pedestrian ways that enhance the aesthetics and functions of the site. More land and more costs will generally be involved for these site enhancements. But these are usually offset by reduced requirements for automobile parking. The proposed code simply would require substantially less parking than is now the case, based on research on parking demand by the Planning Department. Thus, property owners would be faced with lower demands on land and lower costs to develop parking. *The EIA model determines that the net effects of these internal impacts are generally neutral or, at worst, only slightly negative, based on the development examples evaluated.*

In certain cases, there may be onerous net demands or impacts, although the modeling for this report could not anticipate every possible development scenario.

Maximum Development Potential – The supplemental EIA model measures the effect of proposed zoning regulations, such as height limits and maximum FARs in the B-3 and mixed-use districts, on maximum FAR potential relative to current zoning regulations and market possibilities. *The testing revealed that, with a few exceptions, there would be no substantial negative impact on maximum development potential with the proposed regulations, based on the examples evaluated.* In those cases where negative impacts from proposed height limits and landscaping increases were not offset by reduced parking requirements, a rezoning to one of the new mixed-use districts could result in a positive economic impact for the property owner.

The analyses of potential impacts on land values, development costs, and maximum building size also helped identify where there may be issues with certain provisions in the proposed code. The results of the tests will be used by the Planning Department to evaluate the Title 21 Rewrite and possibly recommend changes to the draft code. Further testing of additional development examples may be necessary. Where the initial tests and possible further testing reveal weaknesses in the proposed code, Planning will need to document and address them as part of the Title 21 Rewrite public approval process now underway.

ADDENDUM – PART I

SUPPLEMENTAL MODEL OF MAXIMUM DEVELOPMENT POTENTIAL IN A DISTRICT

Theoretically, the larger the building, the more value it creates for the owner, meaning a larger building could be more economically preferred than a smaller one.¹ This Addendum to the EIA report examines the supplemental EIA model which attempts to predict the effect of the proposed Title 21 Rewrite zoning regulations on the maximum possible floor area ratio (FAR) of a building. The supplemental model can help to determine (1) what this maximum potential might realistically be and (2) whether the proposed Title 21 regulations would increase or decrease this potential.

As discussed in Chapter 3 of the EIA report, most existing development in the Anchorage Bowl has a lower FAR than what is allowed under current zoning. Higher FARs can be achieved in each zoning district, but market conditions have kept the vast majority of properties from achieving their full size potential. Even so, this Addendum analyzes the potential impacts of proposed limitations on allowable building height and FAR within the B-3, R-O, R-4, I-1, I-2 and mixed use districts.

To test these impacts, a “supplemental model” was developed as an extension to the main EIA model to help determine the largest possible building that could be constructed on a site given the site’s zoning and dimensions, under both the current and proposed codes. Along with the potential impacts of proposed land use limitations (as discussed in EIA section 3.5) and the costs of proposed development standards (covered by Chapter 4), the test results from the supplemental model should contribute to an overall estimation of the potential impacts of the Title 21 Rewrite on the economic potential of property in each of the subject zoning districts.

AD1-1. BACKGROUND AND PURPOSE OF THE SUPPLEMENTAL MODEL

The EIA model in Chapter 4 of the EIA report compares the code requirements of selected zoning districts in the current Title 21 regulations to selected districts proposed for the Title 21 Rewrite. To do this, many details of the zoning requirements are built into the main EIA model which, in turn, requires certain inputs about the type and size of a proposed development. Key outputs are the amount of land required to comply with the zoning and the likely dollar costs of compliance.

The land requirement is a function of both the size and use of the building. Land demands such as parking and private open space can be derived from the known size and use of a particular building. As noted earlier, almost all of the test examples revealed that the subject development projects presently utilize more land than what is actually required by zoning; in other words, there is “left over land” after complying with zoning for a given building size. A larger building could have been constructed on these sites to more fully utilize the land resources.²

¹ This does not mean that all owners will construct the largest allowable structure on their properties. Market forces will determine the size actually built but, if market forces would allow a larger structure than the proposed zoning code would allow, there may be a negative economic impact for the property owner.

² Sometimes, owners will build a smaller-than-allowed building in order to allow for future on-site growth. When the business grows, it will need more floor area and would be able to add on to the existing building to accommodate that growth rather than buy more land.

These tests in Chapter 4 are “static” in that they do not change any of the parameters of the buildings and the usage of the sites. They simply test the project “as is” rather than suggest how large a building might be constructed. A more dynamic modeling would enable the EIA model to test for maximum build-out potential of a site rather than compare just a fixed set of parameters.

The “supplemental model” was created to allow 1), input of data on a given project in the main model (as has been done in the previous tests), and 2), to use the results of the main model to test the effects on land utilization for different sized structures. The supplemental model depends on the main model, so a proposed project scenario must first be evaluated in the main model.

The principal purpose of the supplemental model is to determine the largest possible building that could be constructed on the site given the site’s zoning (both for the current code and the proposed code) and dimensions. Property value and potential income from the property are partly determined by the type of uses—and the amount of such uses (measured in square feet of building floor area)—that are allowed by zoning. A larger building theoretically enables the owner to earn higher incomes and profits, so it may be in the interest of the owner to achieve the largest building possible. Of course, there are market and economic factors to consider; while the site might accommodate a larger building, the present market may not be conducive. But understanding the full building potential of the site can be useful to the owner in planning for financial rates of return.

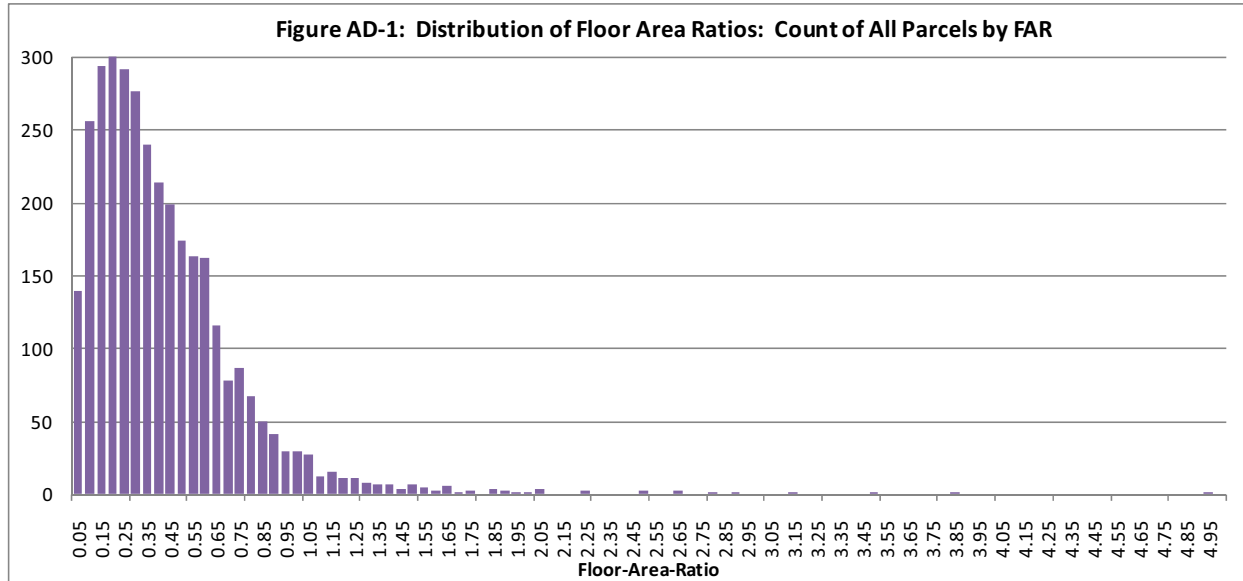
As discussed in Chapter 3, the maximum building potential is typically expressed as the floor area ratio (FAR), which compares the amount of floor area in a building to the amount of land area of its site. Because the size of a building helps determine the income it generates, FAR is used as a proxy for the amount of income the building might generate. A larger building on a fixed site generates a higher FAR which, in turn, suggests a more valuable building for the owner.

This is not to say that size is the only determinant of the future income generating potential of a building. For example, under present market conditions, the taxable property value of some commercial retail and warehouse distribution uses may depend in part on the “economic through-put”, or the volume of goods flowing through a particular establishment. If there develops a strong demand for a distribution warehouse and the type of inventory that it handles, such a property may have a greater income-generating potential than a property elsewhere with a similarly sized building with a different use and lower through-put. However, this analysis focuses primarily on building size as it is a factor that could be impacted by existing and proposed zoning requirements, and is a good indicator of value barring the availability of other information.

In addition to simply reporting the maximum allowed building size, the supplemental model can also show that, comparatively, the maximum building size that is possible under the proposed Title 21 regulations might be less than under current regulations. In the scenarios tested to this point, the monetary costs and land area requirements of existing projects are simply compared between one zoning code and another. But one of the codes might enable a building to be larger than the other. If the proposed regulations would reduce the potential size of a structure from what is now possible under current zoning, then an owner might claim a negative economic impact because the proposed regulations would reduce the property’s *potential* to generate more income even if the property is not yet reaching its potential. Conversely, if the proposed code would allow a larger building than is allowed today, the owner can claim a positive economic impact regarding potential income generation.

Recall the bell curve depiction of the distribution of FARs of existing development in the Anchorage Bowl from Chapter 3 (Figure 3-5), reproduced below as Figure AD-1. While it is very difficult to determine the maximum FARs that can be achieved in all zoning districts (principally due to the current

“unlimited” building heights allowed in Title 21), it is possible to show that some parcels have been able to achieve markedly higher FARs than the bulk of the others. This suggests that most parcels in the five tested zoning districts have not yet achieved their maximum building size potential; some parcels have larger FARs, so others should also be able to achieve higher FARs. While the need to satisfy such zoning requirements as parking and landscaping affects the ability to achieve maximum building size potential, low existing FARs are primarily indicative of market conditions that inhibit the vast majority of properties from achieving higher FARs in each district. The conclusion from Chapter 3 is that a great deal more building expansion might be achieved well before the Anchorage Bowl reaches zoning restrictions on the size of buildings.



The EIA supplemental model therefore enables property owners to (1) determine what this potential might realistically be and (2) whether the proposed Title 21 regulations would increase or decrease this maximum potential.

AD1-2. HOW THE SUPPLEMENTAL MODEL WORKS

The supplemental model requires the manual adjustment of several key factors, including the square feet of the building’s footprint and the number of stories of the building. By adjusting either or both of these factors upward, the hypothetical building becomes larger (taller, wider, more square feet), which in turn increases the need for parking and several other land-requirement factors. The supplemental model estimates how these land-requirement factors would expand in response to a larger building. Increasingly larger building factors (again, the footprint and/or stories) can be input until the model indicates that the site is fully utilized (100%) to comply with zoning.

At 100% site utilization, adding to the size of the hypothetical building would require a larger site. Decreasing the building size would mean less than full utilization of the site. In economic theory, the property owner would seek the largest building possible in order to maximize income potential. The largest building possible in a given zoning district is when the site is fully utilized to comply with zoning—no more, no less.

The supplemental model, however, provides only an approximation of the “largest building possible.” This is because of the many and varied details involved with zoning regulations and because a re-sized building requires re-planning of its floor plates and uses, thus precipitating certain refinements that only the main model can test. If the supplemental model’s output suggests that a larger building is possible, the property owner, architect, planner, etc., can tentatively re-configure the plans for the building and the site in order to accommodate the “largest building possible.” That information could then be re-entered into the main model in order to fully test for many of the details of the zoning district in question.

AD1-3. PROJECT DEVELOPMENT CATEGORIES AND EFFECTIVE BUILDING HEIGHT LIMITS

An important assumption in the supplemental model is that buildings will have maximum height limitations—something that is not actually the case under the current Title 21 regulations. All of the five current zoning districts evaluated in the EIA model allow unlimited heights for buildings, except for rare cases near residential properties in the two industrial districts. An unrestricted height limit, however, is almost impossible for a quantitative computer model to evaluate in terms of the “largest building possible” since, in theory, the size is also unlimited as long as all zoning requirements are met.

That said, the model imposes an effective height limit based on the predominance of low-medium rise building types in the Anchorage Bowl. The majority of developments in the Bowl (though certainly not all) consist of, and are expected to continue to consist of, “low-to-medium rise buildings” surrounded by surface parking.³ For purposes of the supplemental model, this type of development is classified as having no more than five commercial stories or no more than 75 feet in height (assuming 15 feet of height per story). Building and fire code requirements become more burdensome above this height threshold, and it is anticipated that most new buildings outside of the Downtown and Midtown business cores will stay below it. This matches what appears to be the predominant height pattern in most other cities the same size range as Anchorage, and even that of much larger cities that have experienced substantial infill and redevelopment.

The supplemental model requires the user to indicate a broad “Project Development Category” that enables the model to default to certain quantifiable height limits. Therefore it replaces any “unlimited height” restrictions with the 75-foot restriction if the user manually selects a classification of “low-to-medium rise building.” Eliminating the “unlimited” allowance in favor of a fixed height limit enables the model to operate within quantifiable bounds and is justified by the predominant scale of buildings in the Bowl.

The height parameters, parking configurations, and definitions of projects can, of course, be altered in the model as circumstances require. In fact, the model provides four “low-to-medium rise” project development category choices, defined below, plus two “high rise” choices and one “single story” choice. These choices enable the model to test the maximum development potential of the most common types of development anticipated in the Bowl. For example, project development category #1 can be used to model the largest possible “big box” store in a B-3 zoned lot or industrial warehouse on an I-1 zoned lot since such buildings typically have just a single story. The high rise choices push the supplemental model’s height maximum to 300 feet, allowing the user to test for 20-story buildings in situations where high rise structures would be more likely, such as along the A-C Couplet in the center of Midtown.

³ Of the 5,141 parcels in the Municipal Assessor’s database for 2007 that is evaluated in Chapter 3, 3,343 have buildings on them but only 186 have parking structures associated with these buildings.

The project development categories used in the supplementary model are as follows:

1. **Single story building with all surface parking.** This project development category defaults to a maximum of one story. Examples of this category includes such development formats as a retail “box store” or multi-tenant retail building, a typical stand-alone restaurant, or an industrial warehouse or manufacturing plant.
2. **Low-to-medium rise building (up to 75 feet in height) with all surface parking.** This category would result in the smallest possible building in the four “low-to-medium” project development categories because it requires the greatest amount of land for parking. This category includes most of the existing office buildings and many of the multifamily residential developments in the Bowl.
3. **Low-to-medium rise building (up to 75 feet in height) with surface parking plus ground-level parking under the building.** This project development category enables the user to increase the footprint of the building because some of the parking will be under the building. Several Midtown financial buildings on tighter development sites exemplify this parking configuration.
4. **Low-to-medium rise building (up to 75 feet in height) with two parking levels under the building.** This project development category enables the building footprint to be even larger since more of the parking that would otherwise be on the surface would now be under the building. Park Plaza II Apartment Homes, one of the three development scenarios tested for the EIA report, exemplifies this development type.
5. **Low-to-medium rise building (up to 75 feet in height) with separate parking structure.** The footprint can be even greater with this scenario since the structured parking area is not limited by the footprint, as it is when some parking is under the building. Recent low-to-medium rise office buildings that include separate parking structures include the Afognak Native Corporation building on Arctic Boulevard and the office building at 3000 C Street.
6. **High rise building (over 75 feet in height) with all surface parking.** This option requires a minimum building footprint size of 10,000 square feet, based on a combination of structural code requirements and the economic need for efficient use of floor area that is prerequisite for a cost-effective tower. It would be likely to require a relatively large site to accommodate sufficient surface parking for all the floor area in a building that is greater than 75 feet in height.
7. **High rise building (over 75 feet in height) with structured parking.** This option would likely include some surface parking but would enable the building footprint to expand because not as much parking would need to be accommodated on the surface.

These categories do not necessarily cover all of the possible development configurations. More categories might be added in the future as the model is refined after additional testing. However, these general categories cover the most common development configurations in the subject zoning districts that may be affected by the Title 21 Rewrite.

AD1-4. CASE EXAMPLE

A case example is instructive. For this, recall the Alaska USA Federal Credit Union Financial Center at 500 West 36th Avenue, described in Chapter 4, and consider the comparison between its present zoning in B-3 and one of the proposed zoning districts, CMU. The actual Alaska USA building is approximately 92,500 square feet in overall gross floor area (including four stories of offices, a basement and a sizeable rooftop mechanical penthouse).

B-3 does not presently have a height or building size limit explicitly stated in the zoning ordinance so, theoretically, a building of any size is possible (as long as sufficient parking and other requirements are met). But, like most office buildings in Anchorage outside of Downtown, the building fits the second “project development category” listed above: low-to-medium rise building with all surface parking. This category assumes the building will not cross the 75-foot height threshold in the building and fire code requirements, translating into a low-medium rise office building with five or fewer stories under the current B-3 zoning. The building, including its mechanical penthouse, is 74 feet high according to its building permit.

The proposed CMU zone, on the other hand, has a height limit of 60 feet (four stories), effectively capping the size of the largest building possible. As indicated in the main model and reported in section 4.3 of the EIA report, the proposed code would allow the rooftop mechanical penthouse to exceed the 60-foot height limit by up to 15 feet, but only if the appurtenance covers less than one-third the roof area of the building. Since the actual mechanical penthouse covers approximately two-thirds of the roof area of the Alaska USA building, the proposed code would count it toward the building height calculations, rendering the building 75 feet in height and higher than the CMU district would allow. Had the mechanical penthouse been smaller in area, such as 5,000 square feet, it would be considered an appurtenance exempted from the CMU maximum height calculation, and the building would comply with CMU height limitations.

On the face of it, therefore, one might expect that CMU would allow a smaller low-medium rise building (four commercial stories) than the current B-3 (five commercial stories, based on the project development type). But CMU has a lower parking requirement, so it might be possible to have a larger footprint in CMU than B-3, perhaps compensating for the lower height limit.

As the building now exists,⁴ it requires 91.4% of the site to comply with zoning rules, according to the main EIA model test results from Chapter 4. Under CMU, it would require slightly less land, 88.4%, primarily because of lessened requirements for parking even though landscaping and related requirements would increase. In neither case is the site fully utilized within the constraints of zoning⁵. By hypothetically enlarging the building, therefore, it can be determined how large a building with the same mix of uses (office and storage/mechanical space) and within the same project development category (low-medium rise with all surface parking) could be supported on the site. The supplemental model is set up to do just that.

Before proceeding, it is important to understand a couple of key “assumptions” in the supplemental model:

1. The model assumes that a building could have upper floors that are larger than the ground floor (i.e. footprint). Indeed, the actual Alaska USA building does just that: its footprint is approximately 15,000 square feet while the upper floors have approximately 17,500 square feet each. This is accomplished with upper floor plates cantilevered over the ground floor—in this case over the main entrances. The supplemental model assumes that a site could achieve a 20% premium in floor area over the ground floor (Alaska USA achieves 16.7%). This does not mean that an architect *must* design a building with such a premium, but that the “largest building possible” should incorporate

⁴ Actually, not precisely as the building now exists. For purposes of the main model analysis and illustration, site and building dimensions were “squared off” and are not necessarily exact. So the case study should be considered hypothetical, not actual, though the actual site provides visible guidance as to the accuracy of the model’s outputs.

⁵ The actual development provided more landscaping and pedestrian entrance plazas than required by zoning.

some sort of premium. The 20% premium in the model is arbitrary. It can be customized manually to reflect actual architectural designs. Or it can be adjusted for simplicity to assume that all floors are the same size.

2. Of course, more floor area requires more parking to accommodate the uses in the building. Parking requirements are based on the specific uses. To adjust parking requirements for larger buildings, the supplemental model simply assumes a proportional increase in the amount of floor area for each use that was entered in the main model. For example, the actual Alaska USA building has around 67,000 square feet of office and 25,500 square feet of basement and penthouse mechanical or storage areas. Thus, if the hypothetical building increases by 15% in size, the amount of office space in the building is assumed to increase 15% and, likewise, for all other uses of the building that are identified in the main model. This, of course, increases the requirement for parking by proportional amounts. In reality, the market and the building's designer may not increase such uses in precise proportions. But the supplemental model illustrates approximately how much larger the building could be so that re-design can be undertaken if desired.

An exception is that the supplementary model assumption that all uses in the building increase proportionally can be manually altered in development scenario examples such as Park Plaza II Apartment Homes that have structured parking in the building. Depending on how much the proposed code reduces the parking requirement for the use being tested, the amount of floor area in the building that must be encumbered by first-floor parking garage can be reduced and redistributed equally among the income-generating uses in the building.

3. The supplemental model by default also carries forward the number of basement floors that appeared in the main model test. For example, the Alaska USA building includes a basement, so the supplemental model includes one story of basement area equal in size to the first floor of the building. This obviously allows both the current and proposed codes to yield a larger maximum total building size in terms of floor area. The supplemental model includes a break-out of floor area above grade and below grade. If the purpose is to identify the maximum possible above-grade, the development scenario undergoing testing could be modified to eliminate the basement floor area (see the latter part of Table 2-4 in Part 2 of the Addendum). Basement floor areas devoted to parking, however, are not included in the FAR calculations.
4. A fourth key assumption is that the parking configuration entered into the main model remains the same, though it, like the land uses, increases proportionally. So, if (as is the case here) parking would be entirely on the surface (e.g., no parking structure), then the supplemental model simply increases the number of surface spaces. It does not attempt to reallocate spaces from surface to some sort of parking structure. If the main model mixes a parking structure along with some surface parking, the number of spaces for each type of parking would increase proportionally in the supplemental model.

As discussed above, an exception in the supplementary model to this assumption is that, in developments such as Park Plaza II that have structured parking in the building (eg., first floor and basement parking), the supplementary model gives the flexibility to manually allocate increases or decreases in the required amount of parking among the floors in the building to maximize the size of the building. For example, since the proposed code would require less parking, the model allows for the elimination of the first floor parking from the building without reducing the amount of basement parking. This maximizes the usable floor area of the building by opening up more of the ground floor for active uses such as retail or commercial.

Importantly, a parking structure lessens the amount of land area used for parking, thus increasing the amount of land area that a building could occupy. Most buildings outside of Downtown have all surface parking. However, several low-medium rise buildings in central Midtown, including at 3000 C Street and the Afognak Native Corporation building, have separate parking structures. When testing for “the largest building possible” in the supplemental model, it could, therefore, be useful to also test a project development category that allows structured parking (eg., project development category #5 above). This can be done by manually inserting a parking structure in the main model. The supplemental model is thus capable of testing for both surface and structured parking. If there is no parking structure in the main model, however, the supplemental model will also assume that there is no parking structure.

Using the above assumptions on the Alaska USA case example with the low-medium rise/surface parking project development category, the supplemental model predicts that:

- a. Under the present B-3 zoning, the largest building possible would be about 103,300 square feet, or about 12 percent larger than the actual building. If made 12 percent larger, it might generate 12 percent more income.
- b. Under the proposed CMU zoning, the largest building possible would be about 105,800 square feet, about 14 percent larger than the actual building and about six percent larger than the largest building possible under the present B-3 zoning.

The similarities in these two sizes are noteworthy. The CMU has a height limit (four stories) that effectively keeps the largest building possible to a story less than in B-3 (five stories, based on the project development categories), so the CMU scenario might be expected to predict a smaller building than the current B-3. But the proposed CMU also has a lower parking requirement, which makes it possible to have a larger building footprint in CMU than B-3, compensating for the lower height limit. The CMU scenario creates a necessarily smaller structure than it would if its height limits were the same as B-3, but it also allows a larger structure than it would if its parking requirements were the same as B-3.

Remember, too, that the current B-3 has no explicit height limits, so a building under current zoning might even be larger than suggested above, if not for the low-to-medium rise project development category’s artificial restriction on height.

The artificial height restriction may or may not be an appropriate assumption, depending in part on where in the Bowl the proposed district under comparison with the current B-3 is intended to be applied. For example, if the draft Anchorage Bowl Land Use Plan Map had implied that the CMU district is intended for high intensity regional centers such as in the Midtown business core along the A/C Couplet, then the artificial restriction on the current B-3 district would probably not adequately reflect market possibilities or the community’s intent for the area. Indeed, in a Midtown core location, further hypothetical testing might assume that the Alaska USA Building could be as much as 20 stories high, but this would certainly require structured parking.

If, on the other hand, the proposed CMU district is intended for the more outlying commercial districts that primarily serve neighborhood subareas of the Bowl, then it is probably appropriate to assume that market conditions will keep most buildings below 75 feet in height, regardless of zoning, and the artificial restriction may fit the intent of the community to limit the scale of buildings in these areas for neighborhood compatibility reasons. In other words, because NMU, CMU and RMU districts are intended to be applied in areas outside of central Midtown, most development in areas these three new districts might apply will probably be low-to-medium rise.

The purpose of the supplemental model, again, is to provide a guide for determining the largest size that a structure could achieve on a given site under given zoning requirements, either within the current Title 21 regulations for the five zoning districts analyzed in this report, or those of the nine proposed districts in the Title 21 Rewrite that are analyzed in this report. A larger structure can yield more income and, potentially, more profits for the property owner, depending on economic conditions. Thus, a target of a property owner is to achieve the largest possible floor area ratio.

Seventeen “pair comparisons” were evaluated in the EIA model for this report. In most of these 34 evaluations, the EIA model tests show that the subject sites are not fully utilized for zoning compliance. That is, in all but one example, the buildings could actually be larger than they are today.

AD1-5. SUMMARY FINDINGS: EIA DEVELOPMENT SCENARIOS

Tables AD1-1, AD1-2, and AD1-3 summarize the calculations of the supplemental model based on the three development scenarios used in Chapter 4 of the EIA report. Each table first shows the total floor area of each building as it exists today. These floor areas are then compared to the “largest building possible” in the zoning districts that were included in the EIA model. These hypothetical buildings are presented two ways: (1) as total square feet utilizing 100% to comply with all zoning regulations; and (2) as percents of the existing building. The last column of each table shows the floor area ratio that would result from the largest building possible; this can be compared to the FAR for the actual building shown at the top of each table.

For instance, the **Alaska USA** building (Table AD1-1) is analyzed in the model under only one of the current Title 21 districts—B-3—but four districts of the proposed Title 21—B-3, NMU, CMU, and RMU:

- Under the present B-3 zoning, the maximum sized building allowed would be about 103,326 square feet, or 0.71 FAR on the Alaska USA site. This is 112% of the present building, or 12% larger, suggesting that the present building is not taking full advantage of the site.

Table AD1-1: Largest Building Possible Using Supplementary EIA Model			
Based on Example Development Scenario: ALASKA USA FEDERAL CREDIT UNION FINANCIAL CENTER			
Site Size 3.33 Acres	Actual Building Size 92,500 sq. ft.		Floor Area Ratio 0.64 FAR
Zoning District	Maximum Allowed Building Size (sf)	Percent of Actual Building Size	Maximum Allowed FAR
Current B-3	103,326	112%	0.71
Proposed B-3	94,270	102%	0.65
Proposed NMU	73,450	79%	0.51
Proposed CMU	105,784	114%	0.73
Proposed RMU	105,784	114%	0.73

- Under the *proposed* B-3 district, the largest building would be 94,270 square feet, or 0.65 FAR. This would be 2% larger than the present building, but 9% smaller than what current B-3 zoning would

allow. This can be interpreted as a potential *negative* impact because the proposed B-3 regulations would enable a smaller building than the current B-3 regulations.

- But under the CMU and RMU mixed use districts, the building could be 105,784 square feet (0.73 FAR), or 14% larger than the present building. These mixed-use districts would, therefore, allow a larger building of the same use and development category than does the current B-3 zoning. Thus, if the proposed Title 21 regulations are approved, a site and project like Alaska USA would likely want to be re-zoned to one of the mixed use districts in order to achieve potential *positive* impact.
- The NMU mixed-use district development standards as tested by the supplementary model would allow only a 73,450 square foot building (0.70 FAR). This is markedly smaller than the current B-3 zoning would allow for the same use and development category. However, the maximum FAR allowed by-right in the NMU is proposed to be 0.50 FAR. Although the NMU district would allow up to 1.0 FAR through bonus features, the Alaska USA project as built and tested would only be eligible for a bonus of 0.01 FAR under the proposed FAR bonus menu choices. This results in a maximum allowed FAR of 0.51, or a maximum building size for this project of 73,450 square feet in the NMU. This is 21% smaller than the actual existing building, and 29% smaller than what current B-3 zoning would allow.

The project might have been redesigned to be eligible for more bonus floor area. However the EIA model testing indicates that it would be difficult for the FAR bonus menu choices available in the draft code to garner substantial FAR bonus above 0.50, unless the project were to incorporate underground parking or housing.

The largest possible building size for the **Park Plaza II Apartment Homes** test case (Table AD1-2) would be 2.0 FAR, or around 110,000 sf of floor area under both the existing and proposed R-4 district. Both the current and proposed R-4 exempt the 41,000 sf of underground parking garage from FAR calculations.

Table AD1-2: Largest Building Possible Using Supplementary EIA Model			
Based on Example Development Scenario: PARK PLAZA II APARTMENT HOMES			
Site Size 1.26 Acres	Actual Building Size 144,800 sf. ft.		Floor Area Ratio 1.89 FAR*
Zoning District	Maximum Allowed Building Size (sf)	Percent of Actual Building Size	Maximum Allowed FAR*
Current B-3	147,050	102%	1.93
Current R-O	151,000	104%	2.00
Current R-4	150,970	104%	2.00
Proposed R-O	133,480	92%	1.68
Proposed R-4	150,991	104%	2.00
Proposed R-4A	178,800	123%	2.51
*FAR calculation does not include basement (underground) parking garage floor area.			

The proposed R-4 would allow only 1.0 FAR and 45 feet of building height by-right. However, it provides FAR bonuses for such features as underground parking up to a maximum total 2.0 FAR and a

building height to 60 feet. In the case of Park Plaza II, a high-density project incorporating underground parking, the proposed FAR bonus for underground parking would make it eligible for 2.0 FAR.

The proposed R-4A district would, with FAR bonuses, allow Park Plaza II to be even larger: up to 3.0 FAR and a 90 foot building height. (However, because the supplementary model assumes the project development category to be low-medium rise, it defaults to a maximum potential height of 75 feet.) The model test scenario, in order to illustrate FAR bonuses, assumes that the development provided several bonus features (e.g. affordable housing) that the actual development did not, resulting in a higher maximum FAR result for R-4A than current or proposed R-4. However, because the bonus incentive system means there is a range of possible maximum FARs, in reality the maximum development potential for projects in the R-4A could range anywhere from 1.0 to 3.0 FAR.

The test case indicated that although the maximum building size would be about the same under current and proposed R-4 districts, the reduced parking requirement allowed the same sized building in the proposed R-4 district to contain more residential and commercial floor space and fewer parking spaces. A greater percent of the floor area within the building could be devoted to income-generating uses rather than first-floor parking garage. The current R-4 requires more parking, so that most of the first floor of the building is encumbered by a parking garage. Therefore, although total maximum FAR might remain the same under the proposed R-4, the FAR of the income-generating portion of a high-density residential development might be larger under the proposed code, generating a positive economic impact (See Table 2-1 in Part 2 of the Addendum).

Under the proposed R-O district, Park Plaza II would be unable to achieve the same scale of development that it can under current R-4 or R-O zoning. The proposed R-O district has a 45 foot height limit, effectively eliminating at least one story from the building, would require more landscaping, and would not provide as many parking reductions as in the proposed R-4A. Because the new R-O district would seem to no longer allow as much density as exemplified by Park Plaza II, a property owner in the proposed R-O district might claim a negative economic impact.

In all zoning districts tested, including present zoning, the **Carr Gottstein Distribution Warehouse** building (Table AD1-3) could be substantially larger than it is today (In fact, it may be the intent of the owner to expand the warehouse in the future to meet market demand). The supplemental model testing for maximum development potential assumed that the building will remain in “project development category” #1— a single story building with surface parking, and that the firm’s area requirements for tractor-trailer storage will grow in proportion to increasing warehouse size.

These assumptions may artificially limit the predicted maximum size of the building (A 4-story warehouse without need for tractor-trailer parking would yield a much higher FAR), however it is probably more realistic to assume that for the foreseeable future distribution warehouses in Anchorage will remain primarily one story in height (aside from mezzanines for warehouse administration offices) and involve heavy use of trailer parking and storage.

Table AD1-3: Largest Building Possible Using Supplementary EIA Model			
Based on Example Development Scenario: CG DISTRIBUTION WAREHOUSE			
Site Size 14.56 Acres	Actual Building Size 239,000 sq. ft.		Floor Area Ratio 0.38 FAR
Zoning District	Maximum Allowed Building Size (sf)	Percent of Actual Building Size	Maximum Allowed FAR
Current I-1	284,400	119%	0.45
Current I-2	289,000	121%	0.46
Proposed B-3	276,500	116%	0.44
Proposed I-1	285,850	120%	0.45
Proposed I-2	285,850	120%	0.45
Proposed CMU	299,850	125%	0.47
Proposed RMU	299,850	125%	0.47

Using these assumptions, the largest building possible under the proposed I-1 and I-2 regulations would be slightly more (+1,100 sf) than under the current I-1 regulations, and slightly less (-3,150 sf) than under the current I-2 regulations. These differences are very minor relative to the overall potential size of the building.

The potential increase in building capacity beyond what the current I-1 zoning allows might seem a surprise, because the main EIA model (see Chapter 4) reported that the land area requirements for the existing building would be greater under the proposed I-1 and I-2 than under the current code. Although the proposed code would require less land for parking, it would require more land for landscaping and pedestrian facilities. The supplementary model tests found that landscaping and pedestrian land requirements are fixed, and do not increase as building size increases. On the other hand, parking requirements do increase with the size of a building. Therefore, as the size of a potential building grows, the greater parking requirement of the current code becomes more and more a predominant factor limiting maximum building size. At build-out, the lower parking requirements in the proposed code enable a greater maximum building size than under the current I-1 zoning, and just 1% less than under the current I-2 zoning.

Therefore, adoption of the proposed code could result in a potential positive impact relative to FAR. In the proposed I-2 and B-3 districts, on the other hand, the largest warehouse possible is smaller than what is possible under the current I-2 and I-1 zoning, respectively.

AD1-6. CONCLUSIONS FROM THE SUPPLEMENTAL MODEL OF MAXIMUM DEVELOPMENT POTENTIAL

The supplemental model is a tool for estimating the size of the largest building that could be constructed on a site while still meeting all relevant zoning regulations. For most property in the Bowl, the “largest building possible” is larger than the existing building is today, suggesting that property owners have not taken full advantage of their site’s in terms of floor area ratio. They could have built larger buildings, achieved higher FARs, and possibly earned more annual income, even under current zoning.

DEVELOPMENT STRATEGIES

DRAFT

The proposed zoning districts offer a mixed bag of *potential* economic impacts. As with current zoning, the proposed zoning would in most cases allow larger buildings than exist today. In some cases, the proposed Title 21 regulations would also allow a larger building than is allowed under current zoning, assuming the same type of use and project development category. For two of the case scenarios evaluated (Alaska USA and CG Warehouse), the reduced parking requirements more than compensate for the height limits recommended in the mixed-use and I-1 industrial districts. This indicates a positive impact in the mixed-use and I-1 industrial zones, even if hypothetical.

In several other cases, however, the proposed regulations would restrict the largest building possible to something that is smaller than allowed under today's regulations. This can be interpreted as a potential negative impact because the property owner, even if the existing building on the property is less than currently allowed, would not be able to construct a future building larger than is allowed today.

Somewhat reduced parking requirements in the proposed B-3, R-O did not completely compensate for the proposed height limits and landscaping increases. Thus, if the proposed Title 21 regulations are approved, it is possible that some property owners would likely want to be re-zoned to one of the mixed use districts in order to achieve a potential *positive* impact. Nor could proposed reductions in warehouse parking requirements completely compensate for proposed landscaping increases in the I-2 district.

In the NMU mixed-use district, the prescribed limitation on maximum FAR allowed by-right—not the proposed 45-foot height limit—restricts the allowable maximum size of the building to less than what the current B-3 zone would allow. If the proposed NMU FAR maximum had been higher than 0.50 FAR, or if the test case scenario had been eligible for FAR bonuses, then the NMU district, even with the proposed height limit, would have allowed a building similar in size to what the current B-3 zone allows. In effect, this result demonstrates that the provision of incentives under the proposed code could potentially result in the mixed-use development outcomes consistent with Anchorage's comprehensive plan.

The proposed NMU district regulations allow up to 1.0 FAR through bonus features. However the incentives are weighted toward mixed-use rather than stand-alone offices. Due in part to this, the Alaska USA case scenario as tested was not eligible for most of the bonus features on the menu in the proposed code. The model testing suggests that commercial developments that do not include housing or underground parking could find it difficult to accrue substantial FAR bonuses in the proposed mixed-use districts. This did not show up as a limiting factor in the CMU or RMU tests of Alaska USA site, because these zones would allow a higher by-right FAR (without bonuses) than most any office building with surface parking is likely to attain.

In the R-4 and R-4A residential districts, the proposed regulations may or may not increase the possible overall size of high density residential buildings with structured parking, depending on how many FAR bonuses a particular project is eligible for in the proposed code. In cases where the FAR potential remained the same, the test cases indicated that the reduced parking requirement allowed the same sized building to contain more residential and commercial floor space and fewer parking spaces. Therefore, although total maximum FAR might remain the same between current and proposed codes, the FAR of the income-generating portion of the development appeared to be larger under the proposed code, generating a positive economic impact.

Because the results of the supplementary model measure the impacts of each individual development scenario, they are not intended to provide a definite, comprehensive finding as to the overall maximum FAR potential of the proposed zoning districts for all kinds of uses and project development categories. The model has tested only one case for each zoning scenario. The relative performance of each zoning

district will vary by type of land use, parking configuration, and location, among other factors. For example, the performance of the proposed B-3 relative to current zoning will almost certainly vary for a retail store or a development with structured parking.

This addendum provides a set of representative, informative examples of maximum FAR potential, and finds that these examples do not indicate a significant economic impact overall. In some cases there may be onerous FAR impacts, but the supplemental modeling could not anticipate every possible development scenario.

There are also potential economic impacts related to maximum building size that are beyond the scope of this EIA, which relate to the positive or negative effects of adjacent zoning. If the zoning regulations affecting maximum building bulk or FAR are changed on adjacent or nearby parcels, such changes may have impacts on the subject parcel, either positive or negative. Height or FAR limitations on one property, for instance, may improve the value of an adjacent property even if the adjacent property's regulations remain unchanged.

While this Addendum could not test every possible development, the model testing truly validates the bulk of the proposed code's objectives. But it also helps to identify where there may be inconsistencies or conflicts with certain provisions in the proposed code. The results of the supplementary model tests are intended to be used by the Planning Department to evaluate the Title 21 Rewrite and possibly recommend changes to the draft code. Where testing reveals potential weaknesses in the proposed code, Planning will need to document them and address them as part of the public approval process now underway.

ADDENDUM – PART II

COMPARISON OF CURRENT AND PROPOSED ZONING DISTRICT FARs

The following narratives summarize key provisions of the proposed code that are likely to affect maximum allowable FAR in the zoning districts studied by the EIA. Each subsection focuses on a current zoning district and the district(s) in the proposed code that would be most likely to replace it in most areas of town. The first subsection compares the maximum FAR potential of the current R-4 to that of the proposed R-4 and R-4A districts. The second subsection compares the current R-O and proposed R-O districts. The third subsection compares the current B-3 district to the proposed B-3, NMU, CMU and RMU districts (a comparison of B-3 to MT is not possible yet because a draft MT zone is not yet available). Finally, current and proposed industrial zoning is compared in the last subsection.

At the end of each section, available supplemental model test results are provided as a table which quantifies the differences in maximum potential FAR for a particular development scenario between the current and proposed zoning districts.

AD2-1. COMPARISON OF CURRENT R-4 TO PROPOSED R-4 AND R-4A

The R-4 district is intended for multi-family residential uses with no limit on the number of units per structure other than the restrictions of various site development standards. The current code has routine regulations on lot coverage, setbacks, and required open space, but there are no restrictions for building height. Instead, the current code restricts development to a FAR of 2.0.

The proposed R-4 district would introduce several provisions that would affect maximum possible FAR allowed by zoning. The maximum FAR allowed by-right would be reduced to 1.0. However, applicants can achieve up to 2.0 FAR through bonus features.

In addition, a height restriction of 60 feet would be imposed by the proposed code. Applicants could achieve a height of 45 feet (4 stories) by-right, or 60 feet (5-6 stories) through bonus features. This height limitation could impact maximum FAR and might be considered a reduction in potential economic value. However, the market has yet to demonstrate that it can support many R-4 properties greater than 5-6 stories or an FAR of 1.0 - 2.0. As shown in figure 3-9 on page 28 of the EIA report, only about 25 out of the 857 properties zoned R-4 have achieved an FAR greater than 1.0. Therefore, these changes do not seem likely to be an impediment to economic capacity in R-4.

The proposed code substantially reduces the parking requirements for multifamily dwellings, and makes most development sites zoned R-4 eligible for further parking reductions. For projects with structured parking, this allows the same sized building (including the residential building and parking structure) to contain more income-generating floor space and fewer structured parking spaces. Therefore, although total maximum FAR might remain the same under current and proposed codes, the FAR of the income-generating portion of the development could be larger under the proposed code, generating a potential positive economic impact.

Like the proposed R-4, the proposed new R-4A district would allow multi-family structures to have a FAR of 1.0 and a height of 45 feet by right. Through bonus features the R-4A would allow up to 3.0 FAR, and up to 90 feet in height, subject to certain development criteria. Despite being primarily a residential district, commercial uses are allowed for up to ten percent of the gross floor area of the site, up to 20 percent with approval through major site plan review, and up to 49 percent with conditional use approval under the procedures described elsewhere in Title 21. The overall mix of uses allows a property owner significant flexibility and should, in fact, raise the market value of property in the district.

Although it is primarily intended to be applied to certain areas currently zoned R-2M, R-3, and R-4, the proposed new R-4A district may also be used to replace certain limited areas of B-3 zoning in Anchorage

DEVELOPMENT STRATEGIES

DRAFT

that is developed with housing which, by use and location, is more compatible with R-4A zoning. This helps to preserve B-3 for non-residential uses (its title is “General Business”). Of concern to property owners, however, might be a change in property value because of this change in zoning.

The maximum FAR potential under the current R-4 compared to the proposed R-4 and R-4A zones, based on individual case examples tested through the supplemental EIA model, appears in Table AD2-1. The second-to-last column indicates the overall maximum possible FAR for the example development scenario.

The far right column in the table shows that portion of the overall FAR which can be income-generating residential and/or commercial space, as opposed to above-grade parking garage area. It indicates the FAR of the (potentially) income-generating portion of the building. The reduced parking requirement in the proposed code would allow the high-density Park Plaza II building to contain more residential and commercial floor space and less required parking area within the first floor of the building. Therefore, although the total maximum allowed FAR might remain the same under the proposed R-4 district as in the current R-4 district, the FAR of the income-generating portion of the development can actually be larger under the proposed code, generating a positive economic impact.

Table AD2-1: R-4 and R-4A Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios				
<i>Example Development Scenario</i>	<i>Project Development Category</i>	<i>Zoning District</i>	<i>Maximum Possible FAR</i>	<i>Maximum possible FAR excluding floor area devoted to parking garage</i>
Park Plaza II Apartment Homes	Low-medium rise building with 2 parking levels under building	Current R-4	2.00	1.76
		Proposed R-4	2.00	1.92
		Proposed R-4A	2.51	2.30

AD2-2. COMPARISON OF CURRENT RO TO PROPOSED RO

Under the current Title 21, the Residential/Office (RO) district is a kind of mixed-use district that encourages low-intensity office and/or multi-family residential development. The minimum lot size for smaller multi-family structures is 6,000 square feet. For multi-family structures with 11 or more units, the minimum lot size is 14,000 square feet. All non-residential uses have a minimum lot size of 6,000 square feet.

Building heights under the current code are not restricted. Multi-family dwellings must set aside open space of 100 square feet per dwelling unit, thus encouraging taller structures to maximize the economic potential of a site. Even without a height restriction, however, the FAR is limited to 2.0 for residential structures of 11 dwelling units or more. Structures with fewer units do not have the FAR limitation.

The proposed RO district would eliminate the prescribed 2.0 FAR restriction for apartments. Instead, it would institute a 45-foot height limit and 50% lot coverage limit for all allowed uses. This would effectively limit commercial development to 1.5 FAR (assuming three 15-foot high commercial stories) and residential development to 2.0 FAR (assuming four 10-foot high residential stories).

Table AD2-2: Current and Proposed R-O Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios

<i>Example Development Scenario</i>	<i>Project Development Category</i>	<i>Zoning District</i>	<i>Maximum Possible FAR</i>	<i>Maximum possible FAR excluding floor area devoted to parking garage</i>
Park Plaza II Apartment Homes	Low-medium rise building with 2 parking levels under building	Current R-O	2.00	1.76
		Proposed R-O	1.68	1.68

AD2-3. COMPARISON OF CURRENT B-3 TO PROPOSED B-3, NMU, CMU AND RMU

Currently, building height is unlimited in the B-3 district. There is no prescribed maximum FAR except that “apartment buildings” with 11 or more dwelling units are limited to 2.0 FAR. Theoretically, then, for commercial uses, the allowable FAR under the current code is infinite, assuming all other requirements such as setbacks, easements, parking and landscaping are satisfied. For most existing and anticipated development projects, which are low-medium rise and depend mostly on surface parking lots, these zoning requirements for site development tend to establish effective FAR limits depending on the size of the site; larger sites can have higher FARs because the proportion of land devoted to setbacks, perimeter landscaping and utilities is reduced.

As with current zoning, the proposed B-3 would not have a *prescribed* floor area ratio. The proposed code, however, would restrict the building height to 45 feet, thus limiting the potential FAR for commercial development to less than 3.0 FAR (assuming three 15-foot high stories) and residential to 4.0 FAR (assuming four 9- or 10-foot high stories). In reality the maximum possible FARs would be lower than these even if all the parking were provided underground, because of land requirements for required landscaping, easements, access and setbacks.

In theory, the height limitation in the proposed code could cause negative economic impact on property owners. The concern is that the height restriction in the proposed B-3 adjustments would affect the size of buildings. However, the Anchorage real estate market has yet to support very many properties with even a 1.0 FAR. As shown in figure 3-6 on page 25 of the draft EIA, the vast majority of B-3 zoned properties have less than 0.7 FAR. A handful of properties exceed 1.0 FAR, but these tend to be located in areas that would be eligible for rezoning to one of the proposed new mixed-use districts. Therefore, these changes do not seem likely to be an impediment to economic capacity in areas intended to remain B-3, such as the Old Seward Highway corridor south of Tudor Road. In these areas most property owners have low rise structures and low FARs, and should not be affected by the new Title 21.

Only those who already own properties with taller structures or who aspire to construct high rise structures on their B-3 properties would be affected by the height limits. In most areas of the Anchorage Bowl where such circumstances would arise, it is the intent of the Title 21 Rewrite and draft Anchorage Bowl Land Use Plan Map that B-3 properties (with the exception of the central commercial areas of Midtown such as along the A/C Corridor that would have available higher density MT zoning) would be

rezoned at some point to one of the mixed use, or “MU,” districts. The new MU zones are meant to apply almost exclusively to current B-3 areas. There are three new “mixed used” zoning districts proposed in the Title 21 Rewrite⁶ that may be utilized to replace current zoning districts where property owners choose to re-zone.⁷ These districts are:

- NMU, or “neighborhood mixed use” which encourages a range of retail and institutional uses mixed with multifamily housing.
- CMU, or “community mixed use” which encourages much the same mix of uses as NMU but is proposed as the zoning of choice for the planned town center sites that the goals of *Anchorage 2020* anticipate.
- RMU, or “regional mixed use” which encourages a wider range of uses that would be located where a broad regional market would have relatively easy access—such as at nodes defined by major highway interchanges.

In addition, central areas of Midtown near the A-C Couplet that are currently zoned B-3 would most likely be proposed for rezoning to MT zoning. This type of zoning would have as a basis the recommendations of the *Midtown District Plan*, and is not yet available for testing. It is intended to provide for higher intensity employment and mixed use development than the three mixed-use districts above, providing central Midtown with zoning that provides a level playing field between Downtown and Midtown zoning districts.

Table AD2-3: B-3, NMU, CMU and RMU Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios

Example Development Scenario	Project Development Category	Zoning District	Maximum Possible FAR	Maximum possible FAR excluding floor area devoted to parking garage
Alaska USA Federal Credit Union Financial Center – <i>with basement (actual building included a full-story basement)</i>	Low-medium rise building with all surface parking	Current B-3	0.71	(n/a – development example did not include structured parking)
		Proposed B-3	0.65	
		Proposed NMU	0.51	
		Proposed CMU	0.73	
		Proposed RMU	0.73	
		Proposed MT	n/a	

⁶ As the research for this report was initiated, there were four mixed use districts proposed, including also a Midtown Mixed Use (MMU) district. But this was eliminated by the time this report was being written in favor of other approaches to encouraging and managing a wide mix of land uses in some of the more central commercial areas within Midtown Anchorage. In general, these areas are depicted as “Major City Center” on the draft land use plan map, and will also be depicted on the draft-in-progress Midtown District Plan. As of this writing, such proposed MT zoning regulations for these central commercial areas of Midtown were not available and, therefore, cannot be commented upon.

⁷ The current proposed policy that would give property owners the right to choose a change from existing zoning to one of the new districts is a change from the original intent to impose the new mixed used district regulations in a proactive manner to implement many of the goals of the *Anchorage 2020* plan. This option for choice by property owners minimizes or eliminates any potential of “imposed” economic impacts.

Table AD2-3 Continued: B-3, NMU, CMU and RMU Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios				
Example Development Scenario	Project Development Category	Zoning District	Maximum Possible FAR	Maximum possible FAR excluding floor area devoted to parking garage
Alaska USA Federal Credit Union Financial Center – <i>without a basement (this is a hypothetical test scenario to reflect a typical building pattern)</i>	Low-medium rise building with all surface parking	Current B-3	0.70	(n/a – development example did not include structured parking)
		Proposed B-3	0.62	
		Proposed NMU	0.51	
		Proposed CMU	0.70	
		Proposed RMU	0.70	
		Proposed MT	n/a	

The proposed Title 21 does not limit lot coverage in the three MU districts. That is, no maximum percent of coverage is necessarily prescribed as it is in most other districts. Instead, building scale and massing is proposed to be regulated using a prescribed FAR maximum, which provides some freedom for property owners in site coverage depending on the type and mass of the buildings desired. There are setback requirements which govern placement of the building on the site relative to adjacent properties, but an FAR will give owners much more flexibility in where the “footprint” of the building is and how large it is. The FAR approach to managing lot coverage provides more flexibility in design for the property owner and, thus, is a net likely economic benefit. This may not be true in every case, however, though it would almost certainly be the case in the vast majority of situations.

By-right FAR is limited to 0.50 in the NMU district, while the CMU and RMU districts would allow up to 1.00 FAR by-right. Through bonus incentives development projects in the mixed-use districts can increase the FAR to as much as double what is allowed by-right. The combination of a ceiling on by-right density and bonus incentives that can raise that ceiling is intended to encourage residential development and other special features that may be too difficult for the zoning ordinance to require in all cases, yet are still of benefit to the public and important to the achievement of community goals in mixed-use areas. The amount of bonus FAR for which a particular development is eligible depends on what special features it includes, and on the types of FAR incentive menu choices available.

Parking requirements also can restrict the size and location of the actual building footprint, but these do not preclude inclusion of parking either in the building or in separate garages on site which frees up land for larger footprints instead of for surface parking. Market forces will control such decisions far more than zoning standards under an FAR system.

AD2-4. COMPARISON OF CURRENT I-1 AND I-2 TO PROPOSED I-1 AND I-2

The proposed changes to the I-1 district are relatively minimal; lot coverage and setback requirements would remain the same, but building heights would be restricted to 50 feet. There is no restriction in the current code.

Proposed changes in the landscaping and parking requirements would appear to affect maximum potential building size in the I-1 and I-2 districts. Parking space area requirements would fall, while landscaping related to utility easements, parking lot islands and in some cases site perimeter landscaping would increase.

The proposed code includes some new restrictions to any I-1 district that abuts a residential area. However, this is expected to cause little economic impact for property owners. The current code's lack of a building height restriction could theoretically allow property owners some greater economic development potential. However, as indicated in Figure 3-7 of the EIA report, the highest FAR in any I-1 district in Anchorage is presently 2.23. The proposed code also does not overtly restrict FAR. Therefore, unless the market changes drastically, the proposed restrictions would most likely not have any economic impact for property owners.

For the I-2 district, there are little to no restrictions related to the size of the building (FAR) in either the current or proposed codes as long as all other requirements of the code are met.

Table AD2-4: I-1 and I-2 Maximum FAR Potential Based on EIA Supplemental Model Tests of Example Development Scenarios

<i>Example Development Scenario</i>	<i>Project Development Category</i>	<i>Zoning District</i>	<i>Maximum Possible FAR</i>	<i>Maximum possible FAR excluding floor area devoted to parking garage</i>
Carr Gottstein Distribution Warehouse	Low-medium rise building with all surface parking (large warehouse)	Current I-1	0.45	(n/a – development example did not include structured parking)
		Current I-2	0.46	
		Proposed I-1	0.45	
		Proposed I-2	0.45	

Maps:

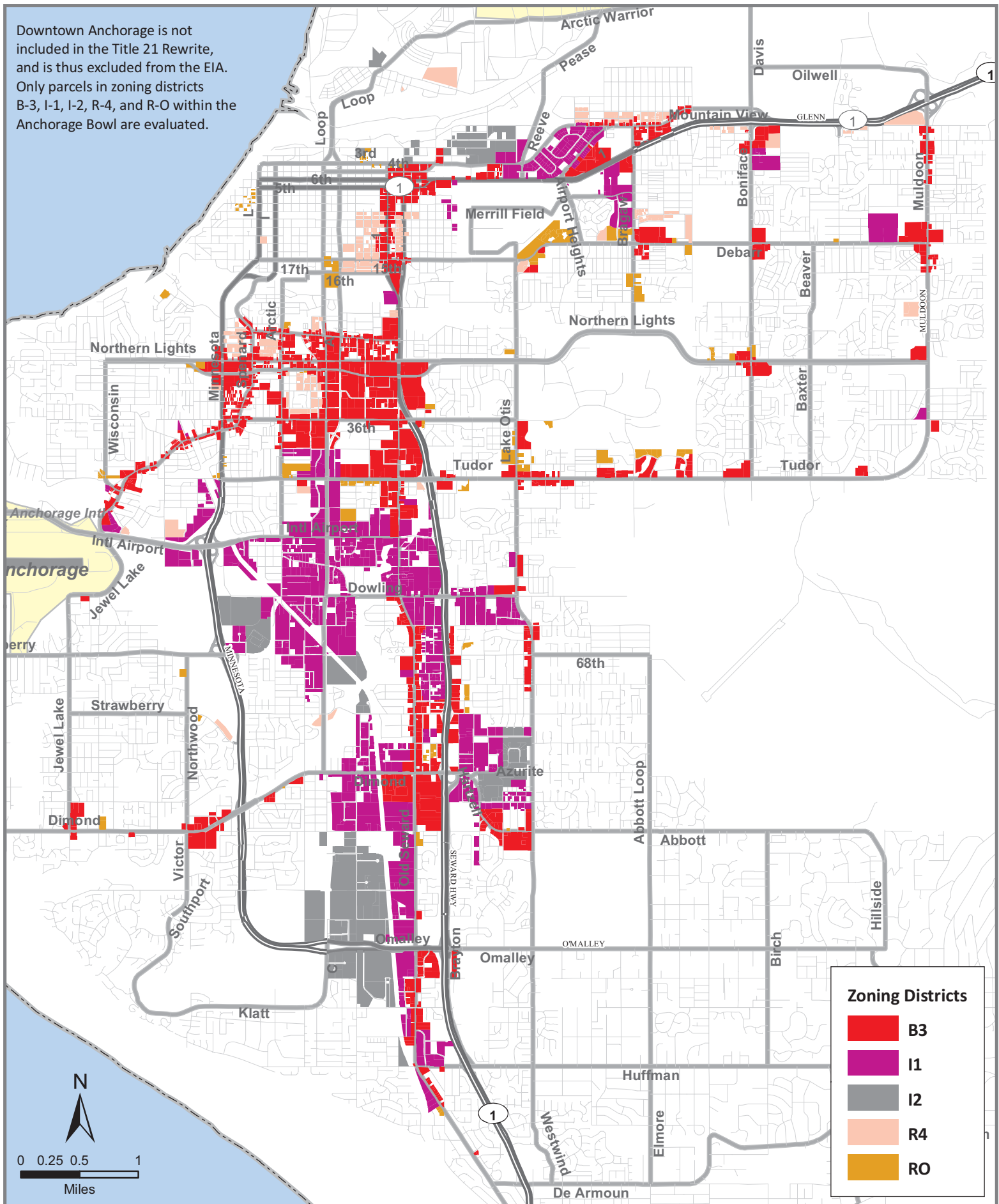
Zoning Districts

Current Land Use

Land Value per Square Foot of Land

Floor Area Ratios (FAR)

Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



ZONING DISTRICTS

(B-3, I-1, I-2, R-4 and R-O Zoning Districts Only)

Economic Impact Analysis, Anchorage, Alaska

Draft

-31-

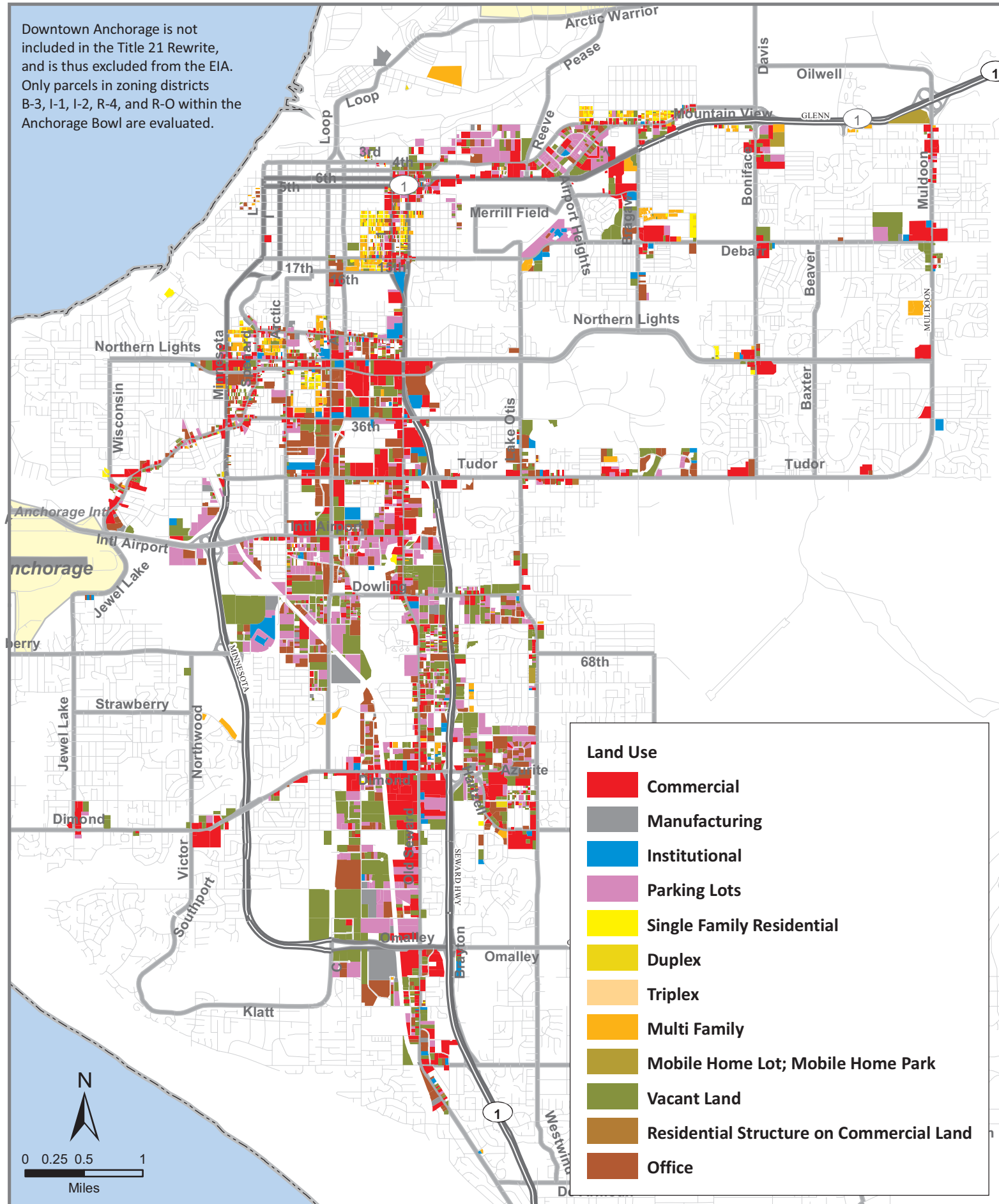
DEVELOPMENT STRATEGIES

CONSULTANTS IN REAL ESTATE, COMMUNITY, AND ECONOMIC DEVELOPMENT

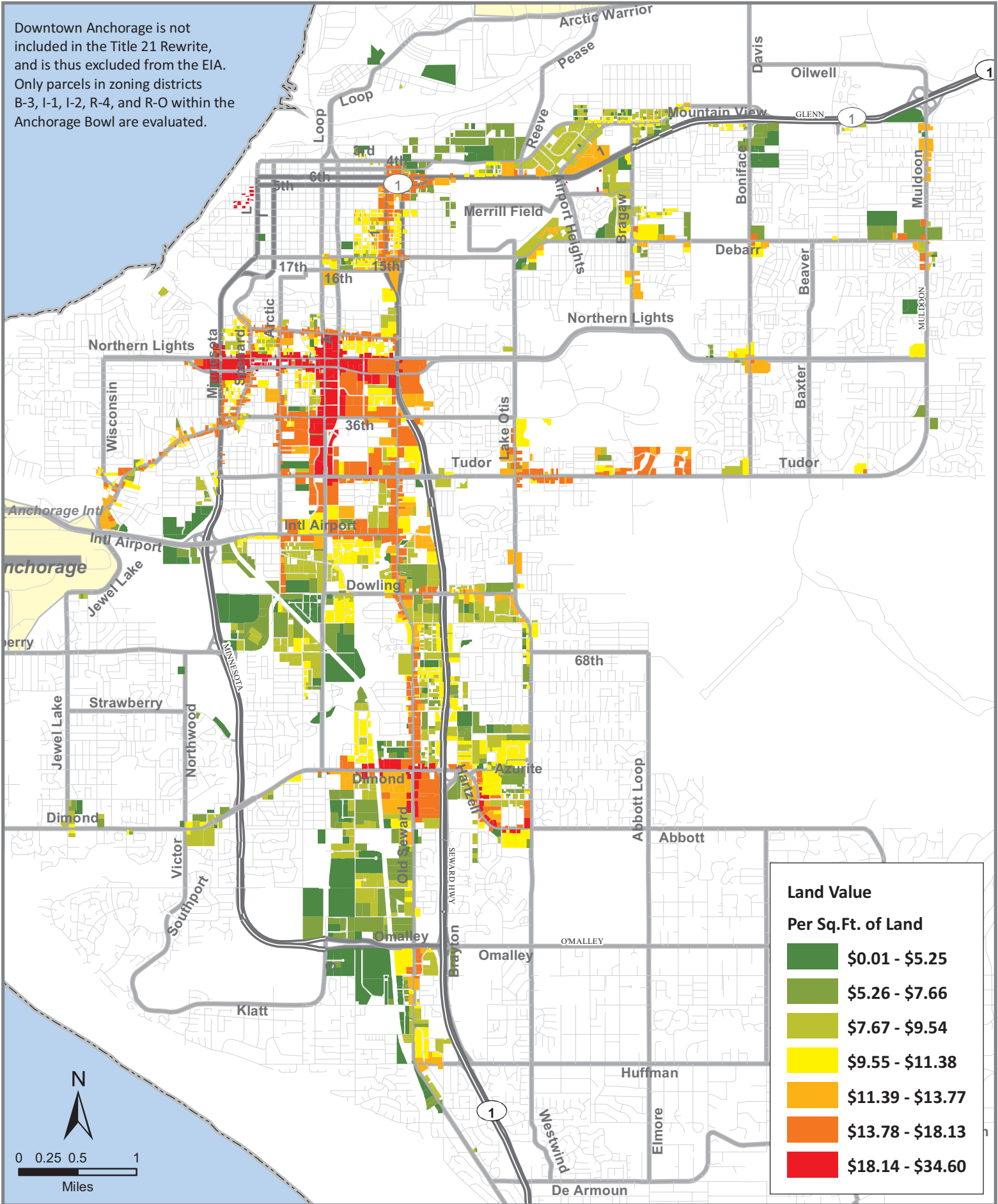
June 2008

39 of 467

Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



LAND VALUE PER SQUARE FOOT OF LAND

(B-3, I-1, I-2, R-4 and R-O Zoning Districts Only)

Economic Impact Analysis, Anchorage, Alaska

Draft

-33-

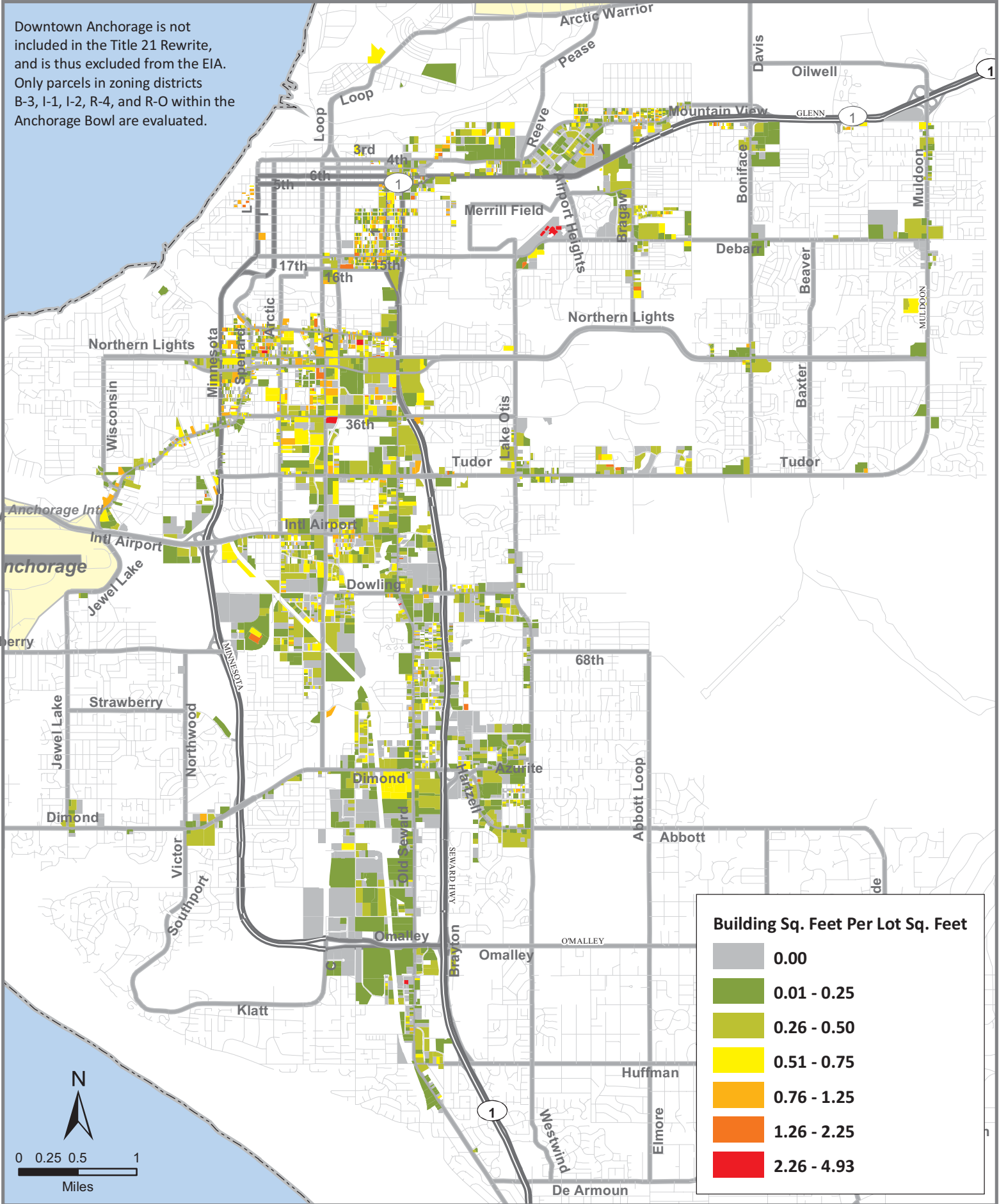
DEVELOPMENT STRATEGIES

CONSULTANTS IN REAL ESTATE, COMMUNITY, AND ECONOMIC DEVELOPMENT

June 2008

41 of 467

Downtown Anchorage is not included in the Title 21 Rewrite, and is thus excluded from the EIA. Only parcels in zoning districts B-3, I-1, I-2, R-4, and R-O within the Anchorage Bowl are evaluated.



Appendix C:

EIA Supplementary Model Tests

Three sets of pages 12-23 are a continuation of Tests 3, 10, and 11 in Appendix B of the February 29, 2008 draft document.

SUPPLEMENTARY MODEL: DETERMINING LARGEST BUILDING POSSIBLE			
Name of Project:	Alaska USA Federal Credit Union	Current Code B-3	Proposed Code CMU
Project Development Category (drop down menu, select one)	Low-to-Medium Rise Building (up to 75 feet in height), all surface parking		
Proposed Building Footprint <i>To be altered and tested by user for largest building possible.</i>		15,195 square feet	18,890 square feet
Maximum Allowable Stories <i>Effective number of stories (if greater than proposed, attic area may be too large)</i>		5.00 5.00	4.00 4.00
	Warning notice appears if proposed stories exceed maximum possible stories.		
Amount of Site Area Utilized		144,798 square feet	144,854 square feet
Percent of Site Area Utilized		Increase the size of the 99.9% footprint or number of stories.	Increase the size of 100.0% the footprint or number of stories.
Maximum Possible Building Size		103,326 square feet	105,784 square feet
Maximum Possible Floor Area Ratio		0.71	0.73

EIA Model Test 3: B-3 to CMU

DRAFT

12	Summary Site Area Requirements Including Building Footprint		
13	Land Area in Square Feet	Current Code B-3	Proposed Code CMU
14	Building Footprint (from line 4, above)	15,195 square feet	18,890 square feet
15	Parking	111,200 square feet	82,849 square feet
16	Setbacks and Perimeter Landscaping	12,043 square feet	25,126 square feet
17	Parking Interior Lot Landscaping	5,560 square feet	8,285 square feet
18	Loading Area	800 square feet	800 square feet
19	Lighting	Same as Parking	Same as Parking
20	Private Open Space	- square feet	6,729 square feet
21	Snow Storage	- square feet	- square feet
22	Pedestrian Connections	- square feet	2,174 square feet
23	Other Facilities	- square feet	- square feet
24	TOTAL	144,798 square feet	144,854 square feet
25	Total Site Area	144,900 square feet	144,900 square feet
26			
27			
28	Summary of Building Size Parameters and Calculations		
29	Height per Story	15 feet	15 feet
30	Maximum Building Height Allowed by Zoning	Unlimited feet	60 feet
31	Maximum Building Height in the Project Development Category	75 feet	60 feet
32	Maximum Possible Stories	5 stories	4 stories
33	Maximum Possible Stories - accounting for attic or sloping roof	5 stories	4 stories
34	Optional Cantilevered Space Ratio - Upper Floors	20%	20%
35	Maximum Possible Floor Area of Building above grade	88,131 square feet	86,894 square feet
36	Basement Floor Area Assumption (one basement level)	15,195 square feet	18,890 square feet
37	Basement Floor Area - underground parking only	- square feet	- square feet
38	Largest Building Possible (gross floor area above and below grade)	103,326 square feet	105,784 square feet
39	Largest Building Possible, accounting for any specific FAR limitations in the district	103,326 square feet	105,784 square feet
40	Maximum Possible Floor Area Ratio (FAR does not include underground parking)	0.71	0.73
41	Maximum Possible Floor Area Ratio (FAR) excluding parking garage floor area	0.71	0.73
42			
43	Actual Existing Building Size (approximate):		
44	Planned Floor Area above grade	77,500 square feet	77,500 square feet
45	Planned Floor Area below grade	15,000 square feet	15,000 square feet
46	Planned Floor Area below grade - underground parking only	- square feet	- square feet
47	Planned Building Size (gross floor area above and below grade)	92,500 square feet	92,500 square feet
48	Planned Floor Area Ratio (FAR) (FAR does not include underground parking areas)	0.64	0.64
49			
50			

FOR USE WITH DETERMINING LARGEST BUILDING POSSIBLE ONLY. DO NOT MAKE ALTERATIONS BELOW.

Proposed Uses on the Site		Current Code	Square Feet	Square Feet GFA per Dwelling Unit	Proposed Code
RESIDENTIAL	Dwellings, Multifamily or Mixed-use - Efficiency	-	-	600	-
	Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	800	-
	Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	1,000	-
	Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	1,400	-
	<i>Total Dwelling Units</i>	-	-	-	-
Bonus Potential: Affordable Housing	Dwellings from above that are qualified as Affordable Housing	-	-	Square Feet in ea. Affordable Unit	-
	Efficiency	-	-	600	-
	1 Bedroom	-	-	700	-
	2 Bedroom	-	-	800	-
	3 Bedroom	-	-	1,100	-
Bonus Potential: Housing Square Feet	<i>TOTAL Affordable Units</i>	-	-	3 sq. ft. per affordable housing sq. ft.	-
	<i>Added building floor area allowed (up to 0.5 added FAR)</i>	-	-	2 sq. ft. per housing sq. ft.	-
	<i>Potential bonus square feet from housing square feet (up to 0.5 added FAR)</i>	-	-	-	-
HOTEL		Current Code	Square Feet GFA per hotel room	Current Code	Proposed Code
<i>Total Hotel Rooms</i>		-	1,000	-	-
COMMERCIAL USES		Square Feet			
Office - business, professional and financial		74,842			
Office - health and medical		-			
Health Club, Fitness		-			
Restaurant		-			
Retail, grocery		-			
Retail, general - general, convenience store, building materials		-			
Retail, other - pharmacy, video rental, liquor store, wholesale,		-			
Retail, large goods - furniture, home appliance, flooring		-			
Retail, large shopping mall		-			
Manufacturing, small		-			
Manufacturing, large		-			
Warehouse, small		-			
Warehouse, large		-			
Accessory storage/mechanical area		28,484			
<i>Total Commercial Square Feet</i>		103,326			
29,162		105,784			
STRUCTURED PARKING		-	-	-	-
<i>Total Square Feet</i>		-	103,326	-	105,784

EIA Model Test 3: B-3 to CMU

DRAFT

Proposed Building Dimensions				Proposed Code	
FLOORS				No. of Floors	Floorplate Size
98	First Floor	Number of Floors: Current Code	Floor Height (ft)	15,195	square feet
99	Second Floor and/or Mezzanine	1	15	18,234	square feet
100	Third Floor	1	15	18,234	square feet
101	Fourth Floor	1	15	18,234	square feet
102	Fifth Floor	1	15	18,234	square feet
103	Number of Additional Floors	-	0	-	square feet
104	Mechanical Storage Penthouse	-	0	-	square feet
105	Attic or Sloping Roof (Above Eave)	-	0	-	square feet
106	Total Floors Above Grade	5	0	10,130	square feet
107	Basement Floors (Below Grade)	1	0	15,195	square feet
108					
109					
110					
111	Gross Floor Area (based on floor dimensions)		103,326	square feet	
112	Gross Floor Area of proposed uses (from previous page)		103,326	square feet	
113	Gross Floor Area excluding below grade structured parking		103,326	square feet	
114	Gross Floor Area excluding all structured parking		103,326	square feet	
115	Net Floor Area (useable or leasable) excluding parking		87,827	square feet	
116	Floor Area Efficiency		85%		
117					
118	Height of Proposed Building (based on floor dimensions)		75	feet	
119	Allowable Height	Current code	Unlimited	feet	
120		Proposed Code	60	feet	
121					
122					
123					
124	Gross Building Footprint		15,195	square feet	
125	Minimum Building Footprint Requirement		5,000	square feet	
126	Gross Footprint as Percent of Site Area		10.5%		
127	Maximum Allowed Lot Coverage	B-3	Unrestricted		
128		CMU	Unrestricted		
129					
130					
131	Building Location Relative to Perimeter Lot Lines	Current Code	No	Yes	
132	Near Front Lot Line, not set back behind vehicle area?	0	137	feet	This lot line abuts a street and has the primary front setback
133	Near Side Lot Line, not set back behind vehicle area?	0	No	No	This lot line is located clockwise from the "Front Lot Line"
134	Length of Façade near Side Lot Line	0	0	feet	
135	Near Other Side Lot Line, not set back behind vehicle area?	0	No	No	This is located counter-clockwise from the "Front Lot Line"
136	Length of Façade near Other Side Lot Line	0	0	feet	
137	Near Rear Lot Line, not set back behind vehicle area?	Yes	No	No	This lot line is located opposite from the "Front Lot Line"
138	Length of Façade near Rear Lot Line	123	0	feet	
139					
140	Current Code	B-3			
141	Maximum FAR Allowed	Unrestricted	Maximum Floor Area Allowed:	NA	sq. ft.
142	Proposed FAR	0.71	Proposed Floor Area	103,326	sq. ft.
143	Proposed Code	CMU			
144	Maximum FAR By right	1.00	Maximum Floor Area By right:	144,900	sq. ft.
145	Maximum FAR with bonuses	2.00	Maximum Floor Area with Bonuses:	289,800	sq. ft.
146	Allowable FAR with bonuses proposed	1.01	Allowable floor area in this case:	145,900	sq. ft.
147	Proposed FAR	0.73	Proposed floor area:	105,784	sq. ft.
148					

Title 21 Economic Impact Analysis Model

Municipality of Anchorage

June 2, 2008

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

How many public streets border this property?					
	Two, corner lot				
Types of Streets along Boundaries					
Primary front lot line	Arterial Street	West 36th Avenue		2	24 feet
Secondary street frontage	Local Street	Centerpoint Drive		1	24 feet
Not Applicable	Not Applicable	None		-	- feet
Not Applicable	Not Applicable	None		-	- feet
Lot Dimensions in Feet					
Front lot line	630 feet	This lot line abuts a street and has the primary front setback			
Side lot line	230 feet	This lot line is located clockwise from the "Front Lot Line"			
Other side lot line	230 feet	This is located counter-clockwise from the "Front Lot Line"			
Lot line opposite front line (rear)	630 feet	This lot line is located opposite from the "Front Lot Line"			
Other	feet	This is an additional lot line for testing irregular shaped lots.			
Estimated land area		144,900 square feet			
(accept the calculation or enter exact)		3.33 acres			
Adjacent and Abutting Properties					
Front lot line Side lot line Other side lot line Lot line opposite front line (rear)		Adjacent Adjacent Abutting Abutting	Zoning		District
			Current Code	Proposed Code	
			B-3	CMU	
			B-3	CMU	
			B-3	B-3	
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3	CMU		
		B-3			

EIA Model Test 3: B-3 to CMU

DRAFT

Parking Requirements and Land Utilization for Parking			
Current Title 21	B-3	General Business	Total Spaces
176	Dwellings, Multifamily or Mixed-use - Efficiency		-
177	Dwellings, Multifamily or Mixed-use - 1 Bedroom		-
178	Dwellings, Multifamily or Mixed-use - 2 Bedroom		-
179	Dwellings, Multifamily or Mixed-use - 3 Bedroom		-
180	Hotel Visitor Accommodations		-
181	Office - business, professional and financial		249.5
182	Office - health and medical		-
183	Health Club, Fitness		-
184	Restaurant		-
185	Retail, grocery		-
186	Retail, general - general, convenience store, building materials		-
187			-
188	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores		-
189	Retail, large goods - furniture, home appliance, flooring		-
190	Retail, large shopping mall		-
191	Manufacturing, small		-
192	Manufacturing, large		-
193	Warehouse, small		-
194	Warehouse, large		-
195	Accessory storage/mechanical area		-
196	Total parking required		278 spaces
197			
198	Parking space distribution		
199	Surface parking		
200	Within building, above ground	Number of levels: 1	278 111.6% 400 square feet
201	Within building, below ground	Number of levels: 1	- 0.0% - square feet
202	Above grade structure	Number of levels: 1	- 0.0% - square feet
203	Below grade structure	Number of levels: 1	- 0.0% - square feet
204	Off-site		- 0.0% - square feet
205	TOTAL		278 111.6% 400 square feet
206	Total Land Area Requirement	111,200 square feet	
207		2.55 acres	
208	Percent of Gross Site Area	77%	
209			

Parking Requirements and Land Utilization															
Proposed Title 21															
210	The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.	Spaces required per 1,000 GSF (non-resid.) or per dwelling or per hotel room	40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - NMU, CMU, RMU or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking		10% Reduction for Transit Pass Benefits or Parking Cash-out		Total Parking Spaces Required (with Reductions)
			No	Yes	Yes	Yes	Yes	No	No	No	No				
211															
212	Dwellings, Multifamily Efficiency	1.00	100%	90%	90%	90%	90%	90%	95%	100%	100%	100%	100%	100%	-
213	Dwellings, Multifamily 1 Bedroom	1.20	100%	90%	90%	90%	90%	90%	95%	100%	100%	100%	100%	100%	-
214	Dwellings, Multifamily 2 Bedroom	1.60	100%	90%	90%	90%	90%	90%	95%	100%	100%	100%	100%	100%	-
215	Dwellings, Multifamily 3 Bedroom	2.10	100%	90%	90%	90%	90%	90%	95%	100%	100%	100%	100%	100%	-
216	Hotel	0.90	100%	100%	100%	100%	100%	90%	95%	100%	100%	100%	100%	100%	-
217	Office, business, professional and financial	2.86	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	187.18
218	Office, health and medical	4.00	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
219	Health Club, Fitness	4.44	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
220	Restaurant	10.00	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
221	Retail, grocery	4.00	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
222	Retail, general	3.33	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
223	Retail, other	2.50	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
224	Retail, large goods	1.25	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
225	Retail, large shopping mall	3.33	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
226	Manufacturing, small	1.00	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
227	Manufacturing, large	0.67	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
228	Warehouse, small	0.80	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
229	Warehouse, large	0.67	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	-
230	Accessory storage/mechanical area	0.80	100%	100%	100%	100%	90%	90%	95%	100%	100%	100%	100%	100%	19.95
231	Total parking required														207
232															
233	Parking space distribution														
234	Surface parking														
235	Within building														
236	Within building, below ground														
237	Above grade structure														
238	Below grade structure														
239	Off-site														
240	TOTAL														
241	Total Land Area Requirement	82,849													
242		1.90													
243	Percent of Gross Site Area	57.2%													
244															
245	Bonus Potential: Below Ground Parking														
246	Number of Below Ground Spaces														
247	Square feet of below ground parking														
248	Added building floor area allowed at														
249															

Gross Land Area per Space									
207	114%	400	square feet						
-	0%	-	square feet						
-	0%	-	square feet						
-	0%	-	square feet						
-	0%	-	square feet						
-	0%	-	square feet						
207	114%	400	square feet						

82,849	square feet
1.90	acres
57.2%	

-	spaces
-	square feet
-	square feet (up to 1.0 added FAR)

2 sq. ft. per sq. ft. of below ground parking

Gross Land Area per Space

207	400	square feet
-	-	square feet
-	-	square feet
-	-	square feet
-	-	square feet
-	-	square feet
-	-	square feet
207	400	square feet

Number of levels:

1

Number of levels:

1

Number of levels:

1

square feet

acres

57.2%

Bonus Potential: Below Ground Parking

Number of Below Ground Spaces

Square feet of below ground parking

Added building floor area allowed at

2 sq. ft. per sq. ft. of below ground parking

EIA Model Test 3: B-3 to CMU

DRAFT

250	Minimum Setback Requirements			Current Code	B-3	Proposed Code	CMU
251	<i>Types of Streets along Boundaries</i>						
252	Arterial Street	Front lot line			10 feet		0 feet
253	Local Street	Side lot line			5 feet		0 feet
254	Not Applicable	Other side lot line			10 feet		5 feet
255	Not Applicable	Lot line opposite front line (rear)			0 feet		5 feet
256							
257	Site Perimeter Utility Easements			Current Code	B-3	Proposed Code	CMU
258	<i>Linear utility easements along perimeter of site.</i>				10 feet		10 feet
259		Front lot line			10 feet		10 feet
260		Side lot line			10 feet		20 feet
261		Other side lot line			20 feet		10 feet
262		Lot line opposite front line (rear)			10 feet		10 feet
263	Minimum Perimeter Landscaping Setbacks from Adjacent Uses			Current Code	B-3	Proposed Code	CMU
264		Adjacent Uses		Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)	Adjacent Zoning	Site Perimeter Landscaping Level
265	Front lot line	Arterial Street		B-3	6	CMU	None
266	Side lot line	Local Street		B-3	0	CMU	None
267	Other side lot line	Non-Residential		B-3	0	B-3	L2
268	Lot line opposite front line (rear)	Non-Residential		B-3	0	CMU	None
269							
270	Minimum Parking Lot Perimeter Landscaping Setbacks			Current Code	B-3	Proposed Code	CMU
271		Adjacent Zoning	Perimeter Landscaping Width (feet)	Perimeter Landscaping Length (feet)	Adjacent Zoning	Parking Lot Perimeter Landscaping Level	Parking Landscaping Width (feet)
272	Front lot line	B-3	6	630	CMU	L2	8
273	Side lot line	B-3	8	216	CMU	L2	8
274	Other side lot line	B-3	8	216	B-3	L2	8
275	Lot line opposite front line (rear)	B-3	8	507	CMU	L2	8
276							
277	Combined Minimum Landscaping and Setback Requirements from Lot Lines			Current Code	B-3	Proposed Code	CMU
278		Front lot line	Landscaping	Building Setback	Landscaping...	Building Setback	Building Setback
279		Side lot line	6	10	8	14	10
280		Other side lot line	8	10	8	14	10
281		Lot line opposite front line (rear)	8	20	8	24	24
282			8	10	8	14	10
283							
284	Setback, Easement and Perimeter Landscaping Site Area Requirements			Current Code	B-3	Proposed Code	CMU
285		Front lot line		3,492 square feet		7,982 square feet	
286		Side lot line		1,536 square feet		2,804 square feet	
287		Other side lot line		1,728 square feet		5,520 square feet	
288		Lot line opposite front line (rear)		5,287 square feet		8,820 square feet	
289		TOTAL		12,043 square feet		25,126 square feet	
290							

291	Parking Interior Lot Landscaping Requirements		Current Code	B-3	Proposed Code CMU
292	Number of surface parking spaces		278 spaces		207 spaces
293	Surface parking land area		111,200 square feet		82,849 square feet
294	Percent of parking area for landscaping		5%		10%
295	Required Landscaping Area (in addition to surface parking area)		5,560 square feet		8,285 square feet
296					
297	Loading Area Requirements		Current Code	B-3	Proposed Code CMU
298	Berth Type		B		B
299	Number of Berths Required		2		2
300	Land Area per Berth		400 square feet		400 square feet
301	Total Loading Area Land Area Requirement		800 square feet		800 square feet
302					
303	Lighting Requirements		Current Code	B-3	Proposed Code CMU
304	Surface parking land area		111,200 square feet		82,849 square feet
305					
306					
307					
308					
309	Private Open Space Requirements		Current Code	B-3	Proposed Code CMU
310	Required for Residential Dwellings		- square feet		- square feet
311	Required for Non-residential Uses		- square feet		5,289 square feet
312	Required in return for Parking Reductions		- square feet		1,440 square feet
313	Total Required Private Open Space		- square feet		6,729 square feet
314	Amount provided on or in the building(s)		-		- sq. ft.
315	Amount provided on the land		-		6,729 sq. ft.
316	Total Private Open Space Provided		-		6,729 sq. ft.
317	<i>Acres</i>				<i>0.15 acres</i>
318	<i>Percent of Site</i>				<i>4.6%</i>
319	Excess Private Open Space Provided (R-4)				- sq. ft.
320	Bonus floor area allowed:				-
321	1 sq. ft. of floor area per				-
322	1 sq. ft. of excess private open space				- sq. ft. of added floor area
323					
324	Snow Storage Area Requirement		Current Code	B-3	Proposed Code CMU
325	20% of multi-family surface parking requirements		No Requirement		- square feet
326	less				less
327	25% of private open space provided on the land				- square feet
328	Total Snow Storage Requirement				- square feet
329					- acres
330	<i>Percent of Site</i>				<i>0.00%</i>
331					
332					

Pedestrian Connections Requirements		Current Code	B-3	Proposed Code	CMU	
3333	Required Walkways	No Pedestrian Requirements			2,174	square feet
3334	Bus Stop (may be required for transit-related parking reduction)				-	square feet
3335	Required in return for a Parking Reduction?	No	(Accept default or enter yes or no)			
3336	Is it located along an Arterial class street?	No	(Enter yes or no)			
3337	Additional area for on-site transit facilities	0	square feet			
3338	Primary Pedestrian Walkways			-	linear feet of primary pedestrian walkway	362.33333333
3339				-	square feet of primary pedestrian walkway	
3340				-	square feet of bonus floor area	
3341	Bonus floor area allowed at	5 square feet per lin. ft.				
3342						
3343	Pedestrian Connections Square Feet			2,174	square feet	
3344	Pedestrian Connections in Acres			0.05	acres	
3345	Percent of Site			2.5%		
3346						
3347						
3348	Other Facilities or Undeveloped Areas (Optional)	Area (sf) -	Proposed Code	Brief/Description of Facility		
3349	Area of site encumbered by other facilities not necessarily required by the zoning ordinance	-	-	0		
3350	but needed by the use type. Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas.		-	0		
3351	The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.		-	0		
3352			-	0		
3353		-	-	Total Area in Square Feet		
3354						

Summary Site Area Requirements		Current Code	B-3	Proposed Code	CMU
356	Land Area in Square Feet				
357	Building Footprint	15,195	square feet	18,890	square feet
358	Parking	111,200	square feet	82,849	square feet
359	Setbacks, Easements and Perimeter Landscaping	12,043	square feet	25,126	square feet
360	Parking Lot Interior Landscaping	5,560	square feet	8,285	square feet
361	Loading Area	800	square feet	800	square feet
362	Lighting	Same as Parking	square feet	Same as Parking	square feet
363	Private Open Space	-	square feet	6,729	square feet
364	Snow Storage	-	square feet	-	square feet
365	Pedestrian Connections	-	square feet	2,174	square feet
366	TOTAL	144,798	square feet	144,854	square feet
367	Total Site Area	144,900	square feet	144,900	square feet
368	Percent of Total Site Area				0% higher
369	Building Footprint	10.5%		13.0%	
370	Parking	76.7%		57.2%	
371	Setbacks, Easements and Perimeter Landscaping	8.3%		17.3%	
372	Parking Lot Interior Landscaping	3.8%		5.7%	
373	Loading Area	0.6%		0.6%	
374	Lighting	NA		NA	
375	Private Open Space	0.0%		4.6%	
376	Snow Storage	0.0%		0.0%	
377	Pedestrian Connections	0.0%		1.5%	
378	TOTAL	99.9%		100.0%	
379	Total Site Area	100.0%		100.0%	

EIA Model Test 3: B-3 to CMU

DRAFT

Summary Cost Requirements		Current Code	B-3	Proposed Code CMU	Pct. of Current
381	Parking Construction				
382	Surface parking				
383	Within building, above ground	\$8,000 per space	\$2,224,000	\$1,657,000	75%
384	Within building, below ground	\$35,000 per space	\$0	\$0	
385	Above grade structure	\$60,000 per space	\$0	\$0	
386	Below grade structure	\$35,000 per space	\$0	\$0	
387	Off-site	\$60,000 per space	\$0	\$0	
388	Total Parking Construction	\$0 per space	\$2,224,000	\$1,657,000	75%
389					
390	Setbacks, Easements and Perimeter Landscaping				
391	Current Code	\$7.85 per square foot	\$94,500		
392	Proposed Code - perimeter landsc.	\$11.32 per square foot		\$141,900	
393	Proposed Code - easement landsc.	\$2.00 per square foot		\$25,200	
394	Proposed Code - total			\$167,100	177%
395					
396					
397	Parking Lot Interior Landscaping				
398	Current Code	\$7.85 per square foot	\$43,600		
399	Proposed Code	\$11.32 per square foot		\$93,800	215%
400					
401	Site Enhancement Landscaping				
402	Current Code	\$1.20 per square foot	\$100	\$100	100%
403	Proposed Code	\$2.00 per square foot			
404					
405	Loading Area	\$20.00 per square foot	\$16,000	\$16,000	100%
406					
407	Lighting	\$0.08 per square foot	\$9,200		
408	Proposed Code	\$0.10 per square foot		\$8,200	89%
409					
410	Private Open Space				
411	Current Code	\$ 7.85 per square foot	\$0		
412	Proposed Code	\$ 11.32 per square foot		\$76,200	
413					
414	Snow Storage	\$11.32	\$0	\$0	
415					
416	Pedestrian Connections	\$11.32 per square foot	\$0	\$24,600	
417					
418	COST OF SITE DEVELOPMENT (including structured parking)		\$2,387,400	\$2,043,000	86%
419					
420	COST OF BUILDING CONSTRUCTION		\$16,833,000	\$17,674,000	105%
421					
422	TOTAL COST OF DEVELOPMENT		\$19,220,400	\$19,717,000	103%

SUPPLEMENTARY MODEL: DETERMINING LARGEST BUILDING POSSIBLE				
Name of Project:	Park Plaza II Apartment Homes	Current Code	R-4	Proposed Code R-4
Project Development Category (drop down menu, select one)				
Low-to-Medium Rise Building (up to 75 feet in height), two parking levels under the building				
Proposed Building Footprint <i>To be altered and tested by user for largest building possible.</i>		15,710	square feet	18,964
Maximum Allowable Stories		7.00		6.00
Effective number of stories (if greater than proposed, attic area may be too large)		6.00		5.00
Warning notice appears if proposed stories exceed maximum possible stories.				
Amount of Site Area Utilized		54,597	square feet	54,805
Percent of Site Area Utilized		Increase the size of 99.3% footprint or number of stories.		
Maximum Possible Building Size		150,970	square feet	150,991
Maximum Possible Floor Area Ratio		2.00		2.00

EIA Model Test 10: R-4 to R-4

DRAFT

12	Summary Site Area Requirements Including Building Footprint		
13	Land Area in Square Feet	Current Code R-4	Proposed Code R-4
14	Building Footprint (from line 4, above)	15,710 square feet	18,964 square feet
15	Parking	27,600 square feet	14,000 square feet
16	Setbacks and Perimeter Landscaping	3,017 square feet	9,133 square feet
17	Parking Interior Lot Landscaping	1,380 square feet	700 square feet
18	Loading Area	400 square feet	400 square feet
19	Lighting	Same as Parking	square feet
20	Private Open Space	6,490 square feet	square feet
21	Snow Storage	- square feet	- square feet
22	Pedestrian Connections	- square feet	2,845 square feet
23	Other Facilities	- square feet	- square feet
24	TOTAL	54,597 square feet	54,805 square feet
25	Total Site Area	55,000 square feet	55,000 square feet
26			
27			
28	Summary of Building Size Parameters and Calculations		
29	Height per Story	10 feet	10 feet
30	Maximum Building Height Allowed by Zoning	Unlimited feet	60 feet
31	Maximum Building Height in the Project DevelopmentCategory	75 feet	60 feet
32	Maximum Possible Stories	7 stories	6 stories
33	Maximum Possible Stories - accounting for attic or sloping roof	6 stories	5 stories
34	Optional Cantilevered Space Ratio - Upper Floors	20%	20%
35	Maximum Possible Floor Area of Building above grade	109,970 square feet	109,991 square feet
36	Basement Floor Area Assumption (one basement level)	41,000 square feet	41,000 square feet
37	Basement Floor Area - underground parking only	41,000 square feet	41,000 square feet
38	Largest Building Possible (gross floor area above and below grade)	150,970 square feet	150,991 square feet
39	Largest Building Possible, accounting for any specific FAR limitations in the district	150,970 square feet	150,991 square feet
40	Maximum Possible Floor Area Ratio (FAR does not include underground parking)	2.00	2.00
41	Maximum Possible Floor Area Ratio (FAR) excluding parking garage floor area	1.78	1.92
42			
43	Actual Existing Building Size (approximate):		
44	Planned Floor Area above grade	103,800 square feet	103,800 square feet
45	Planned Floor Area below grade	41,000 square feet	41,000 square feet
46	Planned Floor Area below grade - underground parking only	41,000 square feet	41,000 square feet
47	Planned Building Size (gross floor area above and below grade)	144,800 square feet	144,800 square feet
48	Planned Floor Area Ratio (FAR) (FAR does not include underground parking areas)	1.89	1.89
49			
50			

FOR USE WITH DETERMINING LARGEST BUILDING POSSIBLE ONLY. DO NOT MAKE ALTERATIONS BELOW.

Proposed Uses on the Site					
RESIDENTIAL					
	Dwellings, Multi-family or Mixed-use - Efficiency Dwellings, Multi-family or Mixed-use - 1 Bedroom Dwellings, Multi-family or Mixed-use - 2 Bedroom Dwellings, Multi-family or Mixed-use - 3 Bedroom <i>Total Dwelling Units</i>	Current Code 30 62 23 - <i>115</i>	Square Feet 17,924 49,637 22,980 - <i>90,541</i>	Square Feet GFA per Dwelling Unit 600 800 1,000 1,400 <i>97,712</i>	Proposed Code 32 67 25 - <i>124</i>
	Dwellings from above that are qualified as Affordable Housing				
Bonus Potential: Affordable Housing	Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units <i>Added building floor area allowed (up to 0.5 added FAR)</i>	10 5 5 - 21	6,256 3,649 4,170 - 14,075 27,500	Square Feet in ea. Affordable Unit 600 800 1,100 <i>3 sq. ft. per affordable housing sq. ft.</i>	
Bonus Potential: Housing Square Feet	<i>Potential bonus square feet from housing square feet (up to 0.5 added FAR)</i> 27,500 <i>2 sq. ft. per housing sq. ft.</i>				
HOTEL					
		Current Code - -	Square Feet GFA per hotel room 1,000 -	Proposed Code - -	
	<i>Total Hotel Rooms</i>				
COMMERCIAL USES					
	Office - business, professional and financial Office - health and medical Health Club, Fitness Restaurant Retail - grocery Retail, general - general, convenience store, building materials Retail, other - pharmacy, video rental, liquor store, wholesale, Retail, large goods - furniture, home appliance, flooring Retail, large shopping mall Manufacturing, small Manufacturing, large Warehouse, small Warehouse, large Accessory storage/mechanical area <i>Total Commercial Square Feet</i>		Square Feet 1,724 - 5,745 - - - - - - - - - - - -	1,860 - 6,200 - - - - - - - - - - - - <i>8,060</i>	
STRUCTURED PARKING					
	Parking, above grade in the building or a separate structure Structured parking below grade or in the basement		10,850 41,000	3,500 41,000	
	<i>Total Square Feet</i> <i>149,860</i> <i>150,272</i>				

EIA Model Test 10: R-4 to R-4

DRAFT

Proposed Building Dimensions				Proposed Code	
FLOORS				No. of Floors	Floorplate Size
98	First Floor	1	10	1	18,964
99	Second Floor and/or Mezzanine	1	10	1	22,757
100	Third Floor	1	10	1	22,757
101	Fourth Floor	1	10	1	22,757
102	Fifth Floor	1	10	1	22,757
103	Number of Additional Floors	1	10	-	-
104	Mechanical Storage Penthouse	-	0	-	-
105	Attic or Sloping Roof (Above Eave)	-	8	8	-
106	Total Floors Above Grade	6		5	
107	Basement Floors (Below Grade)	1	0	1	41,000
108					
109					
110					
111	Gross Floor Area (based on floor dimensions)		150,970	150,991	square feet
112	Gross Floor Area of proposed uses (from previous page)		149,860	150,272	square feet
113	Gross Floor Area excluding below grade structured parking		108,860	109,272	square feet
114	Gross Floor Area excluding all structured parking		98,010	105,772	square feet
115	Net Floor Area (useable or leasable) excluding parking		83,308		
116	Floor Area Efficiency		85%		
117					
118	Height of Proposed Building (based on floor dimensions)		68	58	feet
119	Allowable Height	Current code	Unlimited		
120		Proposed Code	60		
121					
122					
123					
124					
125	Gross Building Footprint		15,710		square feet
126	Minimum Building Footprint Requirement		5,000		square feet
127	Gross Footprint as Percent of Site Area		28.6%		
128	Maximum Allowed Lot Coverage	R-4	Unrestricted		
129		R-4	Unrestricted		
130					
131					
132	Building Location Relative to Perimeter Lot Lines				
133	Near Front Lot Line, not set back behind vehicle area?	Yes	Yes	Yes	This lot line abuts a street and has the primary front setback feet
134	Length of Façade near Front Lot Line	125	138	138	This lot line is located clockwise from the "Front Lot Line"
135	Near Side Lot Line, not set back behind vehicle area?	Yes	Yes	138	feet
136	Length of Façade near Side Lot Line	125	138	No	This is located counter-clockwise from the "Front Lot Line"
137	Near Other Side Lot Line, not set back behind vehicle area?	No	No	0	feet
138	Length of Façade near Other Side Lot Line	0	No	No	This lot line is located opposite from the "Front Lot Line"
139	Near Rear Lot Line, not set back behind vehicle area?	No	0	0	feet
140	Length of Façade near Rear Lot Line				
141	Current Code	R-4			
142	Maximum FAR Allowed		2.00	Maximum Floor Area Allowed:	110,000 sq. ft.
143	Proposed FAR		1.98	Proposed Floor Area	108,860 sq. ft.
144	Proposed Code	R-4			
145	Maximum FAR By right		1.00	Maximum Floor Area By right:	55,000 sq. ft.
146	Maximum FAR with bonuses		2.00	Maximum Floor Area with Bonuses:	110,000 sq. ft.
147	Allowable FAR with bonuses proposed		2.00	Allowable floor area in this case:	110,000 sq. ft.
148	Proposed FAR		1.99	Proposed floor area:	109,272 sq. ft.

150	How many public streets border this property?	
151	Three, two corners, no rear street	
152		
153	Types of Streets along Boundaries	
154	Primary front lot line	Collector Street
155	Secondary street frontage 1	Arterial Street
156	Secondary street frontage 2	Local Street
157	Not Applicable	Not Applicable
158		
159	Lot Dimensions in Feet	
160	Front lot line	275 feet
161	Side lot line	200 feet
162	Other side lot line	200 feet
163	Lot line opposite front line (rear)	275 feet
164	Other	feet
165	Estimated land area	
166	55,000 square feet	
167	1.26 acres	
168	Adjacent and Abutting Properties	
169	Front lot line	Adjacent
170	Side lot line	Adjacent
171	Other side lot line	Adjacent
172	Lot line opposite front line (rear)	Abutting
173		
174		

EIA Model Test 10: R-4 to R-4

DRAFT

Parking Requirements and Land Utilization for Parking			R-4		Multiple Family Residential	
Current Title 21						Total Spaces
175	Dwellings, Multifamily or Mixed-use - Efficiency		1.40	spaces per dwelling unit		41.8
176	Dwellings, Multifamily or Mixed-use - 1 Bedroom		1.68	spaces per dwelling unit		104.2
177	Dwellings, Multifamily or Mixed-use - 2 Bedroom		2.00	spaces per dwelling unit		46.0
178	Dwellings, Multifamily or Mixed-use - 3 Bedroom		2.80	spaces per dwelling unit		-
179	Hotel Visitor Accommodations		1.00	space per room		-
180	Office - business, professional and financial		3.33	spaces per 1,000 gross square feet		5.7
181	Office - health and medical		4.00	spaces per 1,000 gross square feet		-
182	Health Club, Fitness		3.33	spaces per 1,000 gross square feet		19.1
183	Restaurant		13.33	spaces per 1,000 gross square feet		-
184	Retail, grocery		5.00	spaces per 1,000 gross square feet		-
185	Retail, general - general, convenience store, building materials		3.33	spaces per 1,000 gross square feet		-
186	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores		3.33	spaces per 1,000 gross square feet		-
187	Retail, large goods - furniture, home appliance, flooring		3.33	spaces per 1,000 gross square feet		-
188	Retail, large shopping mall		4.00	spaces per 1,000 gross square feet		-
189	Manufacturing, small		2.50	spaces per 1,000 gross square feet		-
190	Manufacturing, large		2.50	spaces per 1,000 gross square feet		-
191	Warehouse, small		1.00	space per 1,000 gross square feet		-
192	Warehouse, large		1.00	space per 1,000 gross square feet		-
193	Accessory storage/mechanical area		1.00	space per 1,000 gross square feet		-
194	Total parking required					217 spaces
195	Parking space distribution					
196	Surface parking					
197	Within building, above ground					
198	Within building, below ground					
199	Above grade structure					
200	Below grade structure					
201	Off-site					
202	TOTAL					
203	Total Land Area Requirement					
204	Percent of Gross Site Area					
205						
206						
207						
208						

69	36.5%	400	square feet
31	16.4%		square feet
117	62.0%	-	square feet
-	0.0%	-	square feet
-	0.0%	-	square feet
-	0.0%	-	square feet
217	114.9%	127	square feet

27,600	square feet
0.63	acres
50%	

Number of levels:	1
Number of levels:	1
Number of levels:	1
Number of levels:	1

209

Parking Requirements and Land Utilization Proposed Title 21			required per 1,000 GSF (non-resid.) or per dwelling or hotel room	40% Reduction in parking requirement for Downtown vicinity Residential	10% Reduction in parking requirement for Central City Residential	10% Reduction in parking requirement in Mixed-use Zones - NMU, CMU, RMU or R-4A	5% Reduction in parking requirement for Uses Adjacent to Transit Service	Reduction in parking requirement for Shared Parking	10% Reduction for Transit Pass Benefits or Parking Cash-out	Total Parking Spaces Required (with Reductions)
210	The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.									
211				No	Yes	No	Yes	No	No	27.57
212	Dwellings, Multifamily Efficiency			100%	90%	100%	95%	100%	100%	68.70
213	Dwellings, Multifamily 1 Bedroom			100%	90%	100%	95%	100%	100%	33.93
214	Dwellings, Multifamily 2 Bedroom			100%	90%	100%	95%	100%	100%	-
215	Dwellings, Multifamily 3 Bedroom			100%	90%	100%	95%	100%	100%	-
216	Hotel			100%	100%	100%	95%	100%	100%	5.05
217	Office, business, professional and financial			100%	100%	100%	95%	100%	100%	-
218	Office, health and medical			100%	100%	100%	95%	100%	100%	26.18
219	Health Club, Fitness			100%	100%	100%	95%	100%	100%	-
220	Restaurant			100%	100%	100%	95%	100%	100%	-
221	Retail, grocery			100%	100%	100%	95%	100%	100%	-
222	Retail, general			100%	100%	100%	95%	100%	100%	-
223	Retail, other			100%	100%	100%	95%	100%	100%	-
224	Retail, large goods			100%	100%	100%	95%	100%	100%	-
225	Retail, large shopping mall			100%	100%	100%	95%	100%	100%	-
226	Manufacturing, small			100%	100%	100%	95%	100%	100%	-
227	Manufacturing, large			100%	100%	100%	95%	100%	100%	-
228	Warehouse, small			100%	100%	100%	95%	100%	100%	-
229	Warehouse, large			100%	100%	100%	95%	100%	100%	-
230	Accessory storage/mechanical area			100%	100%	100%	95%	100%	100%	-
231	Total parking required									161
232	Parking space distribution									
233	Surface parking									
234	Within building									
235	Within building, below ground									
236	Above grade structure									
237	Below grade structure									
238	Off-site									
239	TOTAL									
240	Total Land Area Requirement			14,000 square feet						
241				0.32 acres						
242				25.5%						
243	Percent of Gross Site Area									
244										
245	Bonus Potential: Below Ground Parking									
246	Number of Below Ground Spaces									
247	Square feet of below ground parking									
248	Added building floor area allowed at									
249										

Number of levels:	1
Number of levels:	1
Number of levels:	1
Number of levels:	1

35	27%	400
10	8%	-
117	89%	-
-	0%	-
-	0%	-
-	0%	-
162	124%	127

117 spaces
40,950 square feet
55,000 square feet (up to 1.0 added FAR)

2 sq. ft. per sq. ft. of below ground parking

35	27%	400	square feet
10	8%	-	square feet
117	89%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
162	12.4%	127	square feet

1	Number of levels:
1	Number of levels:
1	Number of levels:
1	Number of levels:

117 spaces
40,950 square feet
55,000 square feet (up to 1.0 added FAR)

2 sq. ft. per sq. ft. of below ground parking

250	Minimum Setback Requirements		Current Code	R-4	Proposed Code	R-4		
251	Types of Streets along Boundaries							
252	Collector Street	Front lot line		10 feet		10 feet		
253	Arterial Street	Side lot line		5 feet		5 feet		
254	Local Street	Other side lot line		10 feet		10 feet		
255	Not Applicable	Lot line opposite front line (rear)		5 feet		5 feet		
256			Current Code	R-4	Proposed Code	R-4		
257	Site Perimeter Utility Easements							
258	Linear utility easements along perimeter of site.			0 feet		0 feet		
259		Side lot line		0 feet		0 feet		
260		Other side lot line		0 feet		0 feet		
261		Lot line opposite front line (rear)		10 feet		10 feet		
262			Current Code	R-4	Proposed Code	R-4		
263	Minimum Perimeter Landscaping Setbacks from Adjacent Uses	Adjacent Uses	Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)	Adjacent Zoning	Site Perimeter Landscaping Level	Minimum Perimeter Landscaping Width (feet)	Landscaping Width with Utility Easement
264								
265	Front lot line	Collector Street	PLI-p	0	PR	L2	8	8
266	Side lot line	Arterial Street	R-O	0	R-O	L3	15	15
267	Other side lot line	Residential	R-4	0	R-4	None	0	0
268	Lot line opposite front line (rear)	Local Street	R-4	0	R-4	L2	8	14
269			Current Code	R-4	Proposed Code	R-4		
270	Minimum Parking Lot Perimeter Landscaping Setbacks	Adjacent Zoning	Perimeter Landscaping Length (feet)	Adjacent Zoning	Parking Lot Perimeter Landscaping Level	Parking Landscaping Width (feet)	Landscaping Width with Utility Easement	
271								
272	Front lot line	PLI-p	8	PR	L2	8	118	8
273	Side lot line	R-O	8	R-O	L2	8	0	0
274	Other side lot line	R-4	10	R-4	L2	8	0	0
275	Lot line opposite front line (rear)	R-4	10	R-4	L2	8	0	0
276			Current Code	R-4	Proposed Code	R-4		
277	Combined Minimum Landscaping and Setback Requirements from Lot Lines	Adjacent Zoning	Perimeter Landscaping Length (feet)	Adjacent Zoning	Parking Lot Perimeter Landscaping Level	Parking Landscaping Width (feet)	Landscaping Width with Utility Easement	
278								
279	Front lot line	PLI-p	8	PR	L2	8	10	10 feet
280	Side lot line	R-O	0	R-O	L2	15	15	15 feet
281	Other side lot line	R-4	0	R-4	L2	0	9.6	9.6 feet
282	Lot line opposite front line (rear)	R-4	0	R-4	L2	14	1.4	1.4 feet
283			Current Code	R-4	Proposed Code	R-4		
284	Setback, Easement and Perimeter Landscaping Site Area Requirements		Current Code	R-4	Proposed Code	R-4		
285	Front lot line		2,390 square feet		2,283 square feet			
286	Side lot line		627 square feet		3,000 square feet			
287	Other side lot line		0 square feet		0 square feet			
288	Lot line opposite front line (rear)		0 square feet		3,850 square feet			
289	TOTAL		3,017 square feet		9,133 square feet			
290								

Parking Interior Lot Landscaping Requirements		Current Code R-4	Proposed Code R-4
291	Number of surface parking spaces	69 spaces	35 spaces
292	Surface parking land area	27,600 square feet	14,000 square feet
293	Percent of parking area for landscaping	5%	5%
294	Required Landscaping Area (in addition to surface parking area)	1,380 square feet	700 square feet
295			
296			
Loading Area Requirements		Current Code R-4	Proposed Code R-4
297	Berth Type	B	B
298	Number of Berths Required	1	1
299	Land Area per Berth	400 square feet	400 square feet
300	Total Loading Area Land Area Requirement	400 square feet	400 square feet
301			
302			
Lighting Requirements		Current Code R-4	Proposed Code R-4
303	Surface parking land area	27,600 square feet	14,000 square feet
304			
305			
306			
307			
308			
Private Open Space Requirements		Current Code R-4	Proposed Code R-4
309	Required for Residential Dwellings	11,490 square feet	12,400 square feet
310	Required for Non-residential Uses	- square feet	403 square feet
311	Required in return for Parking Reductions	square feet	960 square feet
312	Total Required Private Open Space	11,490 square feet	13,763 square feet
313	Amount provided on or in the building(s)	5,000 sq. ft.	5,000 sq. ft.
314	Amount provided on the land	6,490 sq. ft.	8,763 sq. ft.
315	Total Private Open Space Provided	11,490 sq. ft.	13,763 sq. ft.
316	<i>Acres</i>	<i>0.20 acres</i>	<i>0.20 acres</i>
317	<i>Percent of Site</i>	<i>15.9%</i>	<i>15.9%</i>
318	Excess Private Open Space Provided (R-4)	- sq. ft.	- sq. ft.
319	Bonus floor area allowed:	- sq. ft. of added floor area	- sq. ft. of added floor area
320	1 sq. ft. of floor area per		
321	1 sq. ft. of excess private open space		
322			
323			
Snow Storage Area Requirement		Current Code R-4	Proposed Code R-4
324	20% of multi-family surface parking requirements	No Requirement	255 square feet
325	less		less
326	25% of private open space provided on the land		2,191 square feet
327	Total Snow Storage Requirement		- square feet
328	<i>Percent of Site</i>		<i>- acres</i>
329			<i>0.0%</i>
330			
331			
332			

EIA Model Test 10: R-4 to R-4

DRAFT

Pedestrian Connections Requirements		Current Code - R-4	Proposed Code R-4
Required Walkways		No Pedestrian Requirements	825 square feet 900 square feet
333	Bus Stop (may be required for transit-related parking reduction)		137.5
334	<i>Required in return for a Parking Reduction?</i>	Yes (Accept default or enter yes or no)	
335	<i>Is it located along an Arterial class street?</i>	Yes (Enter yes or no)	
336	<i>Additional area for on-site transit facilities</i>	600 square feet	
337			
338			
339	Primary Pedestrian Walkways		
340			
341	Bonus floor area allowed at		160 linear feet of primary pedestrian walkway
342			1,920 square feet of primary pedestrian walkway
343	<i>Pedestrian Connections Square Feet</i>		800 square feet of bonus floor area
344	<i>Pedestrian Connections in Acres</i>		2,845 square feet
345	<i>Percent of Site</i>		0.07 acres
346			5.2%
347			
348	Other Facilities or Undeveloped Areas (Optional)	Area (sf) - Current Code	Brief Description of Facility
349	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type. Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.	-	0
350		-	0
351		-	0
352		-	0
353		-	Total Area in Square Feet

354

Summary Site Area Requirements		Current Code	R-4	Proposed Code	R-4
355	Land Area in Square Feet				
356	Building Footprint	15,710	square feet	18,964	square feet
357	Parking	27,600	square feet	14,000	square feet
358	Setbacks, Easements and Perimeter Landscaping	3,017	square feet	9,133	square feet
359	Parking Lot Interior Landscaping	1,380	square feet	700	square feet
360	Loading Area	400	square feet	400	square feet
361	Lighting	Same as Parking	square feet	Same as Parking	square feet
362	Private Open Space	6,490	square feet	8,763	square feet
363	Snow Storage	-	square feet	-	square feet
364	Pedestrian Connections	-	square feet	2,845	square feet
365	TOTAL	54,597	square feet	54,805	square feet
366	Total Site Area	55,000	square feet	55,000	square feet
367	Percent of Total Site Area				0% higher
368	Building Footprint	28.6%		34.5%	
369	Parking	50.2%		25.5%	
370	Setbacks, Easements and Perimeter Landscaping	5.5%		16.6%	
371	Parking Lot Interior Landscaping	2.5%		1.3%	
372	Loading Area	0.7%		0.7%	
373	Lighting	NA		NA	
374	Private Open Space	11.8%		15.9%	
375	Snow Storage	0.0%		0.0%	
376	Pedestrian Connections	0.0%		5.2%	
377	TOTAL	99.3%		99.6%	
378	Total Site Area	100.0%		100.0%	
379					
380					

EIA Model Test 10: R-4 to R-4

DRAFT

Summary Cost Requirements		Current Code	R-4	Proposed Code R-4	Pct. of Current
381	Parking Construction				
382	Surface parking	\$8,000 per space	\$552,000	\$280,000	51%
383	Within building, above ground	\$35,000 per space	\$1,085,000	\$350,000	32%
384	Within building, below ground	\$60,000 per space	\$7,028,600	\$7,020,000	100%
385	Above grade structure	\$35,000 per space	\$0	\$0	
386	Below grade structure	\$60,000 per space	\$0	\$0	
387	Off-site	\$0 per space	\$0	\$0	
388	Total Parking Construction		\$8,665,600	\$7,650,000	88%
389					
390	Setbacks, Easements and Perimeter Landscaping				
391	Current Code	\$7.85 per square foot	\$23,700	\$83,800	
392	Proposed Code - perimeter landsc.	\$11.32 per square foot		\$3,500	
393	Proposed Code - easement landsc.	\$2.00 per square foot		\$87,300	368%
394	Proposed Code - total				
395					
396	Parking Lot Interior Landscaping				
397	Current Code	\$7.85 per square foot	\$10,800	\$7,900	73%
398	Proposed Code	\$11.32 per square foot			
399					
400					
401	Site Enhancement Landscaping				
402	Current Code	\$1.20 per square foot	\$500	\$400	80%
403	Proposed Code	\$2.00 per square foot		\$8,000	100%
404					
405	Loading Area	\$20.00 per square foot	\$8,000		
406					
407	Lighting	\$0.08 per square foot	\$2,300	\$1,400	61%
408	Proposed Code	\$0.10 per square foot			
409					
410	Private Open Space				
411	Current Code	\$ 7.85 per square foot	\$78,500	\$99,200	126%
412	Proposed Code	\$ 11.32 per square foot		\$0	
413					
414	Snow Storage	\$11.32	\$0	\$0	
415					
416	Pedestrian Connections	\$11.32 per square foot	\$0	\$32,200	
417					
418	COST OF SITE DEVELOPMENT (Including structured parking)		\$8,789,400	\$7,886,400	90%
419					
420	COST OF BUILDING CONSTRUCTION		\$15,063,000	\$15,816,000	105%
421					
422	TOTAL COST OF DEVELOPMENT		\$23,852,400	\$23,702,400	99%

1	SUPPLEMENTARY MODEL: DETERMINING LARGEST BUILDING POSSIBLE			
2	Name of Project:	Carr Gottstein Distribution Warehouse	Current Code I-1	Proposed Code I-1
3	Project Development Category (drop down menu, select one)	Single Story Building, all surface parking		
4	Proposed Building Footprint <i>To be altered and tested by user for largest building possible.</i>	284,400 square feet	285,850 square feet	
5	Maximum Allowable Stories	1.00	1.00	
6	Effective number of stories (if greater than proposed, attic area may be too large)	1.00	1.00	
7	Warning notice appears if proposed stories exceed maximum possible stories.			
8	Amount of Site Area Utilized	634,336 square feet	634,110 square feet	
9	Percent of Site Area Utilized	100.0% footprint or number of stories.	100.0% footprint or number of stories.	
10	Maximum Possible Building Size	284,400 square feet	285,850 square feet	
11	Maximum Possible Floor Area Ratio	0.45	0.45	

EIA Model Test 11: I-1 to I-1

DRAFT

12	Summary Site Area Requirements Including Building Footprint		
13	Land Area in Square Feet	Current Code I-1	Proposed Code I-1
14	Building Footprint (from line 4, above)	284,400 square feet	285,850 square feet
15	Parking	120,800 square feet	82,514 square feet
16	Setbacks and Perimeter Landscaping	17,603 square feet	41,454 square feet
17	Parking Interior Lot Landscaping	6,040 square feet	8,251 square feet
18	Loading Area	3,200 square feet	3,200 square feet
19	Lighting	Same as Parking	Same as Parking
20	Private Open Space	- square feet	- square feet
21	Snow Storage	- square feet	- square feet
22	Pedestrian Connections	- square feet	9,516 square feet
23	Other Facilities	202,293 square feet	203,324 square feet
24	TOTAL	634,336 square feet	634,110 square feet
25	Total Site Area	634,400 square feet	634,400 square feet
26			
27	Summary of Building Size Parameters and Calculations		
28	Height per Story	25 feet	25 feet
29	Maximum Building Height Allowed by Zoning	Unlimited feet	50 feet
30	Maximum Building Height in the Project DevelopmentCategory	25 feet	25 feet
31	Maximum Possible Stories	1 stories	1 stories
32	Maximum Possible Stories - accounting for attic or sloping roof	1 stories	1 stories
33	Optional Cantilevered Space Ratio - Upper Floors	20%	20%
34	Maximum Possible Floor Area of Building above grade	284,400 square feet	285,850 square feet
35	Basement Floor Area Assumption (one basement level)	- square feet	- square feet
36	Basement Floor Area - underground parking only	- square feet	- square feet
37	Largest Building Possible (gross floor area above and below grade)	284,400 square feet	285,850 square feet
38	Largest Building Possible, accounting for any specific FAR limitations in the district	284,400 square feet	285,850 square feet
39	Maximum Possible Floor Area Ratio (FAR does not include underground parking)	0.45	0.45
40	Maximum Possible Floor Area Ratio (FAR) excluding parking garage floor area	0.45	0.45
41			
42	Actual Existing Building Size (approximate):		
43	Planned Floor Area above grade	239,000 square feet	239,000 square feet
44	Planned Floor Area below grade	- square feet	- square feet
45	Planned Floor Area below grade - underground parking only	- square feet	- square feet
46	Planned Building Size (gross floor area above and below grade)	239,000 square feet	239,000 square feet
47	Planned Floor Area Ratio (FAR) (FAR does not include underground parking areas)	0.38	0.38
48			
49			
50			
51			

FOR USE WITH DETERMINING LARGEST BUILDING POSSIBLE ONLY. DO NOT MAKE ALTERATIONS BELOW.

Proposed Uses on the Site		Current Code		Square Feet		Square Feet GFA per Dwelling Unit		Proposed Code	
RESIDENTIAL									
54	Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-	-	600	-	-	-
55	Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-	-	800	-	-	-
56	Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-	-	1,000	-	-	-
57	Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-	-	1,400	-	-	-
58	<i>Total Dwelling Units</i>	-	-	-	-	-	-	-	-
59	Square Feet in ea. Affordable Unit								
60	Dwellings from above that are qualified as Affordable Housing	-	-	-	-	600	-	-	-
61	Efficiency	-	-	-	-	700	-	-	-
62	1 Bedroom	-	-	-	-	800	-	-	-
63	2 Bedroom	-	-	-	-	1,100	-	-	-
64	3 Bedroom	-	-	-	-	-	-	-	-
65	<i>TOTAL Affordable Units</i>	-	-	-	-	-	-	-	-
66	<i>Added building floor area allowed (up to 0.5 added FAR)</i>	-	-	-	-	-	-	-	-
67	<i>Potential bonus square feet from housing square feet (up to 0.3 added FAR)</i>	-	-	-	-	-	-	-	-
68	<i>Potential bonus square feet from housing square feet (up to 0.5 added FAR)</i>	-	-	-	-	-	-	-	-
69	<i>Potential bonus square feet from housing square feet (up to 0.3 added FAR)</i>	-	-	-	-	-	-	-	-
70	<i>Potential bonus square feet from housing square feet (up to 0.3 added FAR)</i>	-	-	-	-	-	-	-	-
71	<i>Potential bonus square feet from housing square feet (up to 0.3 added FAR)</i>	-	-	-	-	-	-	-	-
72	<i>Potential bonus square feet from housing square feet (up to 0.3 added FAR)</i>	-	-	-	-	-	-	-	-
73	HOTEL			Square Feet GFA per hotel room				Proposed Code	
74		-	-	-	-	1,000	-	-	-
75	<i>Total Hotel Rooms</i>	-	-	-	-	-	-	-	-
76				Square Feet					
77	COMMERCIAL USES								
78	Office - business, professional and financial	-	-	-	-	7,140	-	-	7,176
79	Office - health and medical	-	-	-	-	-	-	-	-
80	Health Club, Fitness	-	-	-	-	-	-	-	-
81	Restaurant	-	-	-	-	-	-	-	-
82	Retail, grocery	-	-	-	-	-	-	-	-
83	Retail, general - general, convenience store, building materials	-	-	-	-	-	-	-	-
84	Retail, other - pharmacy, video rental, liquor store, wholesale,	-	-	-	-	-	-	-	-
85	Retail, large goods - furniture, home appliance, flooring	-	-	-	-	-	-	-	-
86	Retail, large shopping mall	-	-	-	-	-	-	-	-
87	Manufacturing, small	-	-	-	-	-	-	-	-
88	Manufacturing, large	-	-	-	-	-	-	-	-
89	Warehouse, small	-	-	-	-	-	-	-	-
90	Warehouse, large	-	-	-	-	-	-	-	-
91	Accessory storage/mechanical area	-	-	-	-	277,260	-	-	278,674
92	<i>Total Commercial Square Feet</i>	-	-	-	-	284,400	-	-	285,850
93				Square Feet					
94	STRUCTURED								
95	PARKING								
96	Parking, above grade in the building or a separate structure	-	-	-	-	-	-	-	-
97	Structured parking below grade or in the basement	-	-	-	-	-	-	-	-
	<i>Total Square Feet</i>	-	-	-	-	284,400	-	-	285,850

EIA Model Test 11: I-1 to I-1

DRAFT

Proposed Building Dimensions				Proposed Code	
FLOORS	Number of Floors: Current Code	Floor Height (ft)	Floorplate Size	No. of Floors	Floorplate Size
99 First Floor	1	25	284,400 square feet	1	285,850
100 Second Floor and/or Mezzanine		0	- square feet	-	-
101 Third Floor		0	- square feet	-	-
102 Fourth Floor		0	- square feet	-	-
103 Fifth Floor		0	- square feet	-	-
104 Number of Additional Floors		0	- square feet	-	-
105 Mechanical Storage Penthouse		0	- square feet	-	-
106 Attic or Sloping Roof (Above Eave)		0	- square feet	-	-
107 Total Floors Above Grade	1			1	
108 Basement Floors (Below Grade)		0	- square feet	-	-
109					
110					
GROSS FLOOR AREA					
111 Gross Floor Area (based on floor dimensions)		284,400	square feet	285,850	square feet
112 Gross Floor Area of proposed uses (from previous page)		284,400	square feet	285,850	square feet
113 Gross Floor Area excluding below grade structured parking		284,400	square feet	285,850	square feet
114 Gross Floor Area excluding all structured parking		284,400	square feet	285,850	square feet
115 Net Floor Area (useable or leasable) excluding parking		241,740	square feet		
116 Floor Area Efficiency		85%			
117					
BUILDING HEIGHT					
118 Height of Proposed Building (based on floor dimensions)		25	feet	25	feet
119 Allowable Height	Current code	I-1	Unlimited		
120 Proposed Code	I-1		50		
121					
122					
123					
LOT COVERAGE					
124 Gross Building Footprint		284,400	square feet		
125 Minimum Building Footprint Requirement		1,000	square feet		
126 Gross Footprint as Percent of Site Area		44.8%			
127 Maximum Allowed Lot Coverage	I-1	Unrestricted			
128	I-1	Unrestricted			
129					
BUILDING LOCATION					
130 Building Location Relative to Perimeter Lot Lines		Current Code	Proposed Code		
131 Near Front Lot Line, not set back behind vehicle area?		No	No		This lot line abuts a street and has the primary front setback feet
132 Length of Façade near Front Lot Line		0	0		This lot line is located clockwise from the "Front Lot Line"
133 Near Side Lot Line, not set back behind vehicle area?		No	No		feet
134 Length of Façade near Side Lot Line		0	0		This lot line is located counter-clockwise from the "Front Lot Line"
135 Near Other Side Lot Line, not set back behind vehicle area?		No	No		feet
136 Length of Façade near Other Side Lot Line		0	0		This lot line is located opposite from the "Front Lot Line"
137 Near Rear Lot Line, not set back behind vehicle area?		Yes	Yes		feet
138 Length of Façade near Rear Lot Line		533	535		
139					
FLOOR AREA RATIO (FAR)					
140 Current Code	I-1				
141 Maximum FAR Allowed		Unrestricted	Maximum Floor Area Allowed:	NA	sq. ft.
142 Proposed FAR		0.45	Proposed Floor Area	284,400	sq. ft.
143 Proposed Code	I-1				
144 Maximum FAR By right		Unrestricted	Maximum Floor Area By right:	NA	sq. ft.
145 Maximum FAR with bonuses		Unrestricted	Maximum Floor Area with Bonuses:	NA	sq. ft.
146 Allowable FAR with bonuses proposed		Unrestricted	Allowable floor area in this case:	NA	sq. ft.
147 Proposed FAR		0.45	Proposed floor area:	285,850	sq. ft.
Title 24 ⁸ Economic Impact Analysis Model					

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

How many public streets border this property?					
Two, corner lot					
Types of Streets along Boundaries					
Primary front lot line	Arterial Street	C Street	-	-	feet
Secondary street frontage	Local Street	64th Avenue	2	24	feet
Not Applicable	Not Applicable	None	-	-	feet
Not Applicable	Not Applicable	None	-	-	feet
Lot Dimensions in Feet					
Front lot line	1,220	feet	This lot line abuts a street and has the primary front setback		
Side lot line	520	feet	This lot line is located clockwise from the "Front Lot Line"		
Other side lot line	520	feet	This is located counter-clockwise from the "Front Lot Line"		
Lot line opposite front line (rear)	1,220	feet	This lot line is located opposite from the "Front Lot Line"		
Other		feet	This is an additional lot line for testing irregular shaped lots.		
Estimated land area		634,400	square feet		
(accept the calculation or enter exact)		14.56	acres		
Adjacent and Abutting Properties					
		Zoning		Land Use	District
		Current Code	Proposed Code		
Front lot line	Adjacent	I-1	I-1	Non-Residential	Non-Residential
Side lot line	Adjacent	I-1	I-1	Non-Residential	Non-Residential
Other side lot line	Abutting	I-1	I-1	Non-Residential	Non-Residential
Lot line opposite front line (rear)	Abutting	I-1	I-1	Non-Residential	Non-Residential

EIA Model Test 11: I-1 to I-1

DRAFT

175 Parking Requirements and Land Utilization for Parking			
Current	Title 21	I-1	Light Industrial
176	Dwellings, Multifamily or Mixed-use - Efficiency		
177	Dwellings, Multifamily or Mixed-use - 1 Bedroom		
178	Dwellings, Multifamily or Mixed-use - 2 Bedroom		
179	Dwellings, Multifamily or Mixed-use - 3 Bedroom		
180	Hotel Visitor Accommodations		
181	Office - business, professional and financial		
182	Office - health and medical		
183	Health Club, Fitness		
184	Restaurant		
185	Retail, grocery		
186	Retail, general - general, convenience store, building materials		
187			
188	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores		
189	Retail, large goods - furniture, home appliance, flooring		
190	Retail, large shopping mall		
191	Manufacturing, small		
192	Manufacturing, large		
193	Warehouse, small		
194	Warehouse, large		
195	Accessory storage/mechanical area		
196	Total parking required		
197			
198	Parking space distribution		
199	Surface parking		
200	Within building, above ground		
201	Within building, below ground		
202	Above grade structure		
203	Below grade structure		
204	Off-site		
205	TOTAL		
206	Total Land Area Requirement	120,800	square feet
207		2.77	acres
208	Percent of Gross Site Area	79%	

Total Spaces	
1.40	spaces per dwelling unit
1.68	spaces per dwelling unit
2.00	spaces per dwelling unit
2.80	spaces per dwelling unit
1.00	space per room
3.33	spaces per 1,000 gross square feet
4.00	spaces per 1,000 gross square feet
3.33	spaces per 1,000 gross square feet
13.33	spaces per 1,000 gross square feet
5.00	spaces per 1,000 gross square feet
3.33	spaces per 1,000 gross square feet
3.33	spaces per 1,000 gross square feet
3.33	spaces per 1,000 gross square feet
4.00	spaces per 1,000 gross square feet
2.50	spaces per 1,000 gross square feet
2.50	spaces per 1,000 gross square feet
1.00	space per 1,000 gross square feet
1.00	space per 1,000 gross square feet
1.00	space per 1,000 gross square feet
277.3	
302	spaces

Gross Land Area per Space	
302	119.4%
-	0.0%
-	0.0%
-	0.0%
-	0.0%
-	0.0%
302	119.4%
400	square feet
-	square feet
-	square feet
-	square feet
-	square feet
-	square feet
400	square feet

Number of levels:	1
Number of levels:	1
Number of levels:	1
Number of levels:	1

209

Parking Requirements and Land Utilization Proposed Title 21		Spaces required per 1,000 GSF (non-resid.) or per dwelling or per hotel per room	40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - NMU, CMU, RMU or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking		10% Reduction for Transit Pass Benefits or Parking Cash-out		Total Parking Spaces Required (with Reductions)
			No		No		No		No		No		No		
210	The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.														
211															
212	Dwellings, Multifamily Efficiency	1.00	100%		100%		100%		100%		100%		100%		-
213	Dwellings, Multifamily 1 Bedroom	1.20	100%		100%		100%		100%		100%		100%		-
214	Dwellings, Multifamily 2 Bedroom	1.60	100%		100%		100%		100%		100%		100%		-
215	Dwellings, Multifamily 3 Bedroom	2.10	100%		100%		100%		100%		100%		100%		-
216	Hotel	0.90	100%		100%		100%		100%		100%		100%		-
217	Office, business, professional and financial	2.86	100%		100%		100%		100%		100%		100%		20.50
218	Office, health and medical	4.00	100%		100%		100%		100%		100%		100%		-
219	Health Club, Fitness	4.44	100%		100%		100%		100%		100%		100%		-
220	Restaurant	10.00	100%		100%		100%		100%		100%		100%		-
221	Retail, grocery	4.00	100%		100%		100%		100%		100%		100%		-
222	Retail, general	3.33	100%		100%		100%		100%		100%		100%		-
223	Retail, other	2.50	100%		100%		100%		100%		100%		100%		-
224	Retail, large goods	1.25	100%		100%		100%		100%		100%		100%		-
225	Retail, large shopping mall	3.33	100%		100%		100%		100%		100%		100%		-
226	Manufacturing, small	1.00	100%		100%		100%		100%		100%		100%		-
227	Manufacturing, large	0.67	100%		100%		100%		100%		100%		100%		-
228	Warehouse, small	0.80	100%		100%		100%		100%		100%		100%		-
229	Warehouse, large	0.67	100%		100%		100%		100%		100%		100%		185.78
230	Accessory storage/mechanical area	0.80	100%		100%		100%		100%		100%		100%		-
231	Total parking required														206
232															
233	Parking space distribution														
234	Surface parking														
235	Within building														
236	Within building, below ground														
237	Above grade structure														
238	Below grade structure														
239	Off-site														
240	TOTAL														
241	Total Land Area Requirement	82,514 square feet													
242		1.89 acres													
243	Percent of Gross Site Area	13.0%													
244															
245	Bonus Potential: Below Ground Parking														
246	Number of Below Ground Spaces														
247	Square feet of below ground parking														
248	Added building floor area allowed at														
249															

Gross Land Area per Space	
206	119%
-	0%
-	0%
-	0%
-	0%
-	0%
206	119%

1
1
1
1

square feet
acres
13.0%

spaces
square feet
square feet (up to 1.0 added FAR)

2 sq. ft. per sq. ft. of below ground parking

Gross Land Area per Space

206	119%	400	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
206	119%	400	square feet

Number of levels:

Number of levels:

Number of levels:

Number of levels:

square feet

acres

13.0%

2 sq. ft. per sq. ft. of below ground parking

- spaces

- square feet

- square feet (up to 1.0 added FAR)

250	Minimum Setback Requirements		Current Code I-1	Proposed Code I-1			
251	Types of Streets along Boundaries						
252	Arterial Street	Front lot line	10 feet	10 feet			
253	Local Street	Side lot line	5 feet	5 feet			
254	Not Applicable	Other side lot line	5 feet	0 feet			
255	Not Applicable	Lot line opposite front line (rear)	5 feet	0 feet			
256							
257	Site Perimeter Utility Easements		Current Code I-1	Proposed Code I-1			
258	Linear utility easements along perimeter of site.		25 feet	25 feet			
259		Front lot line	0 feet	0 feet			
260		Side lot line	10 feet	10 feet			
261		Other side lot line	0 feet	0 feet			
262		Lot line opposite front line (rear)	0 feet	0 feet			
263	Minimum Perimeter Landscaping Setbacks from Adjacent Uses		Current Code I-1	Proposed Code I-1			
264		Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)	Site Perimeter Landscaping Level	Minimum Perimeter Landscaping Width (feet)	Landscaping Width with Utility Easement	
265	Front lot line	I-1	8	I-1	None	29	
266	Side lot line	I-1	0	I-1	None	8	
267	Other side lot line	I-1	0	I-1	None	0	
268	Lot line opposite front line (rear)	I-1	0	I-1	None	0	
269							
270	Minimum Parking Lot Perimeter Landscaping Setbacks		Current Code I-1	Proposed Code I-1			
271		Adjacent Zoning	Perimeter Landscaping Length (feet)	Adjacent Zoning	Parking Lot Perimeter Landscaping Level	Parking Landscaping Width (feet)	Landscaping Width with Utility Easement
272	Front lot line	I-1	8	I-1	L2	8	0
273	Side lot line	I-1	8	I-1	L2	8	8
274	Other side lot line	I-1	8	I-1	L2	0	0
275	Lot line opposite front line (rear)	I-1	8	I-1	L2	8	8
276							
277	Combined Minimum Landscaping and Setback Requirements from Lot Lines		Current Code I-1	Proposed Code I-1			
278		Front lot line	Landscaping	Building Setback	Landscaping...	Building Setback	feet
279		Side lot line	8	25	8	0	29
280	Greater of minimum zoning requirements or landscaping requirements.	Other side lot line	8	5	8	8	8
281		Lot line opposite front line (rear)	8	10	0	0	10
282			8	5	8	8	0
283							
284	Setback, Easement and Perimeter Landscaping Site Area Requirements		Current Code I-1	Proposed Code I-1			
285		Front lot line	9,760 square feet	35,380 square feet			
286		Side lot line	2,397 square feet	3,776 square feet			
287		Other side lot line	0 square feet	0 square feet			
288		Lot line opposite front line (rear)	5,447 square feet	2,298 square feet			
289		TOTAL	17,603 square feet	41,454 square feet			
290							

Parking Interior Lot Landscaping Requirements				
291	Number of surface parking spaces	302 spaces	206 spaces	
292	Surface parking land area	120,800 square feet	82,514 square feet	
293	Percent of parking area for landscaping	5%	10%	
294	Required Landscaping Area (in addition to surface parking area)	6,040 square feet	8,251 square feet	
295				
296				
Loading Area Requirements				
297	Berth Type	A	A	
298	Number of Berths Required	4	4	
299	Land Area per Berth	800 square feet	800 square feet	
300				
301	Total Loading Area Land Area Requirement	3,200 square feet	3,200 square feet	
302				
Lighting Requirements				
303	Surface parking land area	120,800 square feet	82,514 square feet	
304				
305				
306				
307				
308				
Private Open Space Requirements				
309	Required for Residential Dwellings	square feet	square feet	
310	Required for Non-residential Uses	square feet	square feet	
311	Required in return for Parking Reductions	square feet	square feet	
312	Total Required Private Open Space	square feet	square feet	
313	Amount provided on or in the building(s)			
314	Amount provided on the land			
315	Total Private Open Space Provided			
316	<i>Acres</i>			
317	<i>Percent of Site</i>			
318	Excess Private Open Space Provided (R-4)			
319	Bonus floor area allowed:			
320	1 sq. ft. of floor area per			
321	1 sq. ft. of excess private open space			
322				
323				
Snow Storage Area Requirement				
324	20% of multi-family surface parking requirements	No Requirement	square feet	
325	less		less	
326	25% of private open space provided on the land		square feet	
327	Total Snow Storage Requirement		square feet	
328			acres	
329	<i>Percent of Site</i>		<i>0.0%</i>	
330				
331				
332				

EIA Model Test 11: I-1 to I-1

DRAFT

Pedestrian Connections Requirements		Current Code I-1	Proposed Code I-1
Required Walkways		No Pedestrian Requirements	9,516 square feet
334	Bus Stop (may be required for transit-related parking reduction)		1,586 square feet
335	<i>Required in return for a Parking Reduction?</i>	No	
336	<i>Is it located along an Arterial class street?</i>	No	
337	<i>Additional area for on-site transit facilities</i>	0	
338			
339	Primary Pedestrian Walkways		
340			
341	Bonus floor area allowed at		
342			
343	<i>Pedestrian Connections Square Feet</i>		
344	<i>Pedestrian Connections in Acres</i>		
345	<i>Percent of Site</i>		
346			
347			
348	Other Facilities or Undeveloped Areas (Optional)	Area (sf) - Proposed Code	Brief Description of Facility
349	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type. Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.	202,293	203,324
350		-	-
351		-	-
352		-	-
353		202,293	203,324
354		Total Area in Square Feet	

355	Summary Site Area Requirements		Current Code I-1	Proposed Code I-1
356	Land Area in Square Feet			
357	Building Footprint		284,400 square feet	285,850 square feet
358	Parking		120,800 square feet	82,514 square feet
359	Setbacks, Easements and Perimeter Landscaping		17,603 square feet	41,454 square feet
360	Parking Lot Interior Landscaping		6,040 square feet	8,251 square feet
361	Loading Area		3,200 square feet	3,200 square feet
362	Lighting		Same as Parking	Same as Parking
363	Private Open Space		-	-
364	Snow Storage		-	-
365	Pedestrian Connections		-	-
366	TOTAL		432,043 square feet	430,786 square feet
367	Total Site Area		634,400 square feet	634,400 square feet
368	Percent of Total Site Area			0% lower
369	Building Footprint		44.8%	45.1%
370	Parking		19.0%	13.0%
371	Setbacks, Easements and Perimeter Landscaping		2.8%	6.5%
372	Parking Lot Interior Landscaping		1.0%	1.3%
373	Loading Area		0.5%	0.5%
374	Lighting		NA	NA
375	Private Open Space		0.0%	0.0%
376	Snow Storage		0.0%	0.0%
377	Pedestrian Connections		0.0%	1.5%
378	TOTAL		68.1%	67.9%
379	Total Site Area		100.0%	100.0%
380				

EIA Model Test 11: I-1 to I-1

DRAFT

Summary Cost Requirements		I-1		Proposed Code I-1	
					Pct. of Current
381	Parking Construction				
382	Surface parking	\$8,000 per space	\$2,416,000	\$1,650,300	68%
383	Within building, above ground	\$35,000 per space	\$0	\$0	
384	Within building, below ground	\$60,000 per space	\$0	\$0	
385	Above grade structure	\$35,000 per space	\$0	\$0	
386	Below grade structure	\$60,000 per space	\$0	\$0	
387	Off-site	\$0 per space	\$0	\$0	
388	Total Parking Construction		\$2,416,000	\$1,650,300	68%
389					
390	Setbacks, Easements and Perimeter Landscaping				
391	Current Code	\$7.85 per square foot	\$138,100		
392	Proposed Code - perimeter landsc.	\$11.32 per square foot		\$52,000	
393	Proposed Code - easement landsc.	\$2.00 per square foot		\$73,700	
394	Proposed Code - total			\$125,700	91%
395					
396	Parking Lot Interior Landscaping				
397	Current Code	\$7.85 per square foot	\$47,400		
398	Proposed Code	\$11.32 per square foot		\$93,400	197%
399					
400	Site Enhancement Landscaping				
401	Current Code	\$1.20 per square foot	\$0	\$600	
402	Proposed Code	\$2.00 per square foot		\$64,000	100%
403					
404	Loading Area	\$20.00 per square foot	\$64,000		
405					
406	Lighting	\$0.08 per square foot	\$10,000		
407	Current Code	\$0.10 per square foot		\$8,200	82%
408	Proposed Code				
409	Private Open Space				
410	Current Code	\$ 7.85 per square foot	\$0	\$0	
411	Proposed Code	\$ 11.32 per square foot		\$0	
412					
413	Snow Storage	\$2.00	\$0	\$0	
414					
415	Pedestrian Connections	\$11.32 per square foot	\$0	\$107,700	
416					
417					
418	COST OF SITE DEVELOPMENT (Including structured parking)		\$2,675,500	\$2,049,900	77%
419					
420	COST OF BUILDING CONSTRUCTION		\$31,923,000	\$31,910,000	100%
421					
422	TOTAL COST OF DEVELOPMENT		\$34,598,500	\$33,959,900	98%

Exhibit E-2

Title 21 Economic Impact Analysis Draft Report (2008)

This was provided to the Planning and Zoning Commission and on a CD to the Assembly Title 21 Committee. The Exhibit has been posted on the Title 21 Rewrite website since May 2012.

Note: A summary of the EIA report findings and a hyperlink to this report online were provided to PZC at a December 8, 2011 work session. Hardcopies of this report were handed out to the PZC EIA subcommittee on May 5, 2012.

This page intentionally left blank.



Municipality of Anchorage

P.O. Box 196650 • Anchorage, Alaska 99519-6650 • Telephone: (907) 343-7900 • Fax: (907) 343-7927
Physical Address: 4700 Elmore Road • Anchorage, Alaska 99507 • <http://www.muni.org/planning>

Mayor Mark Begich

Planning Department

February 29, 2008

SUBJECT: DRAFT Economic Impact Analysis for Title 21 Rewrite

Development Strategies, under contract with the Municipality of Anchorage, has prepared a draft Economic Impact Analysis (EIA) of the Title 21 Rewrite. The analysis focuses on certain proposed land use regulations in the Public Hearing Draft now under review. The EIA measures potential economic impacts in two ways: impacts on land values compared to land development potential, and impacts on development costs to comply with the proposed regulations. Robert Lewis, Principal at Development Strategies, will visit Anchorage in March to present the results of the draft EIA at the following meetings:

Wednesday, March 19

6:30 – 8:30 p.m.

Joint Worksession

Planning & Zoning Commission

Platting Board

Urban Design Commission

Zoning Board of Examiners & Appeals

Conference Room 170, Planning and Development Center, 4700 Elmore Road

Thursday, March 20

9:30 – 11:30 a.m.

Assembly Title 21 Committee

Mayor's Conference Room 830, City Hall, 8th Floor, City Hall, 632 W. 6th Avenue

6:30 – 8:30 p.m.

Public Meeting

Training Room, Planning and Development Center, 4700 Elmore Road

Friday, March 21

2:00 – 4:00 p.m.

Assembly Worksession

Mayor's Conference Room 830, 8th Floor, City Hall, 632 W. 6th Avenue

The draft EIA is available for review at http://www.muni.org/planning/Econ_Impact_Analysis-T21.cfm. Copies of the document will be available at the following two locations after Monday, March 3:

- Planning and Development Center, Planning Department Public Counter, 4700 Elmore Road
- City Hall, Municipal Clerk's Office, Room 250 on 2nd Floor, 632 West 6th Avenue.

A public hearing on the draft EIA is scheduled before the Planning and Zoning Commission at its regular meeting on Monday, April 7, 2008. Comments may be submitted by e-mail to Title21@muni.org or through the Zoning Cases Online system at the following link. <http://www.muni.org/Zoning/index.cfm>. Click on the icon and input case number **2008-056**.

Comments may also be mailed, hand-delivered, or faxed using the delivery/contact information below:

By mail:

Physical Planning Division
Planning Department
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650

Hand-delivery:

Planning Department Counter
Planning and Development Center
4700 Elmore Road (formerly Bragaw Street)

Fax: 343-7927

If you have questions about the upcoming meetings or about the EIA, please contact the Planning Department at 343-7921 or e-mail Title21@muni.org.

ECONOMIC IMPACT ANALYSIS

TITLE 21 LAND USE REGULATIONS REWRITE Anchorage, Alaska

Prepared for
Municipality of Anchorage
Planning Department



February 29, 2008

DRAFT

DEVELOPMENT STRATEGIES®

CONSULTANTS IN REAL ESTATE, ECONOMIC, AND COMMUNITY DEVELOPMENT

10 S. Broadway • St. Louis, Missouri 63102-1743 • (314) 421-2800

Table of Contents

	Page
1.0 EXECUTIVE SUMMARY	1
2.0 INTRODUCTION AND BACKGROUND.....	2
PROPERTY VALUES.....	3
DEVELOPMENT COSTS.....	5
ECONOMIC IMPACTS BEYOND SCOPE OF REPORT.....	5
SUMMARY.....	6
3.0 APPRAISED VALUATION COMPARISONS	8
3.1 METHODOLOGY	9
3.2 FINDINGS AND MEASUREMENTS.....	10
3.3 OFFICE BUILDING LAND VALUES BY ZONING DISTRICT	30
3.4 LAND VALUE COMPARISONS FOR MOST NUMEROUS LAND USES BY ZONING DISTRICT	31
3.5 ECONOMIC IMPACT FROM CHANGES IN LAND USE OPPORTUNITIES	32
4.0 ECONOMIC IMPACT ANALYSIS COMPUTER MODEL	37
4.1 DESCRIPTION OF KEY DEVELOPMENT COSTS IN THE MODEL	38
4.2 DESCRIPTION OF THE MODEL'S INPUTS, CALCULATIONS, AND OUTPUTS	40
4.3 ILLUSTRATIVE COMPARISONS OF CURRENT AND PROPOSED REGULATIONS	45
4.4 SUMMARY COMPARISONS OF LAND AND COST REQUIREMENTS	59
5.0 CONCLUSIONS	64

FIGURES, TABLES, AND APPENDICES

FIGURES

FIGURE 3-1: TOP 15 LAND USES BY ACREAGE AMONG B3 I1 I2 RO R4 PARCELS.....	13
FIGURE 3-2: HIGHEST LAND VALUES PSF FOR HIGH COUNT B3 I1 I2 RO R4 LAND USES.....	18
FIGURE 3-3: NUMBER OF PARCELS BY RANGE OF LAND VALUES PER SQUARE FOOT OF LAND	19
FIGURE 3-4: NUMBER OF ACRES BY RANGE OF LAND VALUES PER SQUARE FOOT OF LAND	21
FIGURE 3-5: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF ALL PARCELS BY FAR.....	23
FIGURE 3-6: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF B-3 PARCELS BY FAR.....	25
FIGURE 3-7: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF I-1 PARCELS BY FAR.....	26
FIGURE 3-8: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF I-2 PARCELS BY FAR.....	27
FIGURE 3-9: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF R-4 PARCELS BY FAR.....	28
FIGURE 3-10: DISTRIBUTION OF FLOOR AREA RATIOS: COUNT OF R-O PARCELS BY FAR	29

Table of Contents

FIGURES, TABLES, AND APPENDICES (Continued)

	Page
TABLES	
TABLE 3-1: COUNT OF PARCELS IN SELECTED DATABASE WITH ZONING DISTRICT	10
TABLE 3-2: COUNT OF PARCELS IN B3 I1 I2 RO R4 DATABASE BY LAND USE	12
TABLE 3-3: LAND AREA OF PARCELS IN B3 I1 I2 RO R4 DATABASE BY LAND USE	14
TABLE 3-4: AVERAGE LAND VALUE PER SQUARE FOOT OF LAND	15
TABLE 3-5: ASSESSOR LAND VALUES PER SQUARE FOOT BY LAND USE RANKED BY VALUES PSF	17
TABLE 3-6: COMPARATIVE LAND VALUES PSF FOR OFFICE STRUCTURES BY B1 I1 I2 RO DISTRICTS	30
TABLE 3-7: COMPARATIVE LAND VALUES PSF FOR MOST NUMEROUS LAND USES	32
TABLE 4-1: LAND AND ECONOMIC COST IMPACTS COMPARING CURRENT TO PROPOSED TITLE 21.....	60
 APPENDIX A: CODE COMPARISON: DEVELOPMENT STANDARDS.....	66
 APPENDIX B: EIA MODEL TESTS	75

1.0 EXECUTIVE SUMMARY

TO BE PUBLISHED SEPARATELY

2.0 INTRODUCTION AND BACKGROUND

With the adoption of *Anchorage 2020: Anchorage Bowl Comprehensive Plan* in 2001, the Municipality initiated a number of actions to improve the quality of life in Anchorage through implementation of the Plan's recommendations. Among those recommendations is a rewrite of Title 21 of the municipal ordinances that regulate land development or, more simply, an update to the city's zoning code. With continued growth and, for about two decades now, relative stability and increasing average length of residency, Anchorage is modernizing its code to address the demands of an important international city.

Anchorage until the late 1980s was a “boom and bust” city that enjoyed the economic growth and benefits of thriving periods like military expansions and oil discoveries. But it also suffered sharp economic setbacks when these periods ended and a great deal of the city's wealth was drained away. In many ways, these rather sharp and severe business cycles prevented Anchorage from implementing a well-managed zoning program and other regulatory oversight. Booms meant coping with rapid growth with too little time for contemplation of the right land uses in the right places. Busts exhausted the tax base and other resources necessary to undertake strong planning—and there certainly wasn't the land development taking place that needed regulation; indeed, there was often abandonment or under-utilization of real estate.

For almost two decades, however, economic and demographic trends reveal Anchorage as growing steadily without booms and busts. This has enabled Anchorage to envisage a better future and the tools necessary to achieve that future. One result is *Anchorage 2020* and one tool is the zoning code. Thus, the city embarked on a modernization of Title 21. But modernization means change and change instills uncertainty which, in turn, increases the perceived risks of future land development. Once property owners, architects, developers, real estate brokers, and even planners understand the processes and consequences of a zoning code, changing that code means having to re-learn many “habits.” But modernization also can mean creation of a more useful, flexible, and responsive zoning code that, while imposing some temporary “uncertain” costs, can result in a more functional and attractive city—attractive for residents and attractive for economic development.

Initial drafts of the Title 21 Rewrite exposed the distance between Anchorage's existing zoning and the state of the art found in other U.S. cities. Anchorage's planners called upon the lessons learned and opportunities gained from the evolution of zoning in the U.S. But Anchorage may not yet be ready for so sudden a change; evolution of zoning needs to take place in Anchorage, too, as it has elsewhere, though it may happen more quickly in Anchorage because of the recent experience of its many peer cities. Still, the state of the art had to be reined in somewhat and the most recent *public hearing draft* of Title 21 reflects a more moderate approach.

It is this draft which is evaluated by the economic impact analysis. The early drafts not only revealed the distance that zoning has traveled since Anchorage adopted its current Title 21 regulations, they also revealed that some of the proposed changes might have profound economic impacts on property owners and those who pay for the development of property. It is not that the proposed regulations would have been generally unacceptable, but that they went too far too fast from current regulations such that new and uncertain, but possibly significant, costs would have to be incurred to comply with the proposed regulations as compared to current requirements. Thus was born the need to better understand those potential economic consequences, whether positive or negative, and thus was initiated the present report.

As it turns out, the economic consequences of the latest draft of the Title 21 Rewrite do not appear to be as dramatic as might have been feared with, say, the first draft (although no equivalent economic impact

analysis was conducted of any of the earlier drafts). Analysis of property values and the economic impact model developed for this study indicate that, generally in most cases, there would not be significant economic impacts caused by changing zoning codes and zoning districts. Community discussion and debate have led to continued revisions that seem to have reduced the potential economic impacts related to certain specific regulations of the code. While the specifics of the prior drafts of the code were not topics of research and analysis for this report, anecdotal evidence and interviews with community leaders suggest that the planners have been responsive to the community's need to ease into a more modern set of regulations rather than to adopt relatively extreme measures.

That said, it is impossible to identify every possible change and impact that might occur. However, the analysis did identify several proposed restrictions that seem to substantially increase land area requirements, though not overall monetary cost requirements. In only one case did the proposed Title 21 appear to require more land than the site contained (about four percent more). Several others would require more land to be consumed than the present code requires to meet proposed zoning requirements, but all the while staying within the boundaries of the site. The modeling purposely tried to identify where the greatest pressure might be put on existing developments. Nevertheless, it should be expected that, as a follow up to this report, the municipal Planning Department will provide decision makers with a reevaluation of these proposed restrictions as part of the public approval process in order to identify ways to reduce the added land requirements.

Thus, it should be expected that some property owners may be significantly affected in a negative way because of the proposed Title 21 changes related to land area requirements. This report establishes several methods for evaluating such claims, which are designed to reveal positive and negative impacts. Where legitimized, potential negative claims that could arise may have to be dealt with on a case-by-case basis with appropriate sensitivity to the particular challenge.

Economic impact is an elusive issue to define. This report primarily evaluated two perspectives to provide Anchorage with sufficient understanding of possible economic impacts of the proposed Title 21 requirements on properties subject to the requirements in order to create the most appropriate public policies and tools to deal with land development. Those perspectives include property values and development costs, as introduced below and evaluated in detail in Chapters 3 and 4.

PROPERTY VALUES

Chapter 3 of the report gets immediately quantitative. Analyzing economic impacts of development requires a good understanding of the economic dynamics of the community, especially the pattern of real estate values. The most comprehensive source of property values is the tax assessor. The Anchorage Planning Department obtained the full Assessor's database for properties in five key zoning districts in the Anchorage Bowl (purposefully excluding Downtown, because it will have a separate set of new zoning districts specific to Downtown).¹ The five districts—B-3, R-4, R-O, I-1, and I-2—were predetermined by the Planning Department as likely to be the most affected by proposed changes in Title 21. (There are fewer changes proposed in the lower to medium density residential zoning districts such as R-6 and the R-1, R-2 or R-3 districts. This is partly because the dollar value impacts of the Title 21 Rewrite are considered to be potentially greatest in the high-density and commercial districts, where the most changes are proposed, or in the industrial districts, where commercial uses are proposed to be restricted.)

¹ Chugiak-Eagle River properties also were not included because there is a placeholder chapter in the Title 21 Rewrite Public Hearing Draft for that area.

With limited study resources, it was deemed best to limit the economic analysis, therefore, to these five districts. The database obtained from the Assessor contains information not only on property values² (land separately from buildings or improvements), but also on building size, property size, and land use. There are 77 separate land use designations used by the Assessor for 5,154 parcels zoned as listed above. Chapter 3, therefore, reveals the patterns of values throughout the Bowl. The analysis focuses, however, on land values since, in theory, land value is a reflection of factors much different than the value of the building. Location, for instance, affects land value more than the building value. The building value is more closely related to its ability to produce income at that location; but, were it not for the land itself, that building could not take advantage of the particular site. Moreover, because all the land in Anchorage has value while not all the land parcels have buildings on them, the relationship of land values across the Bowl (again, only in the five subject zoning districts) provides strong insight into the way the market has set values for different types of locations, zoning districts, and land uses.

The building information is, nonetheless, also quite useful in the analysis. Another indicator of the economic value of a particular parcel is the size of the structure (where there is one). Bigger structures cost more to build and operate than smaller ones, so bigger structures suggest that the location of the parcel is able to command higher paying tenants. Thus, measuring the size of the building in relation to the size of the parcel is a good indicator of the ability of property owners to maximize income and profits from a site.

This indicator is called a floor area ratio (FAR). For properties with buildings on them, a FAR was determined using the information in the Assessor's records. This provides a quantitative analysis of how large the buildings in Anchorage are relative to their properties and, more importantly, how large their FARs are relative to their *potential* FARs as allowed by the current Title 21. This approach to economic impact analysis reveals how "dense" the land is being developed in the Bowl compared to how dense it could be developed. Lower densities relative to allowable densities, or relative to densities achieved by other owners of similar land uses and zoning districts, suggest that the *market* is not yet able to take full advantage of the opportunities and choices afforded by the current Title 21. It is possible from such information, therefore, to estimate whether the proposed Title 21 will have significant negative economic impacts on property owners if, in fact, those owners have not yet taken full advantage of the economic opportunities of the current Title 21, and are not anticipated to do so given current economic growth forecasts for the next 25 years.

This is not to criticize such owners. Virtually all property in the Bowl can be said to be effectively underutilized relative to the flexibility of the current Title 21. Even the new and large office buildings in Midtown are far from their maximum possible FARs. Instead, the analysis points out that the economy in Anchorage has not yet grown sufficiently to enable property owners to increase their FARs and, therefore, their incomes and profits to levels that Title 21 already allows. As discussed in Chapter 3, there is ample room for economic growth (expressed in terms of land values and FARs) in Anchorage before serious negative economic impacts would be imposed by Title 21 restrictions.

There are some instances, of course, where greater flexibility in the proposed Title 21 will simply not be possible. Chapter 3 points out possibly the most extreme example of this potential which would be triggered by the disallowance of some higher value land uses from the I-1 and I-2 districts. The analysis uses the Assessor's data to estimate the scale of what could be a negative economic impact resulting from

² The market values maintained for each property in the Assessor's database do not necessarily reflect actual market values; indeed, they rarely do for any assessor in the U.S. But the unknown ratio of actual market value to assessor market value is assumed to be consistent within an entire community, especially for a large sample of properties, so the pattern of the Assessor's value distribution in the Bowl is assumed to represent the pattern found in the "real market."

the zoning restrictions alone. For all intents and purposes, this would be a rare occurrence, but the example points out that some owners may, indeed, perceive that some property value growth *potential* will be reduced by the proposed Title 21 and its companion land use plan map for the Anchorage Bowl.³

DEVELOPMENT COSTS

But land values alone do not define all economic impacts. Chapter 4, therefore, describes the outcomes of a spreadsheet-based computer model that compares the development costs of site improvements that are essentially required by the current and proposed zoning codes. If, for instance, the proposed Title 21 requires more landscaping improvements on a property than the current code requires, then the owner is faced with added capital improvement costs and, thus, a negative economic impact.

The converse can happen, too. Parking requirements in the B-3 district, for example, are generally less strenuous in the proposed code than in the current code. So less money and less land need be devoted to parking improvements—a positive economic impact for the property owner. This saves money to pay for the negative impacts and/or it may enable the property owner to construct a larger building on the site since less land will be required for parking. Again, a larger building implies the ability to attract more income and more profits.⁴

There are several basic “expense categories” that are imposed by Title 21 and would be imposed also by the proposed Title 21. These include requirements for parking, landscaping, loading areas, lighting, pedestrian connections, snow storage, and open space. Zoning also imposes costs regarding the structures on a site. Although building codes and market forces account for most of building construction costs, a comparison of development costs incurred by current and proposed zoning requirements necessarily requires inclusion of the buildings, not just the costs imposed or required on the land, in order to provide a full understanding of the impacts of zoning. The computer model for this analysis asks for input on building construction costs so that the “imposed costs” of zoning can be compared to the total costs of developing a site.

Economic Impacts beyond the Scope of this Report

The scope of this analysis focuses on the more immediate impacts on an individual property or site that is subject to the proposed requirements. The analysis assumes, as economists frequently do, that, beyond the individual affected property, “all else remains equal.” Higher costs borne by the owner to comply with, say, aesthetic improvements might also lead to higher property values for the owner because the site becomes more attractive. For example, added landscaping costs imposed by the Title 21 Rewrite would certainly reduce profitability for the property, but only if that landscaping does not contribute to the property’s ability to increase rents or sale prices. More expensive landscaping, imposed by government in order to improve the aesthetics of the community and to protect the values of surrounding properties, might also enhance the ability of the property to attract higher value tenants, buyers, or customers. The property value improvement might offset the negative effects of higher compliance costs. But these possible valuation effects, some of which occur over the longer lifetime of the development, are not

³ The draft Anchorage Bowl Land Use Plan Map can be viewed at http://www.muni.org/planning/Land_Use_Map_PHD.cfm

⁴ Even under the current code, property owners are not entirely prohibited from constructing larger buildings, although market forces may not be so favorable. If the market were strong enough, virtually every commercially-zoned property owner in the Bowl could build taller and larger buildings. Or they could build structured parking facilities, which take up less land per parking space than surface parking, thus providing more land for larger buildings. To date, few if any commercial properties in the Bowl have taken full advantage of the building capacity of the land as allowed by the current Title 21. A recent example of a development that perhaps comes close is the high rise under construction at 188 West Northern Lights. However, the vast majority of development is not, nor is expected to be, anywhere close to that kind of intensity.

evaluated by Development Strategies. In short, only the direct economic impacts of compliance are the subject of the following analysis.

All impact findings also relate only to the property itself, not to adjacent properties or the community as a whole. For example, enhanced landscaping buffers and other neighborhood transition tools could have a positive impact on the use and value of surrounding properties and neighborhoods. Moreover, at the broader community scale, there are certainly long-term economic impacts related to the degree to which, as a result of the new development standards, the community's physical development pattern gradually becomes more functional, attractive, safe, and convenient for prospective residents, businesses, and investment. There may be cases where a negative impact on the property owner (i.e., higher costs) would improve, say, the aesthetics of the entire community, thus improving the economic value of the community.

These mitigating factors, which, over the long term, probably have a substantial financial return effect on the subject property, are difficult to quantify and are beyond the scope of this report. However, although a more rigorous development requirement may have long term mitigating benefits for the property, or directly benefits the neighbors and the wider community, if such development requirement comes at higher immediate cost to the property owner, a negative impact judgment is rendered so far as this report is concerned. In sum, this economic impact analysis is an assessment of immediate impacts on the property owner who must comply with the land use code.

SUMMARY

There are two primary perspectives which this economic impact analysis takes in evaluating the potential economic impact on property owners resulting from the proposed Title 21:

1. Land values by zoning district and land use, and how these relate to maximum values achieved by other property owners and to floor area ratios. This is the topic of Chapter 3 which evaluates land values for all 77 land uses classified by the Municipal Assessor for the 5,154 land parcels in the studied database. While the land values recorded by the Assessor are not necessarily reflective of true market value, the statistical relationships between land values of different zoning districts and land uses sheds light on how well Anchorage's property owners are presently achieving maximum possible values.
2. Development costs in compliance with the current and proposed codes. This is the topic of Chapter 4 which compares the land area needed to meet the site development requirements of the current Title 21 to the proposed Title 21. These requirements are also expressed in terms of likely monetary costs to comply with the two versions of Title 21. The analysis is completed by use of a spreadsheet-based computer model into which information is entered about a proposed project. Each model test compares the development of that project between two possible zoning districts—one in the current code and one in the proposed code. The results of modeling three development scenarios are described in detail in Chapter 4 and in Appendix B. A summary of all the modeling results is provided in Chapter 4.

The report concludes with overall observations about the potential “direct” economic impacts of the proposed Title 21 on property owners and developers. An appendix to the report goes a bit further with some additional means for evaluating economic impacts which are more difficult to quantify but deserve discussion nonetheless.

Zoning codes not only regulate building size, they also regulate other activities on private property. Appendix A, therefore, addresses key development standards of the Title 21 Rewrite to estimate whether the proposed changes would have positive, negative, mixed or neutral impacts on property owners. For

instance, zoning often regulates how much and where storm water must be stored temporarily on site and released to the public sewer network. If the proposed regulations would require slower release in order not to overwhelm the sewer network, then the same regulations would require that more storm water be temporarily stored on site (ponds, etc.) which, in turn, requires more land that cannot be used for, say, a larger building. To the property owner, this is a negative economic impact.⁵

The measures in Appendix A do not readily lend themselves to quantitative results. Instead, each development standard is evaluated in terms of the “direction” of likely added burdens placed on property owners to comply with the proposed regulations vis-à-vis the current regulations. If there appears to be an added burden required, this amounts to a negative economic impact. On the other hand, some of the tools actually give the property owner more flexibility with site design and property management, so these are considered positive economic impacts.

A planned addendum to this report will further address impacts:

The addendum will address potential economic impact based on the floor area ratio (FAR) restrictions imposed, or effectively imposed, by the proposed zoning regulations. The presumption is that a larger building on a fixed lot size can enable the property owner to obtain higher revenues (sales, rents, etc.) and, therefore, higher profits.⁶ This is not to say that zoning is the sole determinant of building size; indeed, market forces are far more powerful in the choice of building size by the property owner. But zoning, by definition, restricts or impedes that choice if the market would otherwise support a larger building than the zoning allows. More flexible zoning, however, can broaden the opportunities created by choice.

The FAR measure, however, does not readily allow for quantitative economic or financial analysis because there are so many other factors that affect the economics of real estate. So the addendum will simply note whether the allowable FAR of the proposed Title 21 would increase, decrease, or leave unchanged the FAR allowed in the current code. An increase would mean that the proposed code has a potentially positive economic impact on the property owner (a larger building can be built). A decrease means a negative impact (smaller building), while no change means no change in economic impact from the current to the proposed code at least with regard to the maximum allowable building size. The proposed Title 21 Rewrite impacts on maximum FARs will also vary by (a) type of land use and (b) type of development program (e.g., surface parking lot or parking structure).

To help provide information regarding the allowable FAR, the addendum will build on the economic impact analysis (EIA) model described in Chapter 4. The model will effectively be “reversed” so that the largest building that the site could support can be determined. The present model evaluates a proposed development “as is” and reports on the amount of land that is utilized to comply with zoning. The supplementary model, now under development, will use the complexities of the main model to determine parking counts, land area requirements, and other restrictions while testing for various sizes and footprints of a possible building. In effect, the supplementary model will indicate when 100% of the site is “used up” in complying with the proposed zoning code, thus identifying the maximum FAR that the site could support under a variety of assumptions about use type, building footprint size and parking configurations.

⁵ To the community as a whole, it might be a positive economic impact because the sewer network would be utilized more efficiently with less damage caused by overflow erosion, etc. Moreover, the individual property owner might take the opportunity to increase the value of the property by creating a water feature as part of the landscape in order to enhance the aesthetic quality of the site.

⁶ This is not to say that a larger building will necessarily increase the rate of return or the rate of profit (e.g., percent of profit as related to income), but the dollar amounts can be larger if the building is larger.

3.0 APPRAISED VALUATION COMPARISONS

Central to an economic impact analysis and modeling for changes that might be triggered by land development regulations is the value of real estate. Market values play the dominant role in determining what kinds of land uses are most appropriate for a site and how intense the development should or could be on that site in order to maximize profits based on the value of the property. Land, in particular, incorporates into its dollar value all of the characteristics which affect its value—accessibility, visibility, soil conditions, surrounding land uses, utility availability, and zoning, among other factors. Thus, it is very important to understand the patterns of property values across the Anchorage Bowl (again, excluding Downtown) in order to compare values for similar land uses in different zoning districts.

The largest and most consistent database on real estate value in any community is the property tax roll, or the appraised valuations that are regularly updated throughout a community. While property tax records rarely exhibit precise and accurate “market values” (they almost universally understate true market value), they are usually very useful in comparing *relative* values between different parts of a community or, as is important here, comparative values between different zoning districts and land uses.

The key to such comparisons, however, is the valuation of similar land uses in different zoning districts. For instance, the value of an office building in the B-3 district of Anchorage should be compared to a similar office building in, say, I-1. Where there is a difference, some of the variation may be due to the zoning classification itself. Understanding these deviations can lead to a better understanding of the economics of zoning and related land development policies.

Perhaps most critical to property owners are situations where existing uses would no longer be allowed under the proposed Title 21 zoning districts or where possible “higher and better uses” (i.e., those that can return higher financial rewards) are no longer allowed in a given district, thus preventing an owner from upgrading the land use to a more profitable level. In some cases, an alternative zoning district will enable the owner to either be in full conformity if the zoning is changed, or will enable the owner to upgrade the value of the property by changing zoning to achieve a more profitable use.

For areas not subject to an area-specific neighborhood or district plan⁷, the Municipality intends to make such zoning changes voluntary—that is, not mandatory. In selected cases, the Municipality may initiate rezonings in order to achieve other community goals, such as the adopted Bowl land use plan map.

Under such circumstances, property owners should rarely feel the negative economic effects of a change in zoning (though there may be added costs to comply with changes in the internal development standards associated with a zoning district). Virtually the only further hindrance to increasing the financial return (and, therefore, the value) of a real estate site, therefore, would be non-compliance with the official land use plan map of the Municipality. To date, there is such a land use plan map for the Anchorage Bowl that is in draft form and undergoing public review.⁸ Until final adoption, the generalized land use plan map from the 1982 Comprehensive Plan remains officially in effect. If and when an updated land use plan

⁷ Examples of neighborhood or district plans currently under preparation include the Fairview Neighborhood Plan, Hillside District Plan and Midtown District Plan. In these areas, a community planning process produces an area-specific land use plan map with recommendations as to future zoning in the plan area. The recommendations of these area-specific plans provide a basis and direction for the community to initiate zoning changes consistent with the area-specific plan. For example, adoption of the new Downtown Comprehensive Plan will lead to a follow-up public process through which the Municipality will amend the zoning districts and zoning map in the central business district.

⁸ The new draft map is called the “draft Anchorage Bowl Land Use Plan Map” which is available for viewing on the Municipality’s web page and at the Planning Department.

map is adopted, there may be circumstances where zoning changes will not be allowed. It is these cases where the greatest economic impacts may be felt by owners.

3.1 METHODOLOGY

Development Strategies analyzed property value data for the Anchorage Bowl provided by the Anchorage Planning Department. The Planning Department obtained assessor data for 2007 from the Municipal Assessor for selected current zoning districts in the Bowl excluding Downtown. Five zoning categories were isolated: “B-3” general business district, “I-1” light industrial district, “I-2” heavy industrial district, “R-4” multiple family residential, and “R-O” residential office district. These five categories encompass the properties likely to be most affected by the Title 21 changes and thus were selected by the Planning Department for the economic analysis. This also helped to limit the size of the database that was analyzed.

The database includes all parcels that contain land value information, including “Special Limitation” or SL parcels within the five zoning districts. SL parcels usually have more development restrictions imposed on them than the underlying zoning would normally require, such as greater restrictions on uses allowed, buffering from adjacent properties, lot sizes or development densities, site or building design, or building heights. These added restrictions might have notable economic impacts on the land that would be different than other parcels, so it was important to be able to segregate SL lots from all the others.

The Assessor database evaluated by Development Strategies and the Planning Department included many duplicate entries—in most cases, data for individual parcels broken into separate line items for each floor of each building (with some exceptions). This “original” database contained over 12,000 line items. Development Strategies deleted unnecessary line items using instructions from the Planning Department so that the resulting database contains only one line item per parcel which includes all relevant information necessary for the economic impact analysis, listed below. All other items for each parcel were removed from the working database.

Development Strategies also removed from the database all parcels for which there was no valuation data provided. That is, several hundred unique parcel numbers contain information for lot size, building floors, and building square feet (if a building exists on the parcel), but they contain no information on lot value or building value. Because this report is primarily related to economic impacts, the lack of valuation data required removal of those line items.

In the end, there are 5,154 separate real estate parcels in the database reported on in this chapter, 238 of which are SL parcels. Each of these is presently zoned either B-3, I-1, I-2, R-4, or R-O. A wide range of land uses is encompassed by these parcels, both residential and non-residential. The resulting database of 5,154 parcels contains the following information:

- Parcel number.
- Zoning district.
- Lot size in square feet.
- Land use as coded by the Assessor. This represents what is considered the “predominant land use” if multiple uses are on the parcel.
- Total square feet of floor area, including all buildings and parking structures on the parcel.
- Land, building, and total appraised values as of January 1, 2007, as determined by the Assessor.

It is important to emphasize that these data are from the Assessor only and land use information may not be the same information that the Planning Department maintains for the same parcels because of different methods of coding land use. For example, the Assessor relates land use more to the type of building on a parcel than to the actual land use. Ideally, these information resources will one day be coordinated and made consistent, but this is not an uncommon inconsistency in other cities. Still, it is better to use the Assessor's information for the following analysis in order to have a consistent and compatible database that also includes the economic information. The aggregate results of this analysis will not likely be significantly affected by an eventual merging and coordinating of databases, but the Assessor's records are already comprehensive in scope and readily useful for statistical comparisons.

From the information obtained from the Assessor through the Planning Department, Development Strategies calculated the following information for each parcel:⁹

- a. **Lot size in acres**, based on the lot size in square feet provided (43,560 square feet per acre).
- b. **Land value per square foot of land and per acre of land** for all parcels. [Note, again, that there is no assumption that the values as provided by the Assessor are *market* values; it is simply assumed that the relationship of assessor valuations between land uses and districts would be the same as the relationship in the real market.]
- c. **FAR—floor area ratio** (building floor area in square feet ÷ lot area in square feet). This is probably the most important indicator of the ability of a land parcel to generate revenues and profits.

Where there are missing data (e.g., no building size or no building value because of a vacant parcel), the entry is left blank. That way, aggregate statistics are not affected by inappropriate zeros.

Moreover, condominium uses are eliminated from this analysis because the condo data does not separate land value from building value; land values are, perhaps, the best indicator of economic differences between land uses and zoning districts because, theoretically, they are not influenced by size, quality, type, or condition of the building. Thus, lack of an isolated land value measure required removal of condominium parcels from the analysis.

3.2 FINDINGS AND MEASUREMENTS

3.2.1 ZONING DISTRICTS

There are five selected zoning districts represented by the Bowl-wide 2007 assessor data. Almost four out of ten of the 5,154 parcels are in the B-3 district—1,992 parcels, or 38.6 %. Next are 1,762 parcels in the I-1 district (34.2%). Thus, B-3 and I-1 account for over 70% of the parcels, or seven out of ten, in the database.

In third place, with 857 parcels (16.6 %), is the R-4 district, followed by I-2 with 292 parcels (5.7%) and by the R-O district with 251 parcels, or 4.9% of the total in the database.

Table 3-1: Count of Parcels in the Selected Zoning EIA Database by Zoning District

Zoning	All Parcels	
	Count	Percent
B3	1,992	38.6%
I1	1,762	34.2%
I2	292	5.7%
R4	857	16.6%
RO	251	4.9%
Grand Total	5,154	100%

⁹ Other values can also be calculated based on the Assessor's information, but these represent the information deemed most useful for this report on economic impacts.

3.2.2 LAND USES

There are 77 separately delineated land uses in the database of 5,154 selected parcels, as summarized on Table 3-2 on the next page. It is important to note that these are land uses as recorded by the Assessor's office; a separate land use inventory of the Bowl was not conducted for this economic impact analysis.

The largest single number of parcels belongs to *vacant land* which defines 1,422 separate parcels, or more than one quarter of the database (27.59%). Vacant land, as defined by the Assessor, contains no building improvements. Vacant land also excludes parking lots which are separately delineated by the Assessor.¹⁰

Next in number are *warehouses* with 448 parcels, or 8.69%, just under one third the number of vacant properties. Third in the count of individual land use definitions is *apartments* with 443 parcels (8.60%), representing properties primarily in the R-4 zoning district. While the Assessor has additional information on the number of apartments that these parcels represent, such data were not deemed necessary for this economic impact study and, so, were not obtained.

Fourth in count are *parking lots, miscellaneous* with 399 parcels (7.74%). This is the only “parking lot” land use designation provided by the Assessor. The word “miscellaneous” distinguishes these parking lots as separately platted parcels of land as opposed to parking lots included on a site with a different land use designation, such as parking on shopping center or office sites. Parking that is directly on-site is not separately accounted for in the database if the dominant land use is something other than parking.¹¹

The fifth most common land use is *office warehouse* with 351 parcels (6.81%). Office warehouses are similar to warehouses, though often considered of somewhat higher value because they contain formal work spaces for management and operations along with storage and distribution spaces. They may also have higher ratios of employment per square foot than warehouses.

With just these five land uses, six out of ten (59.43%) of the subject zoned parcels in the Anchorage Bowl appear to be developed at rather low densities, if developed at all. While warehousing is an important part of the economic structure of Anchorage, such buildings tend to be single story structures (high ceilings, but useable only on the ground floor, typically) with relatively little employment other than in the office components of the office warehouses. Vacant land and parking lots also do not generate much in the way of jobs or, for that matter, tax base, though the parking lots are important for supporting job creation on adjacent lots.

Other relatively high parcel-count (100 or more) land uses include those with *low rise office* structures (337 parcels, 6.54%), *single family residential* properties (274 parcels, 5.32%), *single-occupancy retail* properties—presumably stores on their own separate lots—(223 parcels, or 4.33%), *auto service garages* (171 parcels, or 3.32%), and *multiple-occupancy retail* properties (134 parcels, or 2.60%).

¹⁰ This does not necessarily mean that such vacant lots are not used for parking. If they are, the Assessor did not consider parking to be the predominant use of the site.

¹¹ These include a wide range of parking areas, according to the Assessor's office, such as parking for adjacent businesses, equipment storage lots, the airport parking at International and Northwood, RV storage lots at self-storage warehouses, and even car sales lots. They may be paved or unpaved. If a lot is improved by grading and used for one of the above it will likely be classified as miscellaneous parking. Because some of the “parking, miscellaneous” parcels directly support uses on adjacent lots, this may have an effect on the size of structures that can be built on the adjacent lot. Developments that satisfy parking requirements by utilizing adjacent parcels can have larger buildings than would otherwise be allowed on that site alone.

ECONOMIC IMPACT ANALYSIS: TITLE 21 REWRITE

Together, these “top ten” land uses that each have 100 or more entries total 4,202 parcels, or eight out of ten (81.53%) parcels in the Bowl that are zoned B-3, I-1, I-2, R-4, or R-O.

Table 3-2: Count of Parcels in the B-3, I-1, I-2, R-4, R-O Database by Land Use					
Land Use	Count	Percent	Land Use	Count	Percent
Amusement Park	2	0.04%	Mobile Home Lot	3	0.06%
Apartments	443	8.60%	Mobile Home Park	20	0.39%
Apartments High Rise	7	0.14%	Motion Picture Theater	3	0.06%
Asphalt Plant	1	0.02%	Neighborhood Shopping Center	18	0.35%
Auto Dealer Full Service	34	0.66%	Night Club/Dinner	7	0.14%
Auto Service Garage	171	3.32%	Nursing Home	3	0.06%
Auto Service Station w/o Bays	6	0.12%	Office Building High Rise 5+	23	0.45%
Auto Service Station with Bays	14	0.27%	Office Building Low Rise 1-4	337	6.54%
Bank	23	0.45%	Office Building Medical	38	0.74%
Bar/Lounge	15	0.29%	Office Warehouse	351	6.81%
Boarding/Rooming House	15	0.29%	Other Improvements	24	0.47%
Bowling Alley	2	0.04%	Parking Lots, Misc.	399	7.74%
Car Wash Automatic	6	0.12%	Radio/TV Transmitter	1	0.02%
Car Wash Manual	11	0.21%	Rail/Bus/Air Terminal	1	0.02%
Club House	6	0.12%	Recreation/Health	3	0.06%
Cold Storage Facility	6	0.12%	Regional Shopping Mall	5	0.10%
Community Shopping Center	11	0.21%	Religious	11	0.21%
Convenience Food Market	30	0.58%	Research & Development	2	0.04%
Correctional	1	0.02%	Residential Structure on Commercial	30	0.58%
Day Care Center	8	0.16%	Restaurant	83	1.61%
Department Store	1	0.02%	Retail - Multiple Occupancies	134	2.60%
Discount Department Store	11	0.21%	Retail - Single Occupancy	223	4.33%
Duplex	75	1.46%	Savings Institution	2	0.04%
Fast Food	43	0.83%	School	5	0.10%
Food Stand	1	0.02%	Single Family Residential	274	5.32%
Four-Plex or More	1	0.02%	Skating Rink	2	0.04%
Funeral Home	5	0.10%	Social/Fraternal Hall	3	0.06%
Greenhouse/Florist	7	0.14%	Strip Shopping Center	38	0.74%
Hangar	47	0.91%	Supermarket	3	0.06%
Health Spa	6	0.12%	Telephone Equipment Building	2	0.04%
Hospital	6	0.12%	Tennis Club - Indoor	1	0.02%
Hotel/Motel High Rise	8	0.16%	Triplex	13	0.25%
Hotel/Motel Low Rise	37	0.72%	Truck Stop	1	0.02%
Lumber Storage	6	0.12%	Truck Terminal	1	0.02%
Manufacturing/Processing	61	1.18%	Vacant Land	1,422	27.59%
Mini Warehouse	25	0.49%	Veterinary Clinic	10	0.19%
Misc. Storage	1	0.02%	Warehouse	448	8.69%
Mixed Commercial/Residential	49	0.95%	Warehouse Prefab	2	0.04%
Mixed Residential/Commercial	6	0.12%			
Grand Total				5,154	100%

3.2.3 LAND AREA BY LAND USES

The 5,154 parcels and 77 land uses encompass 5,014 acres of land—excluding rights of way and other land that would not be part of the tax data base. This is an average of almost one (0.97) acre per parcel. The land area, in acres for each land use, is tabulated on the following page and graphically shown on Figure 3-1 for land uses with the highest acreage totals.

Almost a quarter (23.1%) of the land area of these selected parcels is considered *vacant*, totaling some 1,157 acres. Combining this information with the count of vacant parcels,

the average vacant parcel has about 0.81 acres, or 35,430 square feet. While these parcels might appear to represent ample numbers of vacant sites and acreage for attracting additional buildings, additional tax base, and additional economic and housing development, the median vacant parcel has just 0.26 acres (a quarter of an acre), meaning that half of the parcels have sizes of that amount or less. If this high proportion of very small vacant sites is scattered throughout the Bowl, they may not represent a significant development opportunity except for small infill projects and/or supportive parking.

Indeed, the largest vacant parcel in the data base is just over 37 acres. This alone creates a sizeable development opportunity. But there are only 14 parcels that have ten acres or more, while there are 1,198 of one acre or less. This reinforces the “conventional wisdom” in Anchorage that the Bowl appears to be virtually fully developed. In fact, that is not the case, but the undeveloped parcels are generally relatively small and scattered so that their collective impact for the most part is highly diluted.

The next largest users of the Bowl land in the database relate more closely to the industrial sector. *Warehouse* uses encompass 530 acres, or 10.6% of the database, and *office/warehouse* uses encompass another 363 acres, or 7.2%. Recall that these land uses were also the second and fifth most numerous in the parcel counts.

Low-rise office buildings are fourth on the list of land usage at 335 acres, or 6.7% of all land in the database. Low-rise office buildings are considered by the Assessor as those with no more than four stories. Parking lots are fifth in land usage at 284 acres, or 5.7% of the selected database.

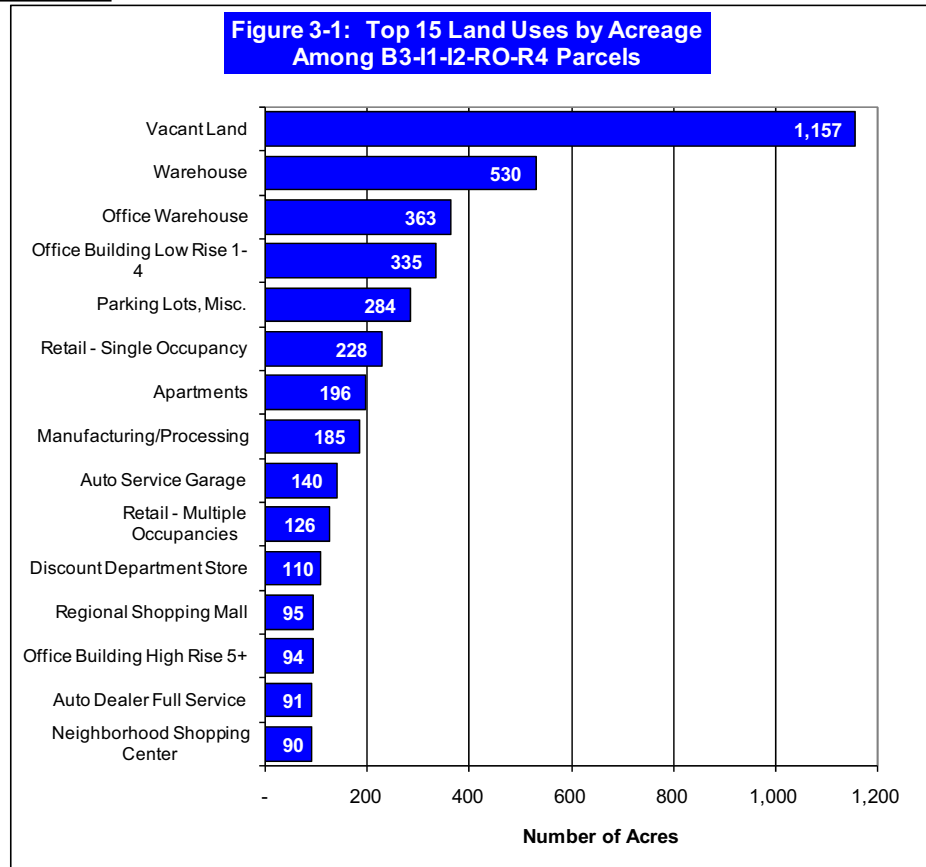


Table 3-3: Land Area of Parcels in the B-3, I-1, I-2, R-4, R-0 Database by Land Use					
Land Use	Acres	Percent	Land Use	Acres	Percent
Amusement Park	2.25	0.04%	Mobile Home Lot	1.30	0.03%
Apartments	196.05	3.91%	Mobile Home Park	60.98	1.22%
Apartments High Rise	6.56	0.13%	Motion Picture Theater	18.21	0.36%
Asphalt Plant	1.48	0.03%	Neighborhood Shopping Center	89.99	1.79%
Auto Dealer Full Service	90.67	1.81%	Night Club/Dinner	6.44	0.13%
Auto Service Garage	140.36	2.80%	Nursing Home	6.08	0.12%
Auto Service Station w/o Bays	16.70	0.33%	Office Building High Rise 5+	94.32	1.88%
Auto Service Station with Bays	10.11	0.20%	Office Building Low Rise 1-4	335.04	6.68%
Bank	35.80	0.71%	Office Building Medical	37.92	0.76%
Bar/Lounge	5.04	0.10%	Office Warehouse	363.44	7.25%
Boarding/Rooming House	7.80	0.16%	Other Improvements	4.72	0.09%
Bowling Alley	3.57	0.07%	Parking Lots, Misc.	283.73	5.66%
Car Wash Automatic	4.92	0.10%	Radio/TV Transmitter	0.47	0.01%
Car Wash Manual	7.67	0.15%	Rail/Bus/Air Terminal	1.61	0.03%
Club House	12.72	0.25%	Recreation/Health	19.81	0.40%
Cold Storage Facility	38.77	0.77%	Regional Shopping Mall	95.28	1.90%
Community Shopping Center	7.03	0.14%	Religious	14.03	0.28%
Convenience Food Market	37.71	0.75%	Research & Development	10.64	0.21%
Correctional	0.22	0.00%	Resid. Structure on Comm. Land	9.29	0.19%
Day Care Center	12.55	0.25%	Restaurant	67.69	1.35%
Department Store	4.79	0.10%	Retail - Multiple Occupancies	126.45	2.52%
Discount Department Store	109.89	2.19%	Retail - Single Occupancy	228.13	4.55%
Duplex	16.25	0.32%	Savings Institution	4.54	0.09%
Fast Food	29.06	0.58%	School	9.37	0.19%
Food Stand	0.17	0.00%	Single Family Residential	53.61	1.07%
Four-Plex or More	0.20	0.00%	Skating Rink	6.03	0.12%
Funeral Home	2.47	0.05%	Social/Fraternal Hall	1.28	0.03%
Greenhouse/Florist	2.91	0.06%	Strip Shopping Center	62.92	1.26%
Hangar	70.47	1.41%	Supermarket	11.90	0.24%
Health Spa	19.38	0.39%	Telephone Equipment Building	1.31	0.03%
Hospital	17.29	0.34%	Tennis Club - Indoor	3.67	0.07%
Hotel/Motel High Rise	17.96	0.36%	Triplex	2.02	0.04%
Hotel/Motel Low Rise	50.07	1.00%	Truck Stop	0.73	0.01%
Lumber Storage	12.85	0.26%	Truck Terminal	3.56	0.07%
Manufacturing/Processing	184.64	3.68%	Vacant Land	1,156.73	23.07%
Mini Warehouse	67.00	1.34%	Veterinary Clinic	5.66	0.11%
Misc. Storage	0.19	0.00%	Warehouse	529.94	10.57%
Mixed Commercial/Residential	31.60	0.63%	Warehouse Prefab	8.39	0.17%
Mixed Residential/Commercial	1.28	0.03%			
Grand Total				5,014	100%

3.2.4 AVERAGE LAND VALUE PER SQUARE FOOT OF LAND

The value of a square foot of land is probably the best measure for comparing the economics of different land uses and zoning districts. Building values most often reflect the size, quality, and uses of the buildings themselves. But they do not contain factors that directly influence the value of the underlying land. Thus, it is most important to focus on land values in an economic assessment such as this rather

DEVELOPMENT STRATEGIES

DRAFT

than on either the building value or the total value of real estate which, by definition, includes the building value. Fortunately, tax assessors generally separate the value of land from the value of improvements, and Anchorage is no exception.

The properties in the selected property database average \$9.52 per square foot of land (again, reminding the reader that this is not necessarily true market value, only the assessor's indication of value). The table below shows the averages by zoning district and the count of parcels in the database.¹²

Table 3-4: Average Land Value per Square Foot of Land				
Zoning	Number of Parcels	Total Value from Assessor	Total Square Feet of Land from Assessor	Average Land Value per Square Foot of Land
B3	1,992	\$991,123,300	75,637,270	\$13.10
I1	1,762	\$707,039,600	82,431,862	\$8.58
I2	292	\$190,276,600	36,951,773	\$5.15
R4	857	\$93,115,700	13,889,719	\$6.70
RO	251	\$97,607,100	9,485,013	\$10.29
TOTAL	5,154	\$2,079,162,300	218,395,637	\$9.52

Clearly, the B-3 district is the leader on a value per square foot basis, though the R-O district is not far behind. B-3 also has the largest number of parcels and B-3 land values average \$13.10 per square foot (psf) of land, 38% greater than the overall average. B-3 also has relatively unrestrictive zoning regulations and has, therefore, been treated as Anchorage's only general-purpose commercial district allowing a wide range of land uses. Indeed, B-3 has almost certainly served a very useful purpose as Anchorage has grown and changed rapidly.

Because the B-3 district has the highest average value, it also suggests that B-3 parcels tend to be located in the most advantageous commercial locations. Other commercial districts are used in only a few areas, not the central commercial areas that have grown up in the Bowl. With the continuing maturation of Anchorage as a diverse city, however, it is sensible to address the many land uses that B-3 now must accommodate and consider a more structured approach to land management from the zoning perspective.

Having said that, the two "I" districts are intended for industrial kinds of uses, though like B-3, the "I" districts have relatively few restrictions. Industrial uses, however, tend to have lower land values than most other commercial development, primarily because industrial uses are usually pushed to less desirable locations, so the values created in B-3 would be expected to reflect the highest commercial averages to be found in the Bowl.

That is, land values have likely been enhanced by the market for B-3 properties because the opportunities for development in B-3 are highly varied with few requirements for re-zoning or related costs. But they are also enhanced from a real estate perspective because of their generally more sought after locations in Midtown and at major road intersections in the Bowl.

Still, the R-O district also compares quite favorably with the highest values in Anchorage, and R-O is far more restrictive in terms of site usage. Averaging \$10.29 psf of land area, R-O parcels may exhibit high values because of the flexibility of "as of right" uses that have been allowed. Like B-3, this flexibility in

¹² Excluding the 238 SL parcels, the average is \$9.44 per square foot. The SL parcels alone have an average land value of \$10.20 per square foot of land.

the particular zoning requirements seems to have a powerful upward effect in market perceptions, but it cannot be dismissed that the tighter restrictions in R-O may also be having a positive effect on land values, perhaps because of the protections that a strong zoning district can provide against undesirable land uses in the same district or even in adjacent districts.

Of course, there are many other factors involved with land value determination in the market. These include the clichéd “location, location, location” but also factors like soils and buildability, availability of utility trunk lines, accessibility to transportation, ambient noise, light, and related noxious features, and so on (most of which, of course, relate to “location, location, location”). The database evaluated for this study does not contain quantified information on these other factors, but the zoning and land use data (the latter discussed next) reveal significant value indicators nonetheless.

3.2.5 AVERAGE LAND VALUE PER SQUARE FOOT BY LAND USE

This measure is led by *savings institutions*, as shown on Table 3-5. This value is \$20.20 per square foot (nearly \$880,000 per acre), but is the average for just two parcels of land, a statistical sample too small for drawing meaningful conclusions. Savings institutions, however, are similar to *banks* which, separately, have an average land value of \$17.29 per square foot. Combined, this group of 25 parcels (a strong statistical basis) has a weighted average value of \$17.40 per square foot.

The overall average land value for the entire database is \$9.52 per square foot of land. Banks and savings institutions, therefore, have an average value 83% higher than the overall average. Figure 3-2, following Table 3-5, shows averages only for those land uses with more numerous parcels so that the averages have a stronger statistical basis; some of these represent combinations of similar land uses, like savings institutions and banks, to demonstrate the types of land uses that command the highest relative land values in the Bowl.

The largest number of parcels represented on the table is 1,422 for *vacant land* where the average land value in the Assessor’s records is \$7.56 per square foot, or 21% less than the overall average of \$9.52 psf. If vacant land were “distributed” throughout the Bowl proportionally to all other land uses, the average value of that vacant land should approximate the overall average. Because the value of vacant land is so much less than the overall average, however, it may well be that the lion’s share of vacant land is located well away from the “urban core” (say Midtown and environs) where there is greater land development intensity and diversity—and, therefore, greater values. Review of preliminary mapping of the location of the Assessor’s vacant parcels shows this to be the case—that there is proportionally more vacant land outside of Midtown than inside.

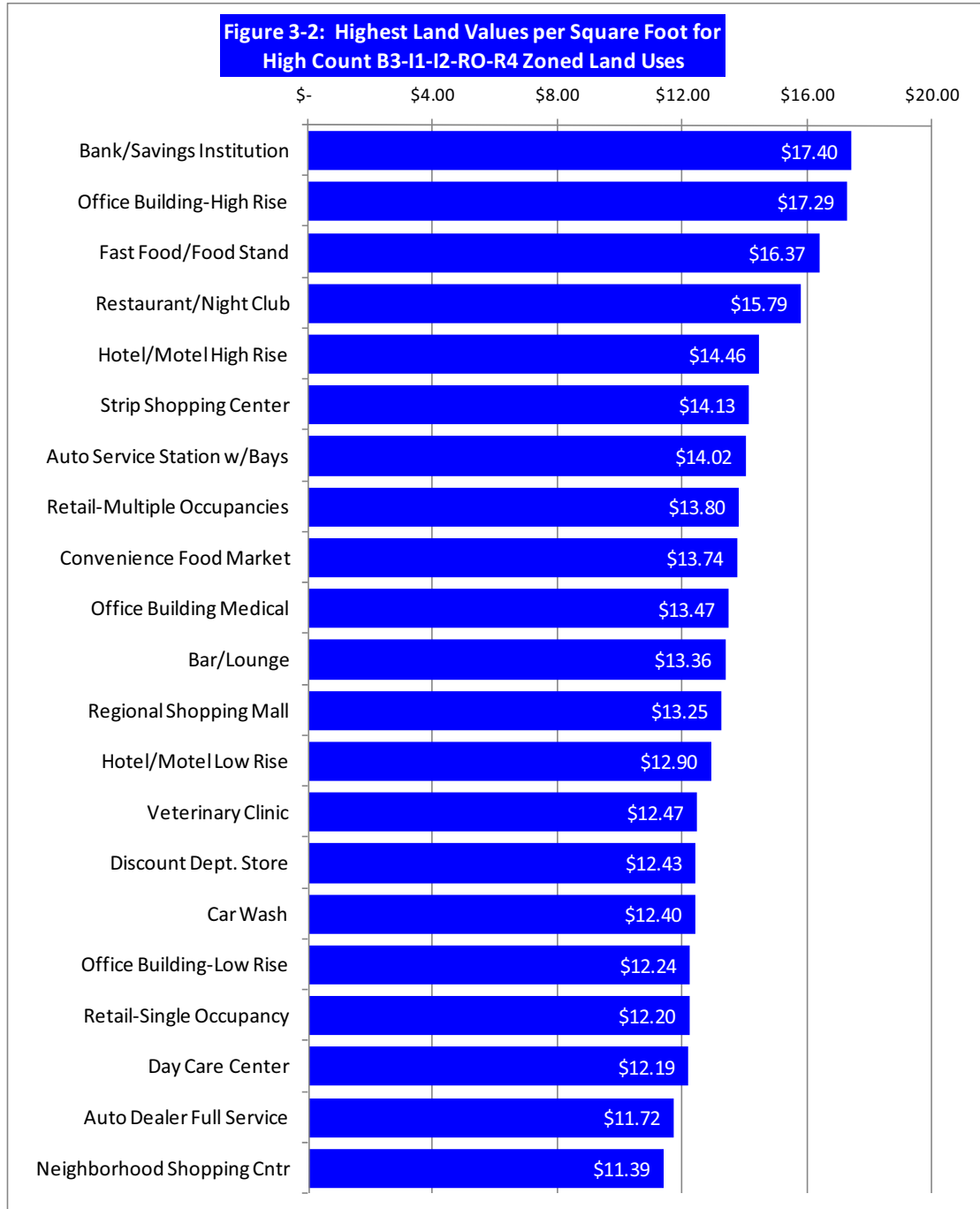
Note that three of the top five values shown on Figure 3-2 are all related to retailing (including banking and dining, land uses that typically locate where retail customers are attracted), and nine of the top 12 are in retail. It probably goes without saying that retailers seek the most visible and accessible locations—thus, the most valuable locations—in order to attract and serve customers. Medical office buildings also fall in the top 12 (indeed, number 10) for many of the same reasons; medical offices serve many customers per day and need to be highly accessible like retail stores and unlike “normal” office buildings occupied by professional services or similar businesses.

Still, there is a fairly wide range of values even within land uses. The highest overall value per square foot, for instance, is \$34.60 (\$1.5 million per acre) for a vacant parcel of about a quarter of an acre zoned R-O (on Overlook Place just north of the Park Strip). This value, 4.7 times the average for all vacant land, almost tripled between 2005 and 2007. Another example of the range of values is that the highest retail land value is \$28.35 psf for a half-acre convenience food market site zoned B3 with a 1,600 square

foot building on it on Northern Lights.¹³ This is more than double the average of \$13.64 psf for 13 convenience food market parcels in the database.

Table 3-5: Assessor Land Values per Square Foot by Land Use Ranked by Values per Square Foot			
Land Use	Value per sq. ft.	Land Use	Value per sq. ft.
Savings Institution	\$ 20.20	Correctional	\$ 9.98
Community Shopping Center	\$ 20.00	Duplex	\$ 9.98
Office Building High Rise 5+	\$ 17.29	Four-Plex or More	\$ 9.76
Bank	\$ 17.04	Auto Service Garage	\$ 9.65
Food Stand	\$ 16.50	Greenhouse/Florist	\$ 9.63
Fast Food	\$ 16.37	Boarding/Rooming House	\$ 9.59
Restaurant	\$ 15.80	Single Family Residential	\$ 9.59
Night Club/Dinner	\$ 15.68	School	\$ 9.28
Hotel/Motel High Rise	\$ 14.46	Bowling Alley	\$ 9.14
Strip Shopping Center	\$ 14.13	Other Improvements	\$ 9.09
Auto Service Station with Bays	\$ 14.02	Health Spa	\$ 9.04
Asphalt Plant	\$ 14.00	Rail/Bus/Air Terminal	\$ 9.00
Retail - Multiple Occupancies	\$ 13.80	Tennis Club - Indoor	\$ 9.00
Convenience Food Market	\$ 13.74	Skating Rink	\$ 8.92
Radio/TV Transmitter	\$ 13.71	Religious	\$ 8.92
Office Building Medical	\$ 13.47	Parking Lots, Misc.	\$ 8.90
Bar/Lounge	\$ 13.36	Truck Stop	\$ 8.81
Regional Shopping Mall	\$ 13.25	Amusement Park	\$ 8.62
Hotel/Motel Low Rise	\$ 12.90	Office Warehouse	\$ 8.45
Car Wash Manual	\$ 12.64	Social/Fraternal Hall	\$ 8.39
Veterinary Clinic	\$ 12.47	Mixed Commercial/Residential	\$ 8.37
Motion Picture Theater	\$ 12.47	Mini Warehouse	\$ 8.37
Discount Department Store	\$ 12.43	Misc. Storage	\$ 8.10
Office Building Low Rise 1-4	\$ 12.24	Warehouse	\$ 8.10
Retail - Single Occupancy	\$ 12.20	Vacant Land	\$ 7.56
Day Care Center	\$ 12.19	Lumber Storage	\$ 7.54
Car Wash Automatic	\$ 12.04	Apartments High Rise	\$ 7.43
Department Store	\$ 11.93	Mobile Home Lot	\$ 7.42
Hospital	\$ 11.89	Apartments	\$ 6.73
Auto Dealer Full Service	\$ 11.72	Cold Storage Facility	\$ 6.43
Nursing Home	\$ 11.68	Recreation/Health	\$ 5.93
Telephone Equipment Building	\$ 11.66	Manufacturing/Processing	\$ 5.64
Auto Service Station w/o Bays	\$ 11.55	Truck Terminal	\$ 5.31
Neighborhood Shopping Center	\$ 11.39	Club House	\$ 5.04
Supermarket	\$ 11.22	Mobile Home Park	\$ 4.56
Funeral Home	\$ 11.18	Research & Development	\$ 4.48
Residential Structure on Commercial Land	\$ 10.95	Hangar	\$ 3.47
Mixed Residential/Commercial	\$ 10.85	Warehouse Prefab	\$ 2.56
Triplex	\$ 10.11		
Grand Total			\$ 9.52

¹³ The presence of a building on the site should have very little to no bearing on the value of the land itself, although the presence of certain kinds of buildings on other nearby sites may influence the value of this particular site.



3.2.6 DISTRIBUTION OF LAND VALUES: THE BELL CURVE

To a statistician, the large amount of data pertaining to a large number of land parcels that the Assessor's database represents should demonstrate many characteristics of "random distribution" wherein most data items cluster around the average and median ("central tendency") while there are a few data items that stray relatively far from the average ("tails"). Such a distribution is generally called the "bell curve" and is very useful in statistical analysis to illustrate important factors, or even flaws, in the distribution of, in this case, land values. This section describes two bell curves:

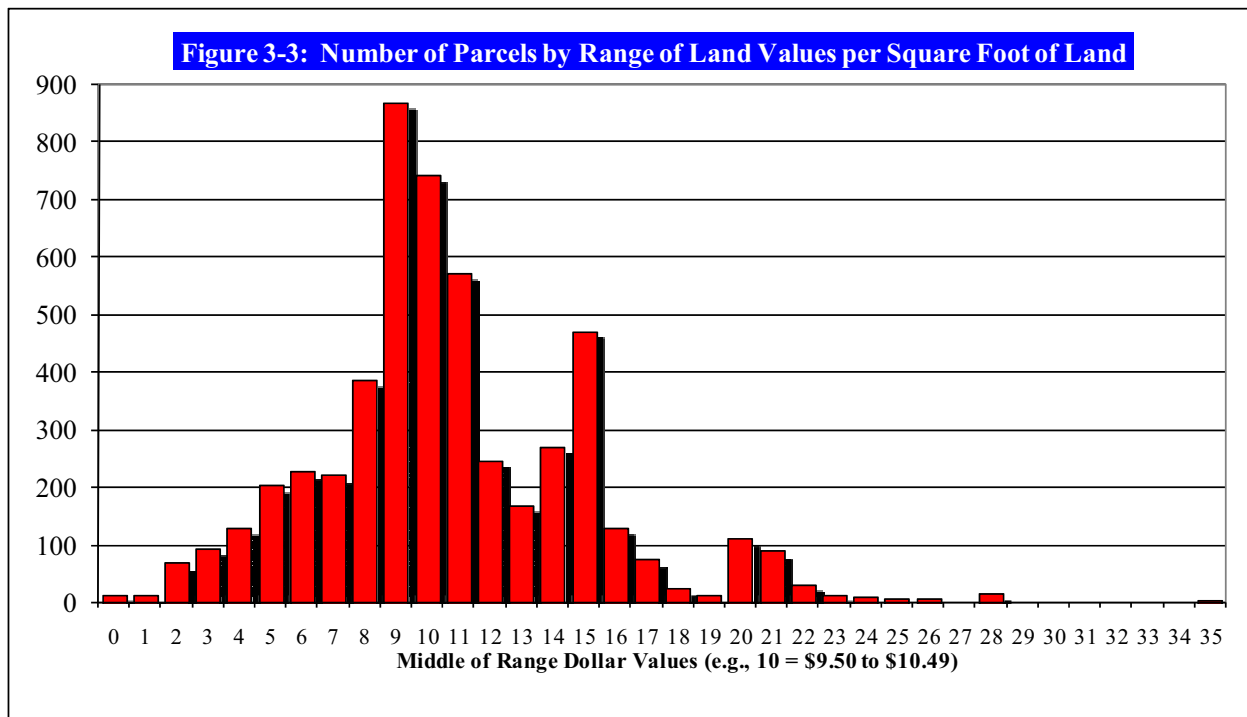
DEVELOPMENT STRATEGIES

DRAFT

- The number of parcels in the database by their land value per square foot of land (ignoring the value of any improvements on the land).
- The number of acres in the database by their land value per square foot of land.

There are 5,154 separate parcels in the database which consist of those parcels zoned B-3, R-O, R-4, I-1, or I-2. The average value (or “mean”) of the land per square foot of land as contained in the Assessor’s database for 2007 is \$9.52. Remember, this is not necessarily the average *market* value; this is the average taxable value. The two values may not be the same.

The median value is \$9.90 per square foot of land. That is, half the values are higher than \$9.90 and half are lower than \$9.90. With the mean at \$9.52 and the median slightly higher at \$9.90, the data are slightly skewed toward lower values. A “perfectly distributed” sample would find the average and the median equal. But the average is in the lower (left) half, so there must be a small predominance of properties in the lower portion of the scale. This is illustrated on Figure 3-3.



The graph shows the number of parcels (counted on the vertical axis) by their range of land values per square foot. The range of numbers on the horizontal axis represents midpoints in dollars. For example, the range of “10” means that all of the parcels in this range have values between \$9.50 and \$10.49 per square foot. 10 dollars is the midpoint in this range.

The lowest value in the database is \$0.01 per square foot of land. There are six parcels with this value. This value falls in the range of “0” (obviously not the midpoint in this one case), or between \$0.00 and \$0.49 per square foot. There are 11 parcels that fall into this range.

The highest value is \$34.60 per square foot, or the range noted by the number “35” for values between \$34.50 and \$35.50. There is only one such parcel—indeed, because there is only one, it is all but

impossible to see on the graph at this scale. While the graph shows all the ranges between 0 and 35 on the X axis, there are no parcels or values in the ranges represented by 27, 29, 30, 31, 32, 33, or 34.

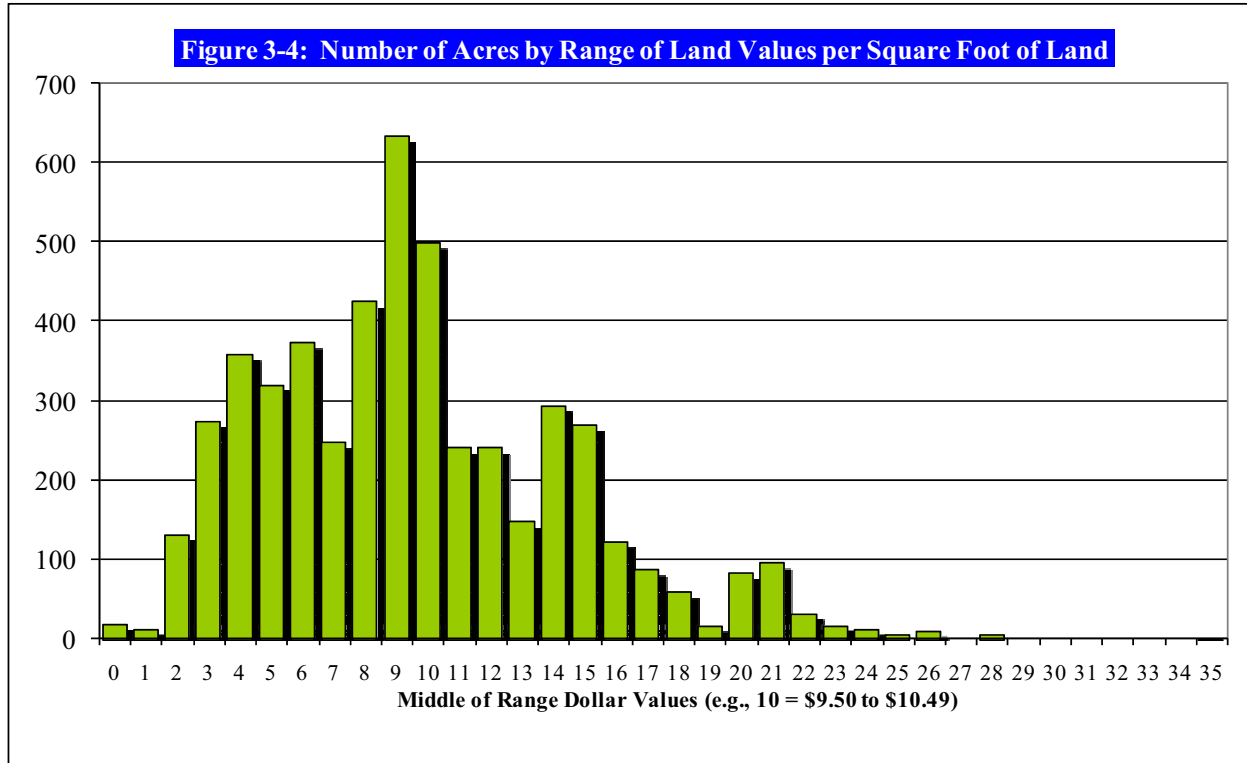
Using the minimum and maximums as end points, it is clear that the parcels in the database are skewed to the left of the range. If there was an even distribution among the ranges (or at least a perfect bell curve), the median and average would be about \$17.50, representing about the midpoint between the ranges. As it is, both the median and the average are considerably less than \$17.50, so the data are skewed to the left.

There is something of a bell curve nevertheless represented by the data. But the right side curve of the bell spikes markedly upward at about \$14 per square foot, then even higher at \$15. The curve then returns to an expected pattern at \$16 per square foot. Thus, there is an unexpected concentration of values between \$13.50 and \$15.49, a factor that may be related to the high number of *commercial* properties in the database, especially the concentration of properties in the B-3 district in Midtown where values tend to be the highest; thus, a higher proportion of higher values might be expected. If the complete set of parcels for the entire Bowl, including the large number of residential properties, were included in the database, a smoother distribution of land values would be expected. With a selection of just those parcels in B3, I-1, I-2, R-4, and R-O, however, a skewed distribution of values emerges.

The standard deviation on the above graph is \$4.19. Falling within one standard deviation of the mean (between \$5.33 and \$13.71 per square foot), are 3,486 parcels, or 67.6%, almost exactly the proportion of about 68% that would be expected for a perfect bell curve distribution. Within two standard deviations (\$1.13 to \$17.91) fall 94.2% of all parcels, again almost exactly the expected 95% for a normal bell curve distribution. Despite the high proportion of parcels in the \$14 and \$15 ranges, the distribution of values per square foot reflects a normal distribution; but because of the high proportion of parcels in the \$14 and \$15 ranges, the distribution in other values is proportionally less.

This pattern essentially repeats itself on Figure 3-4 which shows the number of acres in the database, rather than the number of parcels, but still by the ranges of land values per square foot as in Figure 3-3. The data are again skewed to the left and the seeming anomalies of the ranges of \$14 and \$15 reappear.

The two graphs essentially indicate that the distribution of land values favors lower values. Because some of the properties have been able to achieve relatively high values, even within the present land regulation climate, it can be concluded that others could also do so if there were more favorable market conditions to a point where the distribution of values achieves a balanced distribution (i.e., average equals the median). This means that the zoning and regulatory climate itself is not significantly hindering the ability of properties to achieve higher values, but the general state of economic conditions may be holding back the ability of more properties to achieve higher values.



3.2.7 DISTRIBUTION OF FLOOR AREA RATIOS IN THE ANCHORAGE BOWL

Floor area ratios (FARs) vary widely in Anchorage, as would be expected from variously sized buildings on variously sized lots in the full range of zoning districts. In an ideal economic circumstance, all property owners would construct buildings that are as large as allowed by zoning in order to take the fullest advantage of market opportunities. Thus, ideally, all properties would be built to their allowable FARs.

In the real world, of course, market conditions often do not match FAR potentials. Sometimes, the market or local economy isn't quite strong enough to justify a larger building. While the zoning code might allow a certain FAR, market conditions might not, so the property owner is unable to take full advantage of the FAR. Conversely, market conditions might be strong enough to justify a larger building but the zoning code might prevent the owner from further building expansion.

There is a mismatch in both cases. A goal of a healthy and supportive zoning ordinance, however, is often to allow owners to build large enough buildings to meet market opportunities while not stifling those opportunities. Contrasting but simultaneous goals are often to protect the values of nearby property owners and the aesthetics of the community by not allowing structures that are out of scale with the surroundings, or by not allowing high intensity uses that overwhelm nearby services, infrastructure or neighborhoods. Such goals could very well be in conflict with market opportunities. It can be difficult for zoning ordinances to balance these conflicting goals.

Information about the distribution of FARs across a jurisdiction can help in determining whether that balance is within or outside of acceptable economic and political boundaries. The Anchorage Municipal Assessor's database on land uses, values, and building sizes enables such measures to be made, as summarized in this section. Illustrated herein are bell-curve graphs depicting the number of parcels in the five subject zoning districts (B-3, I-1, I-2, R-4, and R-O) in the Bowl by their FARs.

Recall that the FAR is simply the number of gross square feet of a building's floor area divided by the gross square feet of the individual parcel on which the building sits. A building of 20,000 square feet on a 50,000 square foot lot, therefore, has a FAR of 0.40 ($20,000 \div 50,000 = 0.40$). FARs of greater than 1.0 indicate buildings that have more floor area than their respective parcels' land area, a situation that can be achieved only with multi-story buildings. But even FARs of less than 1.0 might have multi-story buildings so that some of the land on the parcel can be utilized for other needs—e.g., parking, landscaping, required setbacks, and so on. The following graphic provided by the Planning Department illustrates the potential variety of building site configurations with the same FAR.

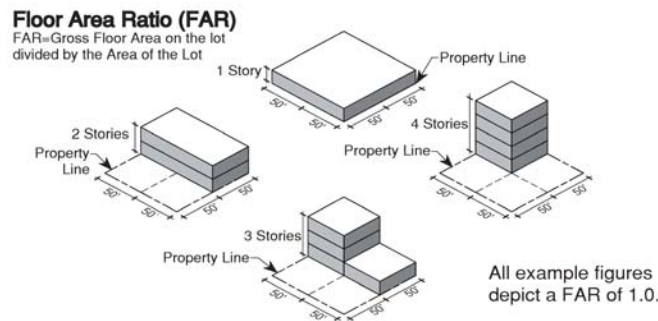
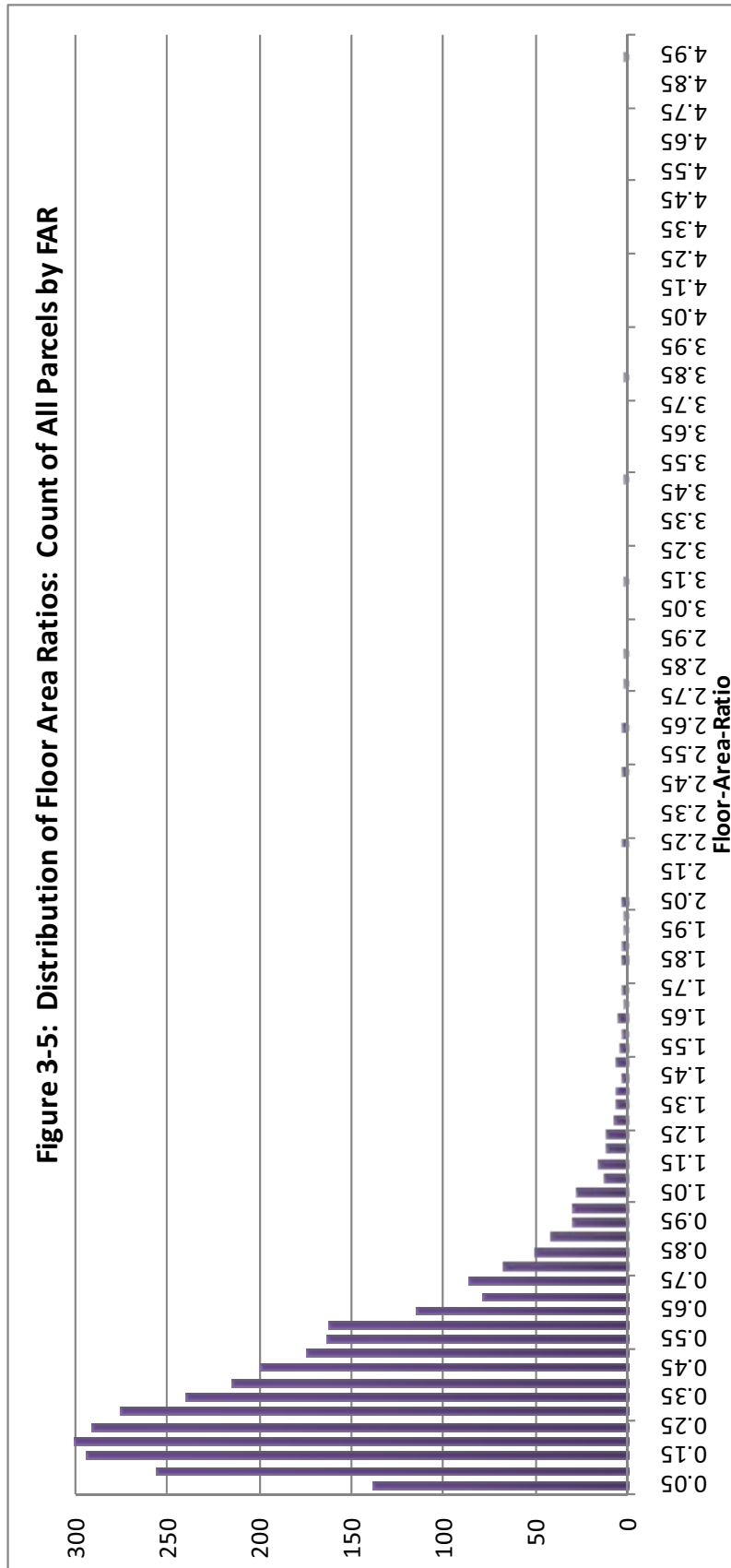


Figure 3-5 shows the distribution of FARs for all five zoning districts combined, encompassing the 3,351 parcels of the 5,154 in database that have structures on them (according to the Municipal Assessor). Because of the large number of “data points,” the various FARs are lumped into groups of 0.05 FAR. Thus, the first bar on the graph is labeled “0.05” and includes all parcels with FARs of 0.01 to 0.05. The next bar, labeled “0.10” includes FARs of 0.06 to 0.10. The graph extends to 5.00 FAR and accommodates the one parcel with the single largest FAR of 4.93 with a small (barely visible) bar extending above 4.95.

This clearly shows a skewing of FARs toward smaller numbers, or a concentration of lower FAR values. While there are some relatively large FARs shown on the right side of the graph, these are few in number. But it is fair to query as to why some owners are able to achieve high FARs while most are not. There are many logical reasons, not the least of which is that some zoning districts allow higher FARs than others, so a graph, like Figure 3-5, that shows several districts combined will inevitably display differences that are caused by zoning restrictions as much as by economic or market restrictions.

The overall FAR for the subject parcels is 0.31. This is the result of 48,269,900 square feet of floor area in the buildings of the database divided by the total site area of all their parcels, 157,486,900 square feet (or 3,615 acres).¹⁴ This is an average of 13,350 square feet per acre of land. Keep in mind, of course, that the database does not include most of the residentially developed land in the Bowl, so most single family homes, which are not likely to reach 13,350 square feet on an acre of land are not counted in this FAR.

¹⁴ It is important to note that the FAR on a given parcel includes not only the “main building” but also any other buildings and parking structures. For parking structures, however, any spaces below grade are excluded from the FAR measurement, as are spaces below grade but under the building itself. Below grade floors in a building that are not used for parking, however, are included in the FAR calculation.



The highest FAR depicted on Figure 3-5 is 4.93. This is for a high-rise office building and parking structure that together are 653,000 square feet of gross floor area on a parcel of 132,400 square feet (3.04 acres) zoned B-3. The next highest FAR is 3.84 for a use classified as a hospital in the R-O district with special limitations (SL). It has 163,300 square feet of gross floor area on a 42,570 square foot lot (just under one acre).

That some parcels are able to achieve relatively high FARs suggests that many more could do so—assuming market conditions and zoning allow. But, again, the previous graph shows all of the five zoning districts combined, which dilutes and hides a number of factors peculiar to each district. The following five graphs show the district FARs separately. All five graphs are on the same scale—the total count of parcels on the vertical axis tops out at 120 (less than Figure 3-5 but encompassing the highest count in any one district) while the highest FAR grouping on the horizontal axis is 4.95 (actually 4.91 to 4.95), same as Figure 3-5.

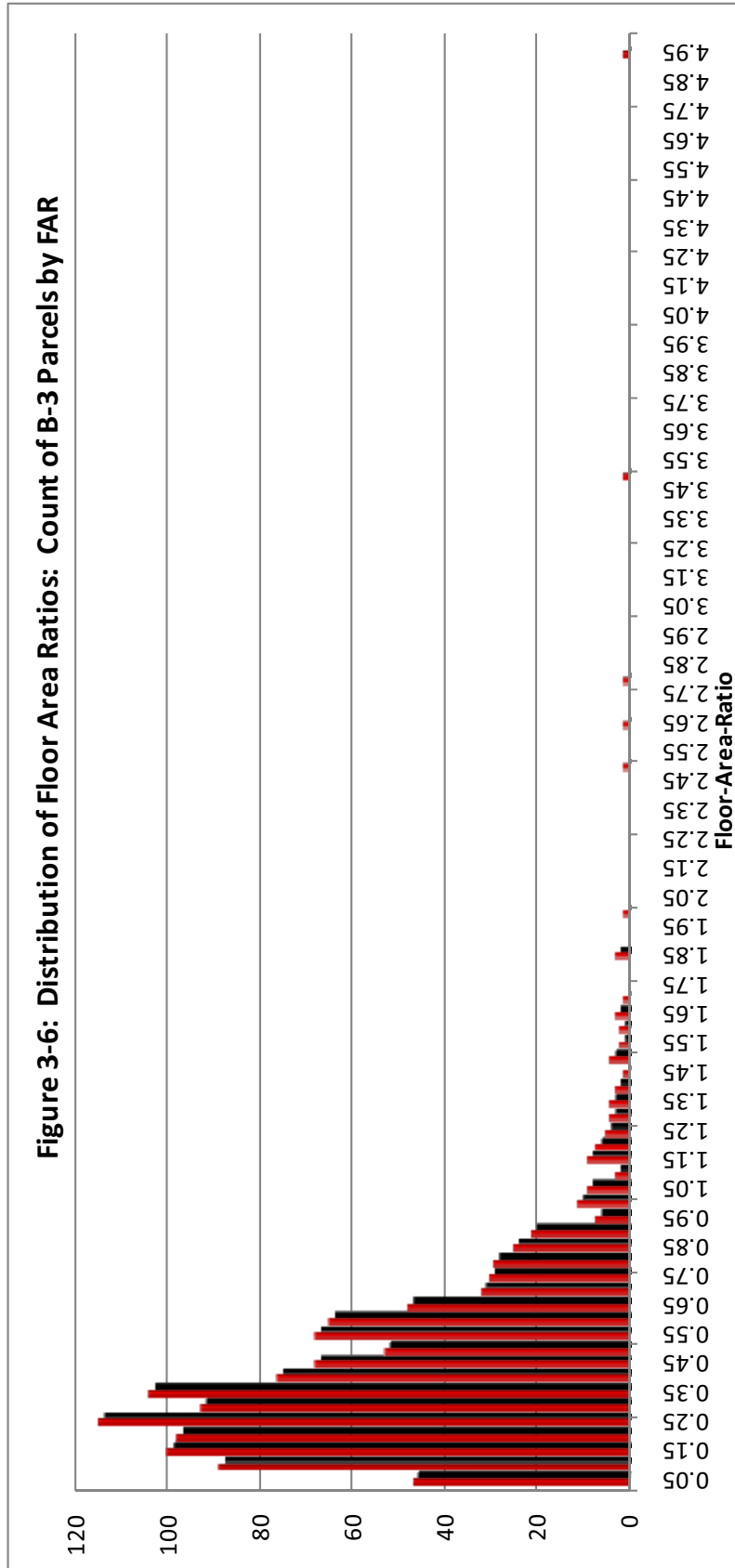
In all cases, there is a tendency to show relatively low FARs. Much of this, of course, relates to market economics and the need to devote land to parking and non-building uses like landscaping and walkways. All of the zoning districts nevertheless have a smattering of parcels that exhibit relatively high FARs. The most extreme are in B-3 areas and, to a lesser degree, in R-O areas. But the suggestion is that higher FARs can be achieved in each district than the bulk of FARs would otherwise suggest.

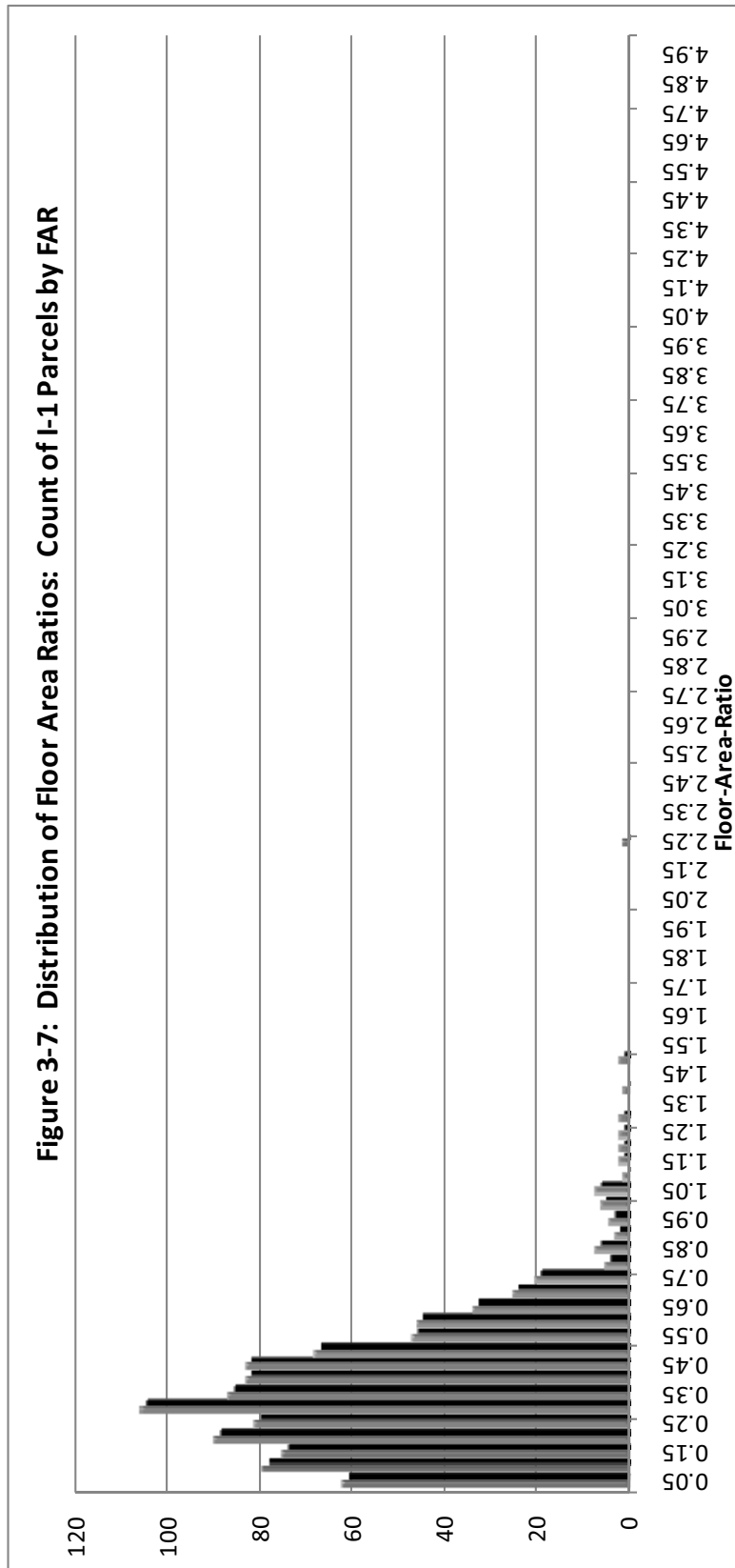
This is indicative of an economic circumstance in the Bowl that the vast majority of properties are not yet achieving the maximum economic value that they might otherwise. Of course, achieving higher economic value, as expressed through the FAR, would require enlarging the buildings and, in many cases, creating either on-site structure parking or using off-site parking lots or structures to satisfy the zoning requirements for parking caused by the buildings themselves. Therefore, the ability to bear the high cost of structured parking is a prerequisite to achieving higher FAR under current zoning. This ability depends in part on the resources of the owner and the market, including land values.

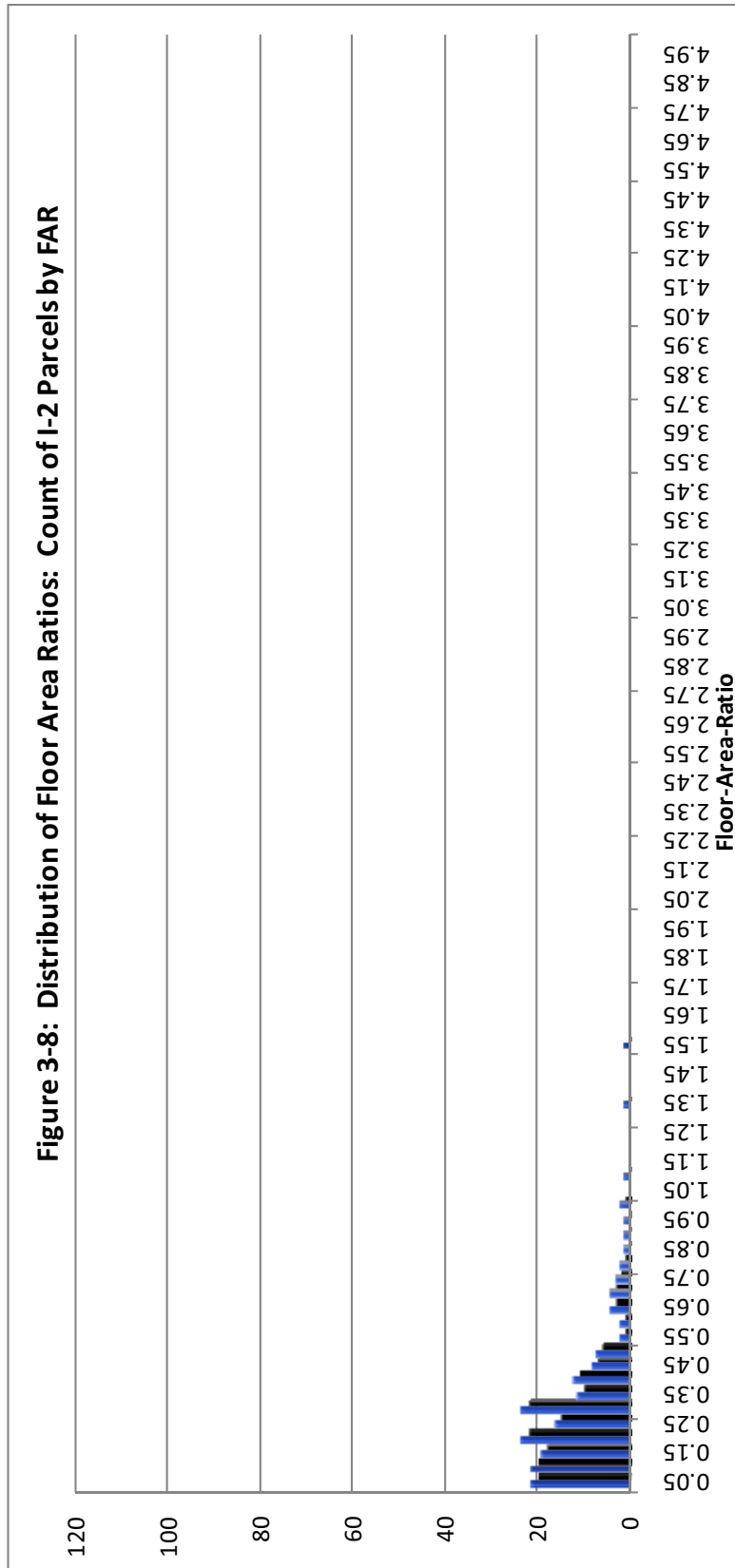
It is difficult for most commercial buildings with surface parking to achieve a FAR greater than 0.4 – 0.7 because required parking for most commercial uses takes up most of the site. Buildings that have higher FARs usually have structured parking or were constructed in an era prior to automobile-oriented travel patterns and parking requirements.

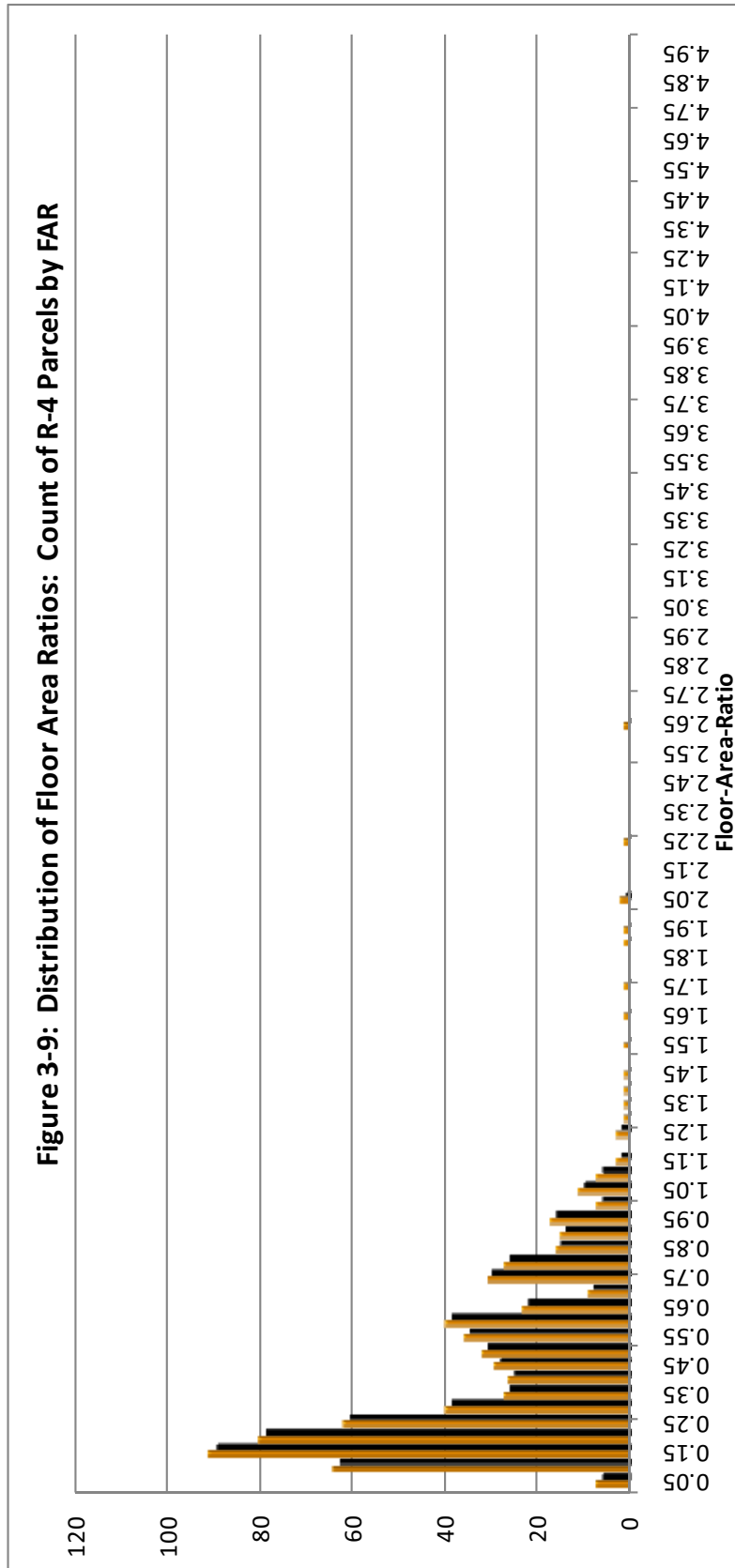
As noted earlier, one of the economic benefits of the proposed Title 21 regulations is a requirement for less parking than required under the current Title 21 regulations. With less parking required, a property owner can, if market conditions warrant, of course, create more building floor area by using the land no longer required for parking. This can help to achieve higher FARs without resorting to structured parking or off-site parking.

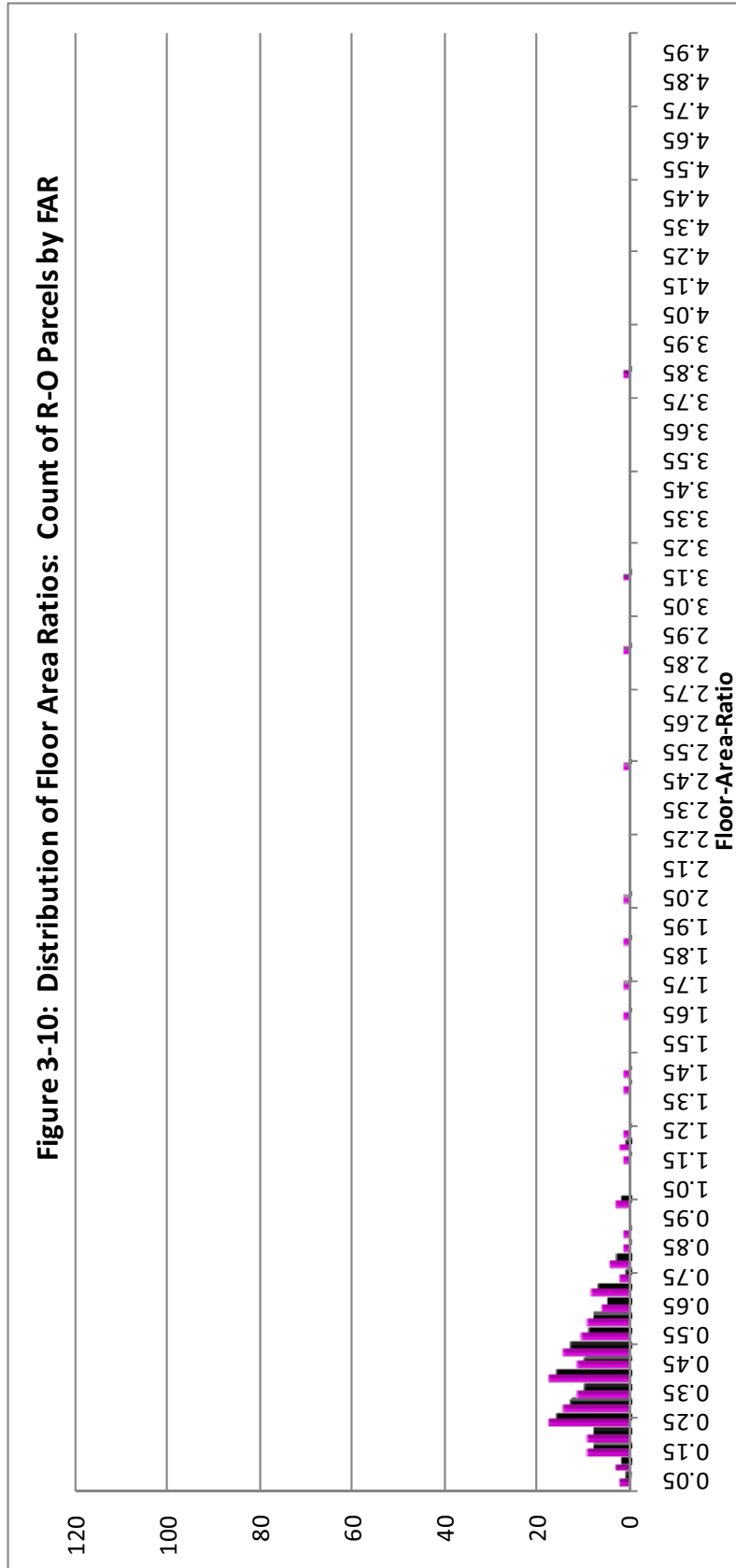
In light of the data on FARs, a great deal more building expansion might be achieved well before the Anchorage Bowl reaches zoning restrictions on the size of buildings. From an economic impact perspective, this suggests that the proposed Title 21 regulations may increase the economic potential of most sites. But most sites can also be said, today, to be developed well under their zoning-enabled capacity even under the present Title 21 regulations. Or it is possible that some are developed to the maximum capacity allowed by zoning for developments with surface parking--projects in which the market or financing could not support the cost of structured parking must depend on surface parking required by zoning, which carries a high land cost.











3.3 OFFICE BUILDING LAND VALUES BY ZONING DISTRICT

Office buildings are instructive of the range of valuations, partly because a significant number of office buildings, as classified by the Municipal Assessor, are in the five zoning categories,¹⁵ thus creating a large “sample” for statistical analysis. Of the 360 office parcels in the database, 211 are in the B-3 district, including 20 of the 23 office buildings of five stories or more (high rise). Another 92 office buildings are in the I-1 district, 51 are in the R-O district, and six in the I-2 district. This information is summarized on Table 3-6. The table shows the zoning districts on the left side, segregated by high rise (5 stories or more) and low rise (1 to 4 stories) office buildings.

- The first column shows the sum of the land values for office buildings in these classifications.
- The second column shows the sum of all the land area, in square feet, for each classification.
- The third column shows the average land value per square foot (PSF).
- The fourth and fifth columns show the lowest and highest land values PSF for each classification.
- The final column shows the number of parcels for each classification.

The 191 low rise office structures (4 stories or less) in B-3 have an average land value of \$14.56 per square foot, above the overall average of \$13.35 for all office buildings, while the 20 high rise office structures in B-3 average \$17.24 psf of land, 18% higher than the low rise structures. This finding indicates that one of the reasons that the higher value land has larger structures is because of the higher value, or cost, of the land. Higher land values require more floor area in the office building to generate sufficient rents, or return on investment (ROI), to afford the land value.

Table 3-6: Comparative Land Values per Square Foot for Office Structures by B1-I1-I2-RO Zoning Districts, 2007							
Zoning District		2007 Land Value	Lot Size (square feet)	Average Value per Sq. Ft.	Minimum Land Value per Land Sq. Ft.	Maximum Land Value per Land Sq. Ft.	Count of Parcels
B3	High Rise	\$64,168,800	3,722,741	\$17.24	\$10.50	\$24.15	20
	Low Rise	\$98,733,700	6,782,128	\$14.56	\$5.51	\$26.25	191
B3 Total		\$162,902,500	10,504,869	\$15.51	\$5.51	\$26.25	211
I1	High Rise	\$6,078,300	320,497	\$18.97	\$17.97	\$22.00	2
	Low Rise	\$49,820,300	4,867,554	\$10.24	\$1.82	\$20.00	90
I1 Total		\$55,898,600	5,188,051	\$10.77	\$1.82	\$22.00	92
I2	High Rise	\$0	0	\$0.00	\$0.00	\$0.00	0
	Low Rise	\$3,863,100	838,035	\$4.61	\$3.85	\$6.00	6
I2 Total		\$3,863,100	838,035	\$4.61	\$3.85	\$6.00	6
RO	High Rise	\$784,800	65,400	\$12.00	\$12.00	\$12.00	1
	Low Rise	\$26,270,400	2,106,557	\$12.47	\$3.50	\$28.00	50
RO Total		\$27,055,200	2,171,957	\$12.46	\$3.50	\$28.00	51
Grand Total	High Rise	\$71,031,900	4,108,638	\$17.29	\$10.50	\$24.15	23
	Low Rise	\$178,687,500	14,594,274	\$12.24	\$1.82	\$28.00	337
Grand Total		\$249,719,400	18,702,912	\$13.35	\$1.82	\$28.00	360

¹⁵ Actually, just four of the selected zoning districts are shown on Table 3-6 because there are no office parcels in the R-4 district of the Assessor’s database. This analysis focuses on the two land use categories for low rise and high rise office buildings. Medical office buildings are excluded because they function more like retail space than typical office space owing to the large amount of in-and-out traffic they generate with patients (like customers at a retail center). Office-warehouses are also excluded because they function more as warehouses than typical office buildings.

This is an expected pattern in any urban market. Lower value land does not require large buildings—indeed, the market probably doesn’t even *demand* larger buildings—because those sites would have fewer characteristics that drive up the land value and, therefore, fewer characteristics to attract occupants willing to pay higher rents or prices for the building. As the land value rises, however, so does the pressure to be able to build more density (more square feet of floor area per land area) in order to generate the necessary rate of return.

Such a pattern would be expected to extend to the I-1 district which, because industrially zoned sites are generally valued less than office or retail sites, would be expected to have lower land values where there are fewer office buildings than in the B-3 district. This is almost the case in Anchorage, but not quite. There are two high rise office buildings zoned I-1 in Anchorage and these have land values averaging \$18.97 per square foot—or \$1.73 more than high rise structures in B-3. But there are only two such buildings, so the sample is small and these results may be suspect. Moreover, the highest value of these two buildings in I-1 is \$22.00 psf, less than the highest value \$24.15 in B-3.

There are 90 low rise office buildings zoned I-1, however, which is a substantial statistical sample. These average \$10.24 per square foot for land value, well under the average for the same kinds of buildings in B-3. This is an expected pattern between the two districts, but the anomalies of the high rise buildings in I-1 suggest that such a pattern might not be universal.

The expected pattern is evident in the I-2 district, although the sample of only six low rise office buildings in I-2 (there are no high rises) is on the small size. Still, the average land value of these six buildings is \$4.61 psf, only about a third of the land value of low rise office buildings in B-3 (\$14.56) and well under half of the average land value in I-1 (\$10.24).

The R-O district may also be reinforcing the expected, though not universal, pattern. The 51 office buildings in R-O average \$12.46 psf for land values, not much less than the overall average in the Bowl (\$13.35), higher than in I-1 (\$10.77) and lower than in B-3 (\$15.51). R-O is a relatively restrictive zone but it also offers more flexibility in land uses and site design.

3.4 LAND VALUE COMPARISONS FOR MOST NUMEROUS LAND USES BY ZONING DISTRICT

Based on the relative ease of development in B-3 and a general expectation that higher values would more likely be found in B-3 than in the two industrial districts and, perhaps, than in the R-O and R-4 districts, the following table compares land values for the 21 most numerous land uses in the subject database that are also found in relative abundance in B-3.

- The amounts under the five district headings are the average land values per square foot.
- The amounts under the heading “Comparison to B-3” are simply subtractions: B-3’s value minus the value for the other districts. This shows how much greater than or less than B-3’s values are.

Table 3-7: Comparative Land Values per Square Foot for Most Numerous Land Uses									
Most Numerous Land Uses	Average Value per Square Foot of Land					Comparison to B-3			
	B-3	I-1	I-2	R-4	R-O	B-3 to I-1	B-3 to I-2	B-3 to R-4	B-3 to R-O
Apartments	\$11.08	\$10.76		\$9.35	\$10.37	\$ 0.32		\$ 1.73	\$ 0.71
Auto Dealer Full Service	14.81	11.03				3.79			
Auto Service Garage	12.54	9.50	6.49	9.59		3.04	6.05	2.95	
Bank	17.40	14.75				2.65			
Convenience Food Market	15.89	13.31				2.58			
Fast Food	16.97	14.09	17.00			2.89	(0.03)		
Hotel/Motel Low Rise	13.57	12.47		7.93	10.76	1.10		5.64	2.82
Manufacturing/Processing	15.83	8.72	5.39		9.00	7.10	10.43		6.83
Mini Warehouse	9.71	7.41	6.00			2.29	3.71		
Mixed Commercial/Residential	12.26	7.79		10.54	10.00	4.47		1.72	2.26
Office Building Low Rise 1-4	14.10	10.51	4.87		14.74	3.59	9.23		(0.64)
Office Building Medical	13.99				12.85				1.14
Office Warehouse	11.49	9.20	7.35	9.83		2.29	4.14	1.66	
Parking Lots, Misc.	12.77	8.83	7.42	9.41	13.26	3.94	5.34	3.36	(0.49)
Restaurant	15.45	17.65	0.00			(2.20)			
Retail - Multiple Occupancies	14.82	11.52	20.00			3.30	(5.18)		
Retail - Single Occupancy	14.29	11.08	8.00		14.38	3.21	6.29		(0.08)
Single Family Residential	13.98	8.32		10.07		5.67		3.92	
Strip Shopping Center	14.82	12.23				2.59			
Vacant Land	11.50	7.82	6.28	9.35	10.46	3.69	5.22	2.15	1.04
Warehouse	11.42	8.83	5.82	10.81		2.58	5.60	0.60	
Grand Total	\$12.98	\$8.92	\$6.50	\$9.59	\$11.65	\$4.06	\$6.48	\$3.39	\$1.33

Overall, the table indicates that values in B-3 are higher than in the other four districts. At an average of \$12.98 (for just the 21 uses shown on the table), B-3 exceeds I-1 by \$4.06 psf, I-2 by \$6.48 psf, R-4 by \$3.39 psf, and R-O by \$1.33 psf.

But the effects are not universal for these highest count land uses (those for which statistical measures are most reliable). The *apartments* classification, for example, suggests some degree of equity between zoning districts. While B-3 commands the highest value land, the differences aren't very large between districts.

Altogether, there are 49 possible comparisons shown on the table.¹⁶ Of those 49, B-3 values exceed all four other zoning districts in 43 cases, but trail at least one other district in six cases. For the most part, therefore, it is fair to assume that similar kinds of land uses developed in the B-3 district will have to generate income in excess of the income needed in the other districts in order to repay or otherwise support the higher land prices and real estate taxes that result.

3.5 ECONOMIC IMPACT FROM CHANGES IN LAND USE OPPORTUNITIES

Built into the process for long term implementation of the proposed Title 21 land use code is a voluntary choice mechanism for property owners who wish to change their zoning districts under guidance of the adopted Bowl land use plan map. They would do so, of course, if there would be economic advantage to changing the zoning in order to exploit higher value land uses. In other cases, rezoning may not be necessary for many, many years. However, recommendations from adopted neighborhood and district plans will provide the basis for initiating zoning changes consistent with those area-specific plans.

¹⁶ There are actually 84 spaces for comparison (21 cells for each of the four right hand columns), but 35 of them are blank where the land uses do not exist in the comparison zoning district. Thus, only 49 comparisons to B-3 are possible.

The draft Anchorage Bowl land use plan map and the individual neighborhood/district plans¹⁷ play a crucial role here, however. If, for instance, a given zoning district does not allow a certain land use that could yield higher financial returns for the owner, but the adopted land use plan map for an area would support rezoning to a district that would allow such a use, then the property owner may want to voluntarily change the zoning to reflect the land use plan map. Indeed, the Municipality may outright encourage such a change in zoning. On the other hand, where the current code would allow a “higher and better use” in a given zoning district, but the proposed code and land use plan map would not, the property owner may feel that a negative economic impact has been imposed on the property by action of municipal government.

In light of the differences between the current version of Title 21 and the proposed Rewrite (the public hearing draft under review in early 2008), the most significant potential decreases in land use opportunities appear to be in the B-3, I-1, and I-2 districts. But these three examples also offer substantially different options for property owner relief if that owner feels that an unwarranted loss of income potential has occurred or will occur.

3.5.1 LAND USE AND VALUE IMPACTS FROM THE B-3 DISTRICT

While the proposed B-3 district cites fewer specific land uses allowed than the current B-3 district, there is a purpose to this new restriction which relates to the Municipality’s desire to encourage more mixed use development in certain parts of the city and to better manage that development while offering incentives to property owners for more creative site design. Moreover, the land use plan map as currently proposed attempts to maintain the breadth of land use opportunities on current B-3 properties. But many of these latter goals would have to be accomplished by changing zoning to one of the newly proposed mixed use districts or the yet-to-be drafted Midtown (“MT”) zoning. In short, B-3 would emerge with more restrictions on specific land uses, while conversion to a “new” district is intended to increase the ability of a property owner to add to or maximize financial return while improving the public’s oversight role in managing the growth and change of Anchorage.

There are anticipated to be some exceptions, however, where B-3 should remain in place. An example is the Old Seward Highway commercial corridor south of Tudor Road. According to the draft land use plan map, this corridor may be discouraged from rezonings from B-3 to, say, mixed use designations. A property owner in this corridor, therefore, might review the list of disallowed land uses and claim that a certain amount of future land value has been taken from the property with new regulations.

A review of the disallowed uses in the “new” B-3, however, suggests that such claims would not be made. There are only two land use categories from the Municipal Assessor’s database, which are now enabled in the current B-3 zoning, that were determined by Development Strategies and the Anchorage Planning Department to be disallowed under the provisions of the proposed B-3 regulations in Title 21: Cold Storage Facility and Private Club House.

In other words, these are uses that can be built under today’s B-3 but would not be allowed in the proposed B-3. The Assessor’s data also indicate that these land uses presently have land values per square foot of land of \$6.43 (Cold Storage Facility) and \$5.04 (Private Club House) far less than the lowest value shown earlier on Figure 3-2 which illustrates the top 21 values by land use. That list is led

¹⁷ Each neighborhood or district plan will include an area-specific land use plan map for its area which is intended to refine, provide more detail and supersede the designations that appear on the overall Anchorage Bowl land use plan map.

by banks and savings institutions that average \$17.40 per square foot. In 21st place are neighborhood shopping centers at an average land value of \$11.39 per square foot.

All but one of the land uses in the top 21 values would be allowed in the proposed B-3 regulations. The exception would be high rise office buildings—excluded because the proposed B-3 would have a building height restriction of 45 feet. But another possible limitation might be the proposed B-3 restriction on the size of a bank building to 5,000 square feet. That is ample floor area for a retail banking operation serving customers, but the restriction is meant to discourage the construction of larger “bank headquarters” buildings in those areas that retain the B-3 zoning, and to encourage them in the new mixed-use districts. This restriction, therefore, may have a negative impact on bank property owners who would not be able to build larger structures to pay for the higher value properties that retail banks typically occupy. But such zoning in itself will also help to reduce upward pressure on site values that would otherwise attract retail banks because both the sellers and the buyers of such parcels will know that higher land prices cannot be offset with a larger structure generating more rental income. So the size limit for banks will likely have only a small, if any, effect on the ability of such parcels to reach relatively high market values.

Thus, it is unlikely that a B-3 land owner, faced with the disallowance of only the two land uses listed above, would claim that potential future value had been denied to the property when at least 20 allowable land uses are already able to achieve average values greater than the disallowed uses. To obtain higher values, therefore, the land owner may have to shift from a disallowed use (which might become a non-conforming use in the new B-3) to a higher value use that is allowed.

3.5.2 LAND USE AND VALUE IMPACTS FROM THE I-1 AND I-2 DISTRICTS

The I-1 and I-2 districts appear to be more problematic. The current code essentially allows virtually any non-residential use to be constructed and operated in either I-1 or I-2. Even though an “I” district is generally reserved for industrial kinds of uses (e.g., manufacturing, warehousing, outdoor storage, trucking operations, and the like), Anchorage’s “I” districts presently allow much more than those kinds of uses.

An entrepreneurial property owner within today’s industrial districts, therefore, might recognize that the current code enables the property to be “upgraded” from, say, an office-warehouse to a retail shopping center. Office-warehouses generally command lower land values than retailing, so if the office-warehouse site could be changed to a retail site, the owner might be able to obtain higher rents and, therefore, higher financial returns. Under the current Title 21 regulations, the only hindrances to such an upgrade are market forces—or the “invisible hand” that has the most influence on the land use choices of property owners. Zoning is presently not a significant deterrent to an upgrade in the land use under this hypothetical example; it is the market that is not yet ready for the site to be a retail center. Thus, the owner freely chooses to develop the land with the highest and best use that the market will presently bear.

Under the proposed Title 21 regulations in I-1 and I-2, some of this opportunity might disappear. Indeed, the proposed I-1 and I-2 regulations prohibit most non industrial kinds of uses, although a smattering of stand-alone retail, retail/wholesale establishments, and office buildings would still be allowed in the I-1 district. Retail shopping centers are not directly named as allowable uses in the proposed Title 21, but would likely be discouraged in favor of preserving as much I-1 and I-2 land as possible for industrial uses. In the following analysis, therefore, it is assumed that the hypothetical opportunity to upgrade from, say, office-warehousing to a retail shopping center in I-1 and I-2 would be lost. This has implications for possible negative economic impacts on the land owner.

There may be an ameliorating factor in some areas currently zoned industrial. The draft Anchorage Bowl land use plan map does designate some areas currently zoned I-1 or I-2 to be rezoned as commercial or mixed-use areas. In those areas, the owners would be encouraged to rezone to a district that would allow a broader range of commercial uses than would be allowed in I-1 and I-2. Lands considered to be important for industrial use, however, are recommended to remain designated industrial and zoned I-1 or I-2, and these would lose some flexibility in land use choices.

That said, it is important to understand a potential, if extreme, circumstance that could arise with regard to the decrease in allowable specific land uses in the industrial districts. The Assessor's database analyzed in this chapter sheds light on the potential loss in value that this inability to convert to a more valuable use may cause. Indeed, the choice of hypothetical land uses such as office-warehousing and retail shopping are not chosen at random. These land uses represent the highest average land values per square foot for dominant uses (i.e., large numbers of parcels) allowed currently in I-1 and I-2. The gap between these two values, therefore, could be said to represent the potential economic impact that an owner, faced with the proposed industrial restrictions, might experience from adoption of the proposed code. The following exercise illustrates the size of this potential gap.

1. Retail shopping as evaluated here is based on four of the land use categories used by the Assessor: community shopping centers, neighborhood shopping centers, retail-single occupancy parcels, and retail-multiple occupancies parcels. There are 386 such parcels in the database in all but the R-4 district. B-3 is the dominant retail district (one may say that the market prefers B-3) while I-1 captures a small share. In B-3 are found 306 of these shopping centers (79%). The I-1 district has 73 retail shopping center parcels (19%). I-2 has three and R-O has four retail parcels.
2. In contrast, office-warehouses are concentrated in the industrial districts, especially in I-1. There are 351 office-warehouse parcels in the database, 244 of which (70%) are in I-1. The I-2 district has 45 office-warehouse parcels (13%) while the B-3 district has a few more at 61 (17%). There is one office-warehouse parcel in the R-4 district, and none in the R-O district.
3. The highest land value per square foot of land presently achieved for retail properties in the Bowl is \$26.25 (in the B-3 district). The highest land value for office-warehouse properties is \$22.00 (in the I-1 district).
4. Thus, an owner of land that is today zoned to *allow* retail shopping centers (e.g., I-1 or I-2 land) might reasonably expect that the land could, one day, be worth about \$26.25 psf (in 2007 dollars).
5. But the vast majority of retail land uses are not allowed in the proposed changes to the I-1 and I-2 districts. Thus, this owner might claim that the property is being deprived of some possible future value which could be achieved if market forces one day allowed the site to be converted to a shopping center.
6. I-1 and I-2 property owners, therefore, might claim that the proposed code limits their properties to a maximum of \$22.00 in potential land value when the current code could have enabled a value of \$26.25. This creates a negative economic impact of some \$4.25 per square foot, or almost 20% of the office-warehouse maximum.¹⁸

¹⁸ Even if the property is not presently classified as office-warehouse (thus, perhaps, obtaining a lower market value), the owner cannot claim that the gap is wider because the property could first be "upgraded" to office-warehouse under the proposed zoning.

7. The percentage is very important here because the dollar amounts in the Assessor's database do not necessarily reflect actual market value, but the percent differences between land uses should be considered consistent whether in the database or in the real world. So the hypothetical owner in this example might claim that the proposed Title 21 deprives the property of up to 20% of its potential value.

There are many extenuating circumstances, however, that are not considered in this example that also affect market value, not the least of which is the actual location of the property.¹⁹ How much does location affect the actual market value? If roads would need to be upgraded to support a shopping center, when would those improvements take place, if ever? Do decisions by the Municipality not to upgrade the road network also create grounds for claiming a "gap" in potential market value? Where do the wealthiest shoppers live in relationship to the highest value shopping centers? Would such shoppers be attracted to an I-1 or I-2 site if it were converted to a shopping center? How long would it take to improve the surrounding market area buying power to a point where a shopping center could achieve values averaging \$26.25 per square foot?

While these are critical factors in determining whether or not a site is capable of supporting a shopping center above and beyond simply the zoning regulations and land use plan map, this exercise is nonetheless illustrative. There could be as much as a 20% loss in *potential value* for properties in I-1 and I-2.²⁰ There are likely to be other "gaps" for other land uses in and between the five commercial zoning districts that are the subject of this report, but the most extreme examples that cannot be remedied by rezoning appear to be in the I-1 and I-2 districts. Again, negative impacts in B-3, as described earlier, are not likely to arise or would likely be remedied by rezoning within the constraints of the yet-to-be adopted land use plan map. The list of allowable land uses in both the current and proposed R-4 and R-O districts suggests that no significant negative economic impacts would be caused by the change in zoning regulations alone.

This does not preclude other potential economic impacts, negative or positive, as a result of the proposed Title 21. One such potential impact may be restrictions on FAR, which will be the subject of an addendum to this report. Another impact is the cost of complying with the proposed site development standards. The next chapter discusses results of a computer model developed to compare development costs based on the requirements of the current and proposed zoning districts. Such costs are not the same as property values as discussed in this chapter, but higher costs can lead to lower financial returns if the property cannot gain higher revenues as a result of the higher development costs.

¹⁹ Not considered here, for instance, is the possible increase in value of industrially zoned land over time as it becomes increasingly scarce.

²⁰ This is almost certainly the maximum gap because the two land uses represented in the example reflect the highest possible values for land uses currently allowed in I-1 and I-2.

4.0 ECONOMIC IMPACT ANALYSIS COMPUTER MODEL

The Municipality's Title 21 land use regulations require property owners to incur a number of site development and related costs to comply with land regulations. These development requirements also limit the density of development that is possible on a property. The kinds of costs and limitations so imposed are generally standard for zoning codes enabled by every state in the U.S., though each community varies certain items to best match its own vision and plans. Thus, it is neither unusual nor illegal to limit building size, height or intensity of development, or to require certain expenditures on private property by the property owners if such limitations or expenditures advance community goals.

Anchorage has been no exception to such regulations. But most urban planners in the U.S. would recognize that the current Title 21 regulations are well out of date with regard to the state of the art for zoning and related land management from the public sector's perspective. Modern codes have moved toward more performance and incentive zoning, for instance, where property owners may be required to perform certain improvements at their expense but can receive many additional benefits in return. These benefits often take the shape of higher density (thus, higher income potential) or greater creativity allowed in site design—that is, fewer restrictions on specific building placement—or less required parking, and so on. The end result is supposed to be a more efficiently managed, safer, and aesthetically appealing community that raises the value of real estate for every owner.

It is many such improvements that are being proposed in the Title 21 Rewrite with many of the same aspirations. But changes create costs to make those changes, so it is wise to evaluate how such costs might affect property owners in ways that are not required or expected under the present Title 21 regulations. Likewise, it is wise to evaluate effects of the proposed code rewrite on the development potential or density, in terms of allowable floor area, for anticipated types of development projects. To this end, a spreadsheet-based economic impact analysis (EIA) model was created that enables a comparison of the “imposed costs” of development and “imposed limitations” to buildability that are implied by both the current and proposed Title 21 codes.

ZONING DISTRICT “PAIR COMPARISONS”

The model is intended to compare the development costs required by zoning regulations between current zoning districts and proposed zoning districts. A large part of the changes in the regulations are intended to encourage more mixed-use development in Anchorage. The model is set up to evaluate only the present B-3, R-O, R-4, I-1, and I-2 districts, but the model is segmented into “pair comparisons” where a specific district in the current code is compared to a specific district in the proposed code. Sometimes this comparison is for the same district title (e.g., B-3 current compared to B-3 proposed), but most comparisons are intended to show how costs might be different if developers and property owners would consider alternative districts (e.g., B-3 current to CMU proposed).

In total, the model that is the subject of this report has 17 pair comparisons, as listed to the right. For instance, the current B-3 is compared to five of the proposed districts which would be established to regulate many of the same areas of the Bowl now zoned as the current B-3. But I-1 is not compared to, say, NMU, because areas now zoned I-1 are not designated by the draft

Zoning District "Pair Comparisons"	
Existing Zoning District	Proposed Zoning District
B-3	B-3
	NMU
	CMU
	RMU
	R-4A
R-O	R-O
	R-4A
R-4	R-4
	R-4A
I-1	I-1
	I-2
	B-3
	CMU
	RMU
I-2	I-1
	I-2
	CMU

DEVELOPMENT STRATEGIES

DRAFT

Anchorage Bowl land use plan map to be designated for neighborhood-scale mixed-use, so an economic impact comparison would be meaningless. Most areas currently zoned I-1 will either remain I-1 or may be rezoned to I-2, B-3, CMU or RMU, depending, in part, on the land use designation on the draft land use plan map. Each of the worksheets in the model contains one pair; but each of the worksheets functions in the same manner.

None of the comparisons include Downtown Anchorage. Downtown is not a subject of the EIA model because Downtown's zoning requirements are undergoing a revision process that is separate from the Title 21 Rewrite project, as a follow-up to the recently adopted Downtown Plan, and are so uniquely different than the rest of Anchorage that it was excluded from the EIA analysis. Chugiak-Eagle River properties are also not included as a separate chapter in the new Title 21 is being drafted for that area.

As with Downtown, the Midtown District Plan is intended to provide guidance for any changes to zoning districts in the core business areas of Midtown. Therefore, proposed revisions to the zoning in Midtown's core business districts await the draft Midtown District Plan. In the meantime, the Title 21 Rewrite public hearing draft includes only a placeholder for several "MT" (Midtown Core) zoning districts. Draft MT zoning has yet to be developed so is not available for testing.

This is not to say that none of Midtown is covered by the proposed Title 21 Rewrite zoning districts. The proposed Title 21 Rewrite districts would actually apply to most of the Midtown Plan's study area. It is only the central business districts of the Midtown "Core" that are awaiting the draft "MT" zoning.

The scope of the model also does not include comparisons of lower to medium density residential zoning districts, including zoning districts such as R-6 on the Hillside or the R-1, R-2 or R-3 districts. This is partly because the dollar value impacts of the Title 21 Rewrite are considered to be potentially greatest in the high-density and commercial districts, where the most changes are proposed, or in the industrial districts, where commercial uses are proposed to be restricted. There are fewer changes proposed in the lower to medium density residential zoning districts.

4.1 DESCRIPTION OF KEY DEVELOPMENT COSTS IN THE MODEL

The model contains ten primary cost "items" for development that are affected by zoning regulations, as follows:

1. **Cost of the primary building or structure.** While zoning imposes relatively minor costs regarding the structures on a site (building codes do more so, but zoning far less), most building costs are a direct function of market forces that emanate from the expectations and demands of prospective buyers and renters. Thus, in many ways, inclusion of structure costs in the Title 21 EIA model is misleading. But a comparison of development costs necessarily requires inclusion of the building(s), not just the costs imposed or required on the land, in order to provide a full understanding of the impacts of zoning. The model separates the building costs from the land development costs to enable a more accurate comparison of the impacts of proposed changes in Title 21. It is challenging to estimate the potential cost impacts of Anchorage's proposed zoning standards for buildings in part because the proposed code provides many menu choices instead of requiring each building to adhere to a single, one-size-fits all standard. Therefore, the model simply assumes that the proposed zoning code's menu-based system for requiring building articulation, windows facing the street and northern climate design would increase building construction costs by five percent over what such costs would be today.

2. **Cost to provide automobile parking and access.** The model incorporates the costs of driveways and parking facilities into an overall land and monetary cost estimate for vehicle parking and access. Parking lot landscaping and other perimeter landscaping are addressed separately. The model allows for analysis of several combinations of parking alternatives, including (a) all surface parking lot spaces, (b) some surface spaces and some within the primary building above and/or below ground, (c) some or all in a separate parking structure, and/or (d) some provided off-site such as in a nearby garage or parking lot where space is leased from another property owner. In any event, the size of the building and the types of uses to be contained in that building dictate the number of parking spaces required and, therefore, the monetary cost and amount of land needed to provide the parking. In turn, the amount of land used for parking restricts the amount of land that could otherwise be used for, say, a larger building that could produce more income for the property owner. Thus, there is a trade-off between parking versus density and building income, and this trade-off is at least partially affected by the zoning requirements.²¹

3. **Cost of setbacks, easements and perimeter landscaping.** In order to minimize conflicts with surrounding land uses and roadways, zoning codes typically require that a certain amount of space around the perimeter of a site not have structures on it. It is also the case that buildings and certain other site elements must not be located within linear utility easements that are often placed along the perimeter lot line. The more such land has to be set aside along the perimeters of the site, the less land there is available for buildings and parking, thus reducing the site's income-producing capacity. Moreover, the public sector usually requires that these setback areas be attractively landscaped and maintained in order to continue protecting the values of surrounding uses and to upgrade the aesthetic quality of the community as a whole. At the same time, the setbacks and landscaping also improve and protect the subject property, perhaps increasing its ability to attract higher rents and financial returns.

The model addresses setbacks, utilities, site perimeter and parking lot perimeter landscaping as separate but interdependent units, whose impact on land and monetary costs often depend on their location relative to one another and other site elements such as the building. The cumulative land and monetary costs of these separate items are provided.

4. **Cost to landscape the interior of the parking lot.** In addition to the costs of providing parking, the zoning codes (current and proposed) require property owners to beautify the parking lots themselves. This is a commonly accepted practice in the United States that softens the otherwise harsh landscape and water quality impacts of a large, paved area, and can also improve the aesthetics and value of the entire property.

5. **Cost of loading areas.** Commercial buildings of virtually any sort require that large vehicles deliver and pick up many goods. Loading areas that are separated from vehicular and pedestrian traffic improve the safety of the driving and walking areas while also minimizing the congestion effects of delivery vehicles. Furthermore, designated loading areas can tend to be relatively ugly compared to the rest of the building, so separating them from front doors also improves aesthetics and the ability to achieve higher rents. Like parking, however, loading areas take away land that might otherwise be used for a larger building; but without at least some convenient loading areas, a building can become dysfunctional and produce less income.

²¹ This does not mean that zoning is the only determinant of parking. In most areas of town outside of Downtown, a building without parking is a building that will attract very few, if any, tenants or customers and, thus, will generate little or no income for the owner. Thus, the market is the strongest determinant of parking, but it is in the interests of the residents and businesses of Anchorage to assure that every building has sufficient parking related to it so that users of the buildings do not impose on other properties or on the public sector entirely for parking.

6. **Cost of site lighting.** Lighting is crucial to the safety and efficiency of movement on a site and can also increase a site’s visibility and aesthetic qualities. Thus, imposition of minimum lighting standards by zoning helps to improve safety, while market forces also encourage good lighting in order to attract the most favorable tenants and customers. Note, however, that the proposed lighting standards would not introduce minimum lighting requirements; the code requires these already in parking lots. The proposed standards are primarily meant to restrict overlighting, to minimize glare and light trespass onto adjacent properties, and improve visibility and safety through the use of white light sources.
7. **Cost of private open spaces.** In addition to perimeter landscaping and parking lot landscaping, zoning often requires a certain amount of other open space related to the size of the building or number of dwellings which, in turn, is related to the number of people using the building who need a minimum amount of open space for fresh air and relaxation. When required by zoning, such spaces represent an imposed cost; when demanded by market forces to attract higher quality tenants and customers, such spaces represent necessary investments to maximize income potential.
8. **Cost of snow storage areas.** Anchorage is a northern city that copes with snow every winter. With respect to commercial development projects, however, there is no proposed requirement that properties set aside some land for the storage of snow after clearing parking lots or adjacent streets. Such a requirement is proposed only for multi-family residential developments—even if these are in commercial districts. Snow storage areas, of course, restrict the amount of land that might otherwise be used for parking or buildings, but they also enable property owners to readily move snow out of the way of residents’ cars, thus improving the ability to attract tenants and, therefore, the value of the property.
9. **Cost of pedestrian connections.** The proposed Title 21 regulations seek to implement a wider community goal to make Anchorage more accessible for pedestrians by requiring properties to provide safe and functional walkways between adjacent properties and between the public sidewalks and building entries. The proposed regulations also provide incentives and menu choices for enhanced pedestrian walkways and transit stop improvements. Again, these requirements and incentives take up land that might otherwise be used for income-producing purposes, but pedestrian connections can also improve the value of the property by making it more attractive to prospective tenants and customers.
10. **Cost of site enhancement landscaping.** Zoning typically requires that the remaining areas of the site not encumbered by buildings, structures, parking, driveways, loading areas, perimeter or parking lot landscaping, pedestrian areas or undisturbed natural vegetation to be landscaped. Both the current and proposed codes require property owners to plant or install site enhancement landscaping, and the model includes a cost estimate for such areas based on the specific landscaping requirements of each code.

4.2 DESCRIPTION OF THE MODEL’S INPUTS, CALCULATIONS, AND OUTPUTS

The model consists of a computer spreadsheet workbook containing more than 30 individual spreadsheets, or “worksheets” of information. These include separate modeling worksheets for each of the 17 zoning district “pair comparisons.”²² A “Summary” worksheet provides a synopsis of the results of

²² In fact, there are 18 pair comparison worksheets, but the one that is intended to compare possible shifts from the current B-3 to the proposed MT zoning is not yet complete. It awaits further recommendations regarding the MT district after completion of the current Midtown District planning process.

all 17 tests, comparing the economic impacts of the current and proposed codes. The summary table is presented later in this chapter.

There are several other worksheets in the spreadsheet workbook. These provide the various parameters and measures that are contained in the two zoning codes, as well as the model's assumptions regarding development costs and land areas needed by individual site elements (e.g., the cost and area of each parking space). These parameters and measures are used by the model so they can be easily adjusted to test for sensitivity (e.g., what if the parking requirement was 2.9 spaces per 1,000 square feet instead of 3.0 spaces?), and the effects will automatically ripple through the model. These additional worksheets include, for example:

- A list of zoning district paired comparisons.
- A list of the types of land uses that the model is capable of testing.
- The dimensional and cost assumptions.
- Tables that contain summary excerpts of the current and proposed zoning code requirements for each site element. These include requirements for parking, loading, landscaping, snow storage, pedestrian connections and private open space.

4.2.1 STRUCTURE OF THE MODEL

The 17 zoning district paired comparison worksheets (18 including a placeholder for the B-3 to MT zoning comparison) use these parameters and assumptions to estimate the land and monetary costs of the proposed zoning in comparison to current zoning. Following is a description of the different parts of the model. Each part is duplicated on each spreadsheet, though some of the parameters change on the spreadsheets because of the different paired comparisons.

1. **Project Scenario Location, Description and Zoning.** Each worksheet starts with a page of straightforward inputs for such matters as the name and location of the project scenario, a general project description, and the current zoning and proposed zoning districts that are being tested. There is also a query as to whether the project is in the vicinity of (i.e., near not within) Downtown or the “center city” area (west of New Seward Highway, north of Tudor Road, and east of Minnesota Drive), where certain parking requirement reductions are allowed in the proposed code.
2. **Proposed Uses on the Site.** Page 2 of the model then asks questions related to proposed land uses, such as the number of dwelling units (if applicable), how many square feet of floor area by land/building use, and the floor area of structured/indoor parking (if any). The model asks for the size or extent of each use that it needs later to calculate various development requirements.
3. **Proposed Building Dimensions.** Page 3 of the model asks questions related to the size and height of the primary building and its placement and area of coverage (footprint) on the site. The model uses information about the number of floors and the height and square footage of each, including basements and mechanical penthouses, to determine whether it complies with zoning restrictions on maximum height and floor area ratio (FAR). Building size and placement also factor into the calculation of other site development requirements later on.
4. **Site Dimensions and Context.** Page 4 of the model asks for information about the dimensions of the site, including the length and status of each perimeter lot line (i.e., is it a primary street frontage, side lot line, or rear lot line?). Input of the perimeter dimensions works best if the site is four-sided and generally rectangular. From those dimensions, the model estimates the site's land area and estimates the areas that will be needed for setbacks and perimeter landscaping. But the area calculations and

setback estimates can be overridden if the site is irregularly shaped.²³

Page 4 also asks questions regarding the types of adjacent streets and the adjacent zoning and use of neighboring properties along each perimeter lot line of the site. The model uses this information to generate zoning requirements such as perimeter landscaping and setbacks.

For the most part (with periodic additional inputs) the model takes over from there, after page 4. There are, for instance, assumptions built into the model about costs per square foot for the various cost items, and the model estimates the amount of land that would have to be devoted to such factors as parking, setbacks, loading areas, and the like. The remaining pages in the worksheet quantify these requirements, as follows:

5. **Parking Requirements.** Pages 5 and 6 of the model worksheet calculate the required number of parking spaces. However the model depends on a manual distribution of the parking spaces by location—i.e., inserting in the number of spaces in surface lots, parking garages, or under the building. Some parking might be built under the building, or into the first few floors of the building. Some might even be provided off-site. After manual distribution of these alternatives, the model estimates the amount of land that parking will demand. All surface parking, of course, is more land intensive than a combination of surface and garage parking, but garage or interior parking has a higher per-space construction cost. The model will alert if the distributed parking spaces fail to add up to the total number required. If the number of parking spaces exceeds the minimum requirements, the model certainly allows this, but costs associated with more than the minimum are added at the owner's discretion, not the zoning code's regulations.

The model also calculates the impact of the parking reductions that are available in the proposed code. Some of these parking reductions are automatically activated based on the project's location or zoning, while others may be manually activated. The model does not incorporate all 20 of the parking reductions available in the proposed code, however, in order to minimize complications.

6. **Perimeter Setbacks, Easements and Landscaping.** Page 7 of the model calculates a complex interaction of factors to generate the combined land requirement for site perimeter landscaping, parking lot perimeter landscaping, setbacks and easements. The perimeter factors include: the length of perimeter lot lines, required site perimeter landscaping, required parking lot perimeter landscaping, the location and façade length of the primary building on the site, the classification of abutting streets, and the zoning and land use of both the subject site and neighboring properties. The model asks for information about utility easements; otherwise the calculations are automatic.
7. **Land Requirements for Other Required Site Elements.** Pages 8 and 9 are primarily a series of calculations of the land requirements for various individual site elements required by the current and/or proposed zoning. These elements include parking lot landscaping islands, vehicle loading areas, private open space requirements, snow storage areas, and pedestrian connections. The calculation of the land area needed for private open space is affected by whether some of the private open space is provided inside or on the roof of the building, whether the development has received a parking reduction (proposed code), and whether the development is providing extra private open space to achieve bonus floor area (proposed code). Likewise, the calculation of the land area needed

²³ In extreme cases where the site has many twists and corners, it may be necessary to use the model only as a guide for determining which parameters to use, but manual calculations may be necessary. If the model can one day be linked to a geographic information system (GIS) at the Planning Department, such inputs may not be necessary because the computer will be able to calculate land area and other dimensions more readily with GIS.

for pedestrian connections in the proposed zoning is affected by whether it is assumed that a bus stop is required in return for a transit-related parking reduction, or that the owner-developer provides a wider, enhanced pedestrian walkway in order to gain bonus floor area.

8. **Other Facilities or Undeveloped Areas.** Page 9 of the worksheet accounts for the land area of facilities on the site that are not required by zoning but may be integral to the development. For example, a food distribution warehouse development is not required by zoning to include a tractor-trailer staging / storage area, but it may be useful to take such a facility into account when determining the overall site area needed by the development. Other facilities may include, for example, portions of the site left undeveloped (natural vegetated state) or outdoor storage areas. The model provides this option to make the testing of certain uses or sites more realistic. Importantly, however, the model also avoids automatically counting these areas in the calculation of site enhancement landscaping costs because such costs are not explicitly required by zoning.

If there are no adjustments needed to the model, the results are summarized on pages 10 and 11 of the model worksheet. The economic impacts are shown in two ways:

9. **Land Costs:** Page 10 of the model summarizes the amount of land area required to accommodate the building and all requirements of the zoning code, comparing these between the current and proposed zoning. It shows the land requirements of the various land-intensive components: parking, setbacks, open space, loading, etc. These results affect the maximum development potential of the site.

A comparison is made as to whether the current code or the proposed code consumes more land. If zoning requirements consume less land, it allows for more floor area of active uses, more flexibility to provide site elements that are not necessarily required by zoning but that complement the development, and/or the ability to use the land that is excess to the development for other developments or uses.

10. **Monetary Costs:** Finally, page 11 of the model calculates the monetary costs to comply with the various zoning requirements. It shows the individual development costs for each of the items described earlier, determined separately for the current and proposed codes. Among these items are exterior lighting and site enhancement landscaping, which are zoning requirements that do not increase the land area needed for a project but do carry monetary costs.

For the most part, the per unit cost (e.g., cost per square foot or cost per linear foot) are the same for either the current zoning or the proposed zoning. The zoning alone doesn't necessarily change the per unit cost, except in a few cases, most notably with regard to building construction, landscaping and lighting. The landscaping requirements of the proposed code would be more expensive than the current zoning for some types of landscaping. This is partly because the proposed code would require somewhat higher quality planting materials, such that it would likely cost more per square foot to landscape.

The model also assumes that zoning compliance for some of the exterior features of the building under the proposed code adds five percent to the building construction costs. This may or may not be the case, so this premium can be adjusted in the model, but the model defaults to this premium if only to remind that there are likely to be added expenses, even to the building, in order to comply with the new code. This premium is not applied to industrial buildings, which would not be subject to the building standards under the proposed code.

The cost comparison page culminates in a subtotal cost figure for all of the site development requirements, a separate cost figure for building construction, and finally an overall development cost

figure including both the zoning requirements for site development and the building construction. It must be kept in mind that the majority of building construction costs are unrelated to zoning requirements. However, because it is assumed that the proposed zoning will increase building construction costs, building construction is included.

Chapter 3 of this report describes economic impacts in terms of land values and the effects on such values that might be expected in Anchorage if the proposed Title 21 is adopted. The EIA model yields another perspective on economic impacts: development costs.

Where such costs are “required” to be higher under the proposed code than under the current code, the property owner may experience a negative economic impact. Where development costs under the proposed code would total less than under the current code, the owner may experience a positive economic impact.

Again, none of these impacts is assumed in this report or in the computer model to be offset by increased value to the building that might be caused by, for instance, more attractive landscaping or pedestrian connections that make the site more conducive to walking. Those offsets, or mitigating factors, await either the property owner’s evaluation or the judgment of the market as to how high the rents and prices can be.

4.2.2 ADJUSTMENTS AND CONSIDERATIONS

Adjustments to Cost and Dimensional Assumptions. The model’s cost calculations are dependent on averages and assumptions inserted into the model. Those averages can be overridden if acceptable alternative costs are available (from, say, an architect’s estimates or those of a building contractor). There are some adjustments that can and should be considered. One, of course, is to review the cost assumptions for various components to be sure they reflect the kind of project being proposed. Some buildings, for instance, cost more than others to construct. There may be particularly problematic soil conditions which add to site preparation costs for parking. The model essentially includes average costs for the Anchorage Bowl, but these are readily adjusted to reflect the specific site.

Development Costs not Measured. The objective of the model is to compare the cost impacts of the current and proposed zoning codes. This fits within the overall purpose: to assist in the evaluation of the public hearing draft of the Title 21 Rewrite. Therefore, the model is limited in scope to measuring the costs of only those items required by the current and/or proposed Title 21. It does not, for example, measure the cost of stormwater management features mandated by the federal government or required by regulations outside the scope of Title 21, such as the municipal Design Criteria Manual (DCM). Therefore, this model is not intended to be a comprehensive model of all development costs. It is only intended to compare the direct impacts of the current and proposed zoning requirements.

Site Plan Graphic. The general perimeter dimensions must be directly input into the model. The model works best if the site is assumed to be four-sided and generally rectangular. From those dimensions, the model estimates the site’s land area and estimates the areas that will be needed for setbacks and perimeter landscaping. But the area calculations and setback estimates can be overridden if the site is irregularly shaped.

It is best, therefore, to run the model with a site plan or at least a to-scale sketch of the site in hand. The model’s parameters should match those of the diagram. However, the model determines only minimum requirements. Thus, only minimum parking or minimum setbacks, landscaping, and loading requirements

DEVELOPMENT STRATEGIES

DRAFT

will be determined. If a project scenario in a model test exceeds those minimums, the model will show that the amount of land required and the costs incurred will also be greater than the minimums, thus reducing the amount of land for the building, which is presumed to be the sole potential source of revenue for the site. Again, a smaller building is assumed to yield lower revenues and profits.

Variability of Outcomes with “Incentive Zoning”. Modern zoning codes make greater use of incentives and flexible menu choices, and the proposed zoning code is no exception. Therefore, while minimum requirements are assumed, the model also incorporates allowances for bonuses. A bonus typically takes the form of a larger amount of floor area for a building in return for certain “incentives.” For example, in the proposed R-4 and R-4A districts, a housing development can obtain an allowance for two additional square feet of housing on the site for every square foot of “affordable housing” built. Thus, a higher density on the site can be achieved and, presumably, higher revenues can be gained from rents or sale prices for the market-rate housing. Meanwhile, the community at large increases its stock of affordable units.

Similarly, in some proposed districts a development can earn several square feet of floor area in the main building(s) for every square foot of parking that is provided below ground. This encourages developers and property owners to “hide” some parking while increasing the amount of land area that is not devoted to parking. This provides more land area for a larger structure and/or creates a more attractive and environmentally sensitive site because parking facilities and grade-level paving are less dominant.

There are other bonus opportunities in the proposed Title 21, and most of these are modeled in order to demonstrate how and where the economics of the proposed code differ from the current code. It also demonstrates that the cost impacts of the proposed code vary significantly depending on the potential bonus incentives, menu choices or optional parking reductions for which a given site and proposed use are eligible, and which among those available choices any given property owner may select. This variability in results becomes evident in the 17 zoning district pair comparison tests of “real life” development project examples.

4.3 ILLUSTRATIVE COMPARISONS OF CURRENT AND PROPOSED REGULATIONS

Three of the 17 “real life” examples of the workings of the model are presented below. For illustration purposes, these three development scenarios are adaptations of actual projects developed in the Bowl. They also embody many of the issues raised by economic impact concerns and offer the opportunity to conduct sensitivity analyses that test other site development scenarios. After these three “walk-throughs” of the model, examples are summarized for the other 14 pair comparisons. The model test results for the three scenarios that follow are provided in Appendix B. All 17 model test results are available for review on the Municipality’s project website. The numbering of the following model results corresponds to placement of the test in the 17 model tests.

EIA MODEL TEST #3:

- ZONING PAIR COMPARISON: B-3 TO CMU
- DEVELOPMENT CATEGORY: LOW-TO-MEDIUM RISE COMMERCIAL OFFICE BUILDING
- EXAMPLE DEVELOPMENT SCENARIO: ALASKA USA FEDERAL CREDIT UNION

This scenario compares the present Alaska USA Federal Credit Union Financial Center building and its development at 500 West 36th Avenue in the current “B-3” General Business” district to the prospective economic impacts if the site were to be re-zoned to the proposed “CMU” Community Mixed-use District. The EIA model also provides other tests using the Alaska USA scenario as if building under the proposed new B-3, NMU and RMU zoning districts. However, the following discussion focuses on the results of EIA Model Test #3, which demonstrates the prospective impacts if the site had been re-zoned to the new “CMU” Community Mixed Use district under the proposed Title 21.

Alaska USA represents a common type of commercial development in Anchorage—a low-to-medium rise commercial office building surrounded by surface parking. This project had also been used as an example in previous tests of the draft Title 21 Rewrite. This scenario is not intended to test what the proposed zoning would do to this specific site at 500 West 36th Avenue. In reality, this location would more likely be eligible for rezoning to a more intensive new Midtown (MT) zoning than to any of the proposed commercial/mixed-use districts tested in the initial EIA model. An MT district is yet to be developed and not available for testing as part of this analysis.

To initiate the test, information about the Alaska USA project was input to the model. Some of the project dimensions and characteristics have been generalized or simplified for modeling purposes. Key input data include:

1. The building has four main stories and a total of 92,500 square feet of gross floor area. Of this, 67,000 is office space and 25,500 square feet is accessory storage and mechanical areas. Some of the latter space is provided as a mechanical penthouse on top of the building, some in a basement. The current B-3 does not have a maximum allowable height; thus, the building complies with height restrictions and could be taller.

A 4-story office building would also comply with the 60 foot height limit of the proposed CMU district. The proposed code would also allow the mechanical penthouse appurtenance to exceed the height limit by up to 15 feet, but only if the appurtenance covers less than one-third of the roof area of the building. Since the actual mechanical penthouse covers approximately two-thirds of the roof area of the Alaska USA building, the proposed code would count it toward the building height calculations, rendering the building 75 feet in height and, therefore, out of compliance with the maximum height in the CMU district. Had the mechanical penthouse been smaller in area, such as 5,000 square feet, it would be exempted from the maximum height calculation as an appurtenance, and the building would comply with CMU height limitations.

2. The site is rectangular in shape, about 630 feet across the front and back, 230 feet on the sides for total site area of 144,900 square feet, or 3.33 acres.
3. The 92,500 square foot building on a 144,900 square foot site has a *floor area ratio* (FAR) of 0.64. At this time, the current B-3 district does not have a maximum allowable FAR; thus, the building could be much larger if the site could also accommodate all the other zoning-based requirements such as parking, landscaping and related setbacks, etc.

The proposed CMU district would have a maximum FAR allowable by-right established at 1.0, meaning that the building could not exceed 144,900 square feet of gross floor area without providing bonus features to earn more floor area.

The CMU district would also allow a number of “bonuses” for additional floor area (discussed below) up to a maximum total FAR of 2.0, or a building of as much as 289,800 square feet of gross floor area—again, as long as the site also accommodates other requirements like parking and landscaping.

4. The site is a corner lot with an arterial street on the front (36th Avenue) and a local street (Centerpoint Drive) on one side.
5. The building has a “footprint” of 15,000 square feet, occupying about 10.4% of the site.
6. Adjacent and abutting sites are all non-residential land uses. Under current zoning, the surrounding area is zoned B-3. The model assumes in the proposed CMU zoning scenario the abutting lot to the south would be zoned CMU, and the lots to the west toward Arctic Boulevard are zoned B-3, meaning that it is assumed that, in general, zoning around the site would be commercial and/or mixed-use if the proposed zoning code were implemented.

Impacts determined from these factors are as follows:

1. The current B-3 zoning requires a minimum of 249 parking spaces (223 for the office space, 26 for the accessory and storage spaces). If all of these are on the surface (as is the case), parking requires a gross amount of 99,600 square feet of land area at an average of 400 square feet per parking space (including appurtenant paved areas for accessing parking, such as driveways and drive aisles), or 69% of the site area. To this point, therefore, the building would occupy 10.4% of the site (see item 5, above) and parking 69% of the site, for a total of 79.4% of the site.

The proposed CMU zoning in this scenario requires a minimum of 182 parking spaces (164 for the office space, 18 for the accessory and storage spaces). Because the proposed parking requirement is affected by a menu of potential parking reductions, some of which are optional, the proposed parking requirement will vary based on how many parking reduction(s) the development project applies for. In this scenario, it is assumed that the development receives only those reductions that it is eligible for automatically due to its geographic location. This includes a 10% parking reduction for being in a mixed-use district combined with a 10% reduction for being in the “Central City” area of the Bowl and a 5% parking reduction for being adjacent to transit service. However, the development does not partake of options to get additional reductions listed by the model. If all of the required parking spaces are on the surface²⁴, parking requires a gross amount of 72,800 square feet of land area at an average of 400 square feet per parking space, or 50.2% of the site area. To this point, therefore, the building would occupy 10.4% of the site and parking 50.2% of the site, for a total of approximately 60.6% of the site. So far, the proposed CMU zoning leaves more of the site for, say, a larger building, than the current B-3 zoning.

2. Based on minimum standards for building setbacks on the site, the model assumes that current B-3 zoning requires setbacks of 10 feet on the front and west side of the building, 5 feet on the east side, but no setback in the rear²⁵. The proposed CMU district would require no setback in the front and east (in order to encourage more “street presence”), and a five-foot setback on the other sides where the hypothetical future zoning of the adjacent properties would also be nonresidential.

There is a 10 foot wide utility easement within the lot running along three of the property lines and a 20 foot wide utility easement running along the west side property line. The utility easement has implications for how close the building may get to the property line, and in the proposed code also has implications for the width of required landscaping around the lot perimeter.

The current B-3 zoning requires six foot wide “arterial” landscaping along 36th Avenue, or eight foot wide “visual enhancement” landscaping around the perimeter of the parking lot wherever parking lots

²⁴ There is no requirement in either the current or proposed Title 21 codes that all the parking be on the surface. But this assumption is used as a “worst case” scenario because it would consume the greatest amount of land area. With, say, structured parking or parking under the building, less land area outside of the building footprint would be needed for parking.

²⁵ It may also be the case the current B-3 zoning would interpret the rear lot line as a “side” lot line, because the lot fronts on streets on two lot lines. In that case, the minimum setback for any building not right on the property line would be 10 feet. This would probably not change the results of the test in this case, because either way the building must be set back 10 feet from the rear lot line due to a 10 foot wide utility easement.

about a lot line. The proposed CMU zoning does not require site perimeter landscaping except along one lot line where the lot abuts an adjacent B-3 district, but does require eight foot wide “L2visual enhancement” landscaping around the perimeter of the parking lot where parking abuts a lot line. So far, because parking covers most of the site, the combined area requirements of site and parking perimeter landscaping do not differ greatly between the current B-3 and proposed CMU zoning.

However, then the proposed code requires at least half the width of a required perimeter landscaping bed to not overlap with any utility easement. The purpose is to protect tree plantings, which take decades to mature in Anchorage, from the inevitable periodic maintenance and excavation of utility lines. The effect on land costs in this case is substantial, because this site has utility easements on all four perimeters, including an uncommon 20 foot wide easement on one side. This means that the 8-foot wide L2 landscaping bed must be located toward the interior of the site and not wholly within the utility easement—only half the width of the bed within the easement. This leaves the remainder of the utility easement outside of the landscaping effectively isolated from the rest of the site and, obviously, not useable for an income-producing building. The model assumes that this area would be planted with general site enhancement landscaping. In the Alaska USA site tests, this nearly doubled the landscaping area requirement of the proposed code.

The net cumulative effect of the minimum setbacks, utility easements, site perimeter landscaping and parking lot perimeter landscaping—and taking into account the location of the building on the site relative to perimeter lot lines—is that the current code (B-3) would require that some 12,041 square feet of the site (8.3%) be devoted to setbacks and perimeter landscaping while the proposed code (CMU) would require 22,813 square feet (15.7%). Were it not for the proposed limitation against co-locating required landscaping and utility easements combined with the relative ubiquity of easements on this particular site, the cumulative requirement under CMU zoning would be around 12,000 square feet, or similar to that of the current B-3 district.

However, so far overall the CMU zoning still requires less land. With the building footprint, all-surface parking, and setbacks, the current B-3 requires use of 87.4% of the site, while the CMU district would use 76.3% of the site for these three site elements.

3. In addition, parking lot interior landscaping area requirements would impact the site as follows:
 - a. The current B-3 zoning requires that the parking area interior be landscaped in an amount equivalent to 5% of the parking surface—in this, case, 4,980 square feet.
 - b. Since the parking lot has over 100 spaces, the proposed CMU zoning would require that the interior of the parking area be landscaped in an amount equivalent to 10% of the parking surface—in this case, 7,280 square feet.
4. In addition to parking areas, the building would be required to have loading berths based on the size of the building and type of building use. Under both the current B-3 and proposed CMU, there would be two berths of 400 square feet required, for a land requirement of 800 square feet total.
5. The model then indicates the zoning requirements for lighting of outside areas for both codes. While there is a dollar cost associated with lighting, there is no significant land commitment.
6. The current B-3 zoning does not require that a commercial development site set aside private open space areas. The proposed CMU district requires a private open space area (such as a small plaza between the public sidewalk and building entrance) equal to five percent of the gross floor area of a commercial development, which in this case is 4,614 square feet of private open space. (It so happens that the actual Alaska USA Federal Credit Union development project provides approximately 5,000 square feet of private open space, and therefore offers a real life example of how much area the proposed code would require of a building that size.)

The proposed code's private open space requirement also increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions. Because this project scenario partakes of parking reductions totaling 31 eliminated parking spaces (saving 12,400 square feet of land area), an additional 1,240 square feet of private open space would be required, making for a total of 4,614 plus 1,240, or 5,865 square feet of required private open space for the site.

7. Snow storage areas are also not required under the current B-3 zoning. And they are not required under the proposed CMU unless there are multifamily dwelling units as part of the project. In this case, there is no land commitment for snow storage.
8. The final land requirement is for pedestrian connections on the site, notably those connections between the main building entrances and the public sidewalks. There is no such requirement under the current B-3 zoning. Under the proposed CMU zoning, the land commitment is assumed to be for 1.5% of the gross site area. In this case, CMU would require that about 2,174 square feet of the site be devoted to pedestrian connections. At the proposed required 6-foot width of, say, a walkway or sidewalk, this converts to a requirement for about 362 linear feet of pedestrian connections.²⁶

The proposed code provides a floor area bonus incentive for providing wider, enhanced "primary pedestrian walkways". To illustrate the cost impacts of a property owner making such a choice, the model test for CMU zoning assumes that the owner expands the width of the required walkways from the minimum required 5-foot width into a 12-foot wide primary pedestrian walkway for 200 linear feet, increasing the total land requirement to 3,374 square feet of the site for pedestrian connections.

In addition, the proposed code provides for bus stop areas that may be required in return for parking reductions related to transit service. It would not be required in all cases because bus stops are not needed in front of every property. Although this scenario does receive a transit related parking reduction, it is assumed a bus stop would not be required because there is an existing bus stop just one block east.

Altogether, the above described minimum land requirements total:

- a. 132,421 square feet under the B-3 zoning, or about 91.4% of the entire site.
- b. 128,132 square feet under the CMU zoning, or about 88.4% of the site. Land requirements would therefore be 3% lower under the proposed CMU zoning in this scenario than under current zoning.

In both cases, these requirements support the functions of the building size and uses as proposed. Each leaves "left over land" which might be used for other purposes. One of those purposes might be a larger structure. Others might include an additional building or use, more generous landscaped areas, more parking than the minimum requirements, and so on. (The actual Alaska USA development project used its leftover land area for additional landscaping and pedestrian entrance plazas.)

There are opportunities for creation of a larger building in both situations, however. In the current B-3 zoning, these opportunities are essentially limited to shrinking the surface area devoted to parking in order to create a larger structure. By constructing a parking garage, for instance, some of the surface parking can be stacked, thus opening up more land for a building footprint. Recall that there is no formal FAR maximum in B-3, so the building could be expanded or heightened to virtually any amount (subject to

²⁶ The model may or may not be overestimating the land requirements for pedestrian walkways in the proposed code. The proposed code would require the building to be closer to the street and public sidewalk. If the front façade of the building were 30 feet from the public sidewalk, and the two main entrances another 40 feet back from that, then the total pedestrian walkway requirement would be $2 \times 70 = 140$ linear feet. If the proposed code were to further require an on-site walkway between a building entrance and Centerpoint Drive, it is possible the total requirement could reach 435 linear feet as suggested by the model.

FAA restrictions²⁷) as long as other requirements of the zoning ordinance are satisfied. Thus, a high-rise parking structure might allow for a much larger number of parking spaces on a smaller amount of land, but also supporting the parking demands of a broader and higher office building.

Such parking adjustments can also be made under the CMU zoning, within limits. The CMU limits the total by-right FAR to 1.0 unless certain “bonus” incentives are achieved. These bonuses are summarized below and in the model. In effect, the bonuses allow more building floor area to be created above and beyond the 1.0 FAR up to a maximum total FAR of 2.0. Thus, a structure of twice the land area—or about 289,800 square feet—could be allowed on the site if all bonuses could be maximized on this site. Of course, because the CMU district is proposed with a four-story height limit, the footprint of the building would likely have to expand beyond 15,000 square feet to support a structure of 289,800 square feet. But this would also require a substantial amount of structured parking, under the building and/or in a separate parking garage.

The floor-area ratio bonuses under CMU that could apply to this project include:

1. Two square feet of additional building area for every square foot of parking constructed below ground. Thus, if 100 parking spaces planned for the surface could, instead, be built underground (say, below the ground floor of the building itself), then the building would be allowed to add 70,000 square feet to the building (assuming 350 square feet per underground parking space). But, of course, this would increase the requirement for parking from 182 spaces presently to 271 spaces. The 100 spaces put underground would be partially offset on the surface by an additional 80 spaces. Thus, the land savings may not be substantial, but the larger size of the building may enable the property owner to earn sufficient marginal income from the real estate to pay for the buried parking while still earning an acceptable rate of return.
2. Another area of possible bonus for this project is from the provision of private open space above and beyond the requirements. If the developer were to include private open space area beyond what is required, an additional square foot of building area would be allowed for every additional square foot of private open space. Again, adding more square feet to the building will require more parking spaces, so there would have to be a balance created between the amount of land utilized for a building footprint, open spaces, and required parking.
3. Enhanced pedestrian connections can also create bonuses. The CMU regulations allow for five additional square feet of building area for every linear foot of “primary pedestrian walkway” provided. If the subject site were able to define all of its 362 linear feet of pedestrian connections as primary walkways, then an additional 1,810 square feet of building area could be created. However, the proposed code requires the “primary pedestrian walkway” to be wider, and therefore it would require more land.
4. There are other possible floor area bonuses under CMU, but the others relate directly to housing. One is a bonus of three square feet of building area for every square foot of affordable housing provided. Another is a bonus of two square feet of building area for every square foot of housing provided regardless of the type of housing. An intent of CMU, as illustrated by this latter bonus, is to encourage mixed-use housing development. With the sum of all bonuses, however, the project would not be allowed to exceed a FAR of 2.0, thus putting a limit on, say, the density of housing or in the effective height of a building or set of buildings. Such a limit may or may not be appropriate, depending, in part, on what kinds of areas of town the CMU district is intended to apply, and the anticipated density of future development in those areas.

In this case, the model test assumes that the development partakes of only one special feature bonus, that of providing approximately 200 linear feet of an enhanced “primary pedestrian walkway”. This results in

²⁷ The Federal Aviation Administration (FAA) regulates the height of buildings and structures in certain areas of the Bowl to prevent interference between land uses and air traffic.

1,000 square feet of bonus floor area, which is not needed anyway because the proposed building size does not exceed the by-right maximum FAR. It also results in greater land and development costs in the test results to reflect the greater width and amenities needed for the enhanced walkway.

The model test concludes with estimates of the monetary costs to comply with the current B-3 and proposed CMU zoning. Altogether, the model estimates that costs to comply with Title 21 for the subject site would be as follows:

- a. \$17,252,800 under the current B-3 zoning, or \$2,164,800 for the site development expenses required by zoning (parking, landscaping, open spaces, etc.). The building itself is assumed to cost \$15,088,000.
- b. \$17,694,900 under the proposed CMU zoning, or \$1,852,900 for the site development expenses required by zoning. The building itself is assumed to cost \$15,842,000.

In short, the minimum site requirement monetary costs for the Alaska USA development scenario would be 14% less under the proposed CMU zoning (principally because of the less stringent parking requirements), but the five percent premium on assumed building construction costs would cause the CMU zoning to show three percent higher costs overall.

EIA MODEL TEST #10:

- ZONING PAIR COMPARISON: R-4 TO R-4
- DEVELOPMENT CATEGORY: MULTI-FAMILY APARTMENTS WITH UNDERGROUND PARKING
- EXAMPLE DEVELOPMENT SCENARIO: PARK PLAZA II APARTMENTS

This scenario compares the present Park Plaza II Apartment Homes, a recent high-density residential development at 201 E. 16th Avenue (corner of 16th and A Street) in the current “R-4” Multiple Family Residential district to the prospective economic impacts if the site were to be re-zoned to a revised “R-4” Multi-Family Residential 2 district under the proposed Title 21. The EIA model provides zoning pair comparisons using the Park Plaza II scenario as if the building were constructed under the current R-4, B-3 or R-O districts and the proposed R-4, R-O and R-4A zoning districts. However, the following discussion focuses on the results of EIA Model Test #10, which demonstrates the prospective impacts between the current R-4 to the new R-4 district under the proposed Title 21.

For simplicity the model generalizes some dimensions and characteristics of Park Plaza II. A significant modification to the project as built is a hypothetical assumption that 20 of the 100 housing units would be for qualified “affordable housing” residents. This adjustment is intended only to provide a basis for illustrating the bonus floor area incentive available for affordable housing.

Another adjustment is that the model assumes that the office and health club space within the building are separate primary uses, rather than ancillary to the apartment residences. This provides the potential to test a mixed-use scenario.

Key input data include:

DEVELOPMENT STRATEGIES

DRAFT

1. The building has a total of 144,800 square feet of gross floor area. Of this space, 41,000 is basement parking garage, 18,500 is for structured parking in the first floor of the building, 78,800 square feet is for 100 residential housing units in the upper floors, 1,500 is for a small amount of office space and 5,000 square feet is for a health and fitness club in the building. The model assumes there will be 26 efficiency (studio) apartments, 54 one-bedroom apartments, and 20 two-bedroom apartments.

The building is five stories plus a steep sloped roof form, estimated in the model to measure at approximately 58 feet in building height. The current R-4 zoning does not have a height limit. However, the proposed zoning allows up to 45 feet by right and up to 60 feet if there is compliance with several design prerequisites and participation in the FAR bonus system. The computer model does not automatically track compliance with these; in this case it is assumed that the proposed building could comply.

2. The site is rectangular in shape, about 275 feet across the front and back, 200 feet on the sides for total site area of 55,000 square feet, or 1.26 acres.
3. The building containing 103,800 square feet excluding below-grade parking on a 55,000 square foot site has a *floor area ratio* (FAR) of 1.89. At this time, the current R-4 district has a maximum allowable FAR of 2.0; thus, the building fits well within the present R-4 zoning.

The proposed R-4 district in the “new” Title 21 would have a maximum FAR allowed by-right at 1.0, meaning that the building could not exceed 55,000 square feet, unless certain bonuses are achieved to enable a larger building. With bonuses, the highest allowable FAR in the proposed R-4 district is 2.0; the present 1.89 FAR for the building would fall well within this upper limit, assuming it could be achieved with appropriate bonuses. According to the model, the development as proposed includes enough special bonus features—underground parking, affordable housing, etc.—to allow the building to achieve the maximum 2.0 FAR; thus the building also fits within the proposed R-4 zoning. (Even without a bonus for affordable housing, the project could achieve 2.0 FAR because of the sizeable bonus it would receive for underground parking).

4. The site is a corner lot fronting on 16th Avenue, considered a collector street, with the west side of the property on A Street, an arterial street. In addition, a local street borders the rear of the property.
5. The building has a “footprint” of 25,000 square feet, occupying about 45.5% of the site. The building has five floors. This falls well within the maximum 65% lot coverage requirement of the proposed R-4 district.
6. Adjacent and abutting sites are a mix of residential and non-residential land uses. The front is across 16th Avenue from the Chester Creek Sports Complex. Across A Street to the west is a non-residential development presently zoned R-O and that is anticipated to remain in R-O zoning if a new Title 21 is approved. To the north and east are residential properties also zoned R-4.

Impacts determined from these factors are as follows:

1. The current R-4 zoning requires a minimum of 197 parking spaces, including 175 for the residences, 5 for the office and 17 for the health club, which are assumed in the model to be independent uses. If all of these spaces were on the surface (which is not the case), parking would require 78,800 square feet of land area at an average of 400 square feet per parking space. This, however, would exceed the entire site size of 61,987 square feet. Instead, the project has 25 surface spaces (including 5 in the rear) and 172 spaces within and under the building. Thus, only the 25 surface spaces require additional site area (additional to the building footprint), which totals 10,000 square feet, or 18% of the site. To this point, therefore, the building would occupy 45.5% of the site (see item 5, above) and parking 18% of the site, for a total of 63.5% of the site.

The proposed R-4 zoning requires a minimum of 131 parking spaces, including 105 for the residences, 4 for the office and 22 for the health club. For purposes of modeling, it is assumed that 19 of these would be on the surface, 32 within the building on the first floor, and 80 would be in the basement under the building. The assumptions behind this hypothetical distribution are (a) the overall ratio between the numbers of surface, first floor and underground spaces remains similar to current zoning and (b) the development provides only about as much underground parking as necessary to achieve the maximum floor area bonus available. In this respect, the change from the current R-4 to the proposed R-4 would not greatly affect the amount of land area devoted to parking, although it would likely eliminate the need to have as large a parking structure within the first floor and under the building as the current R-4 would demand. Thus, unlike the previous scenario where many fewer surface parking spaces were required, this scenario consumes almost as much land for the building and surface parking under both the present and proposed zoning codes.

Because the proposed parking requirement is affected by a menu of potential parking reductions, some of which are optional, the proposed parking requirement will vary based on how many parking reduction(s) the development project applies for. In this scenario, it is assumed that the development receives only those reductions that it is eligible for automatically due to its geographic location. This includes a 10% parking reduction for each dwelling because it is located in the designated central city area, combined with a 5% parking reduction for being adjacent to transit service, but that the development does not partake of options to obtain additional reductions (such as a 20% reduction in the parking requirement for each affordable housing unit).

Both the current and proposed code provide the option for shared parking between uses, such as between the office, health club and residential spaces. Therefore, it is possible that the parking requirement can be reduced further through shared parking under both the current and proposed code. However, the model does not explore that option, partly because it would be the same under the current and proposed zoning.

2. The net cumulative effect of the minimum setbacks, utility easements, site perimeter landscaping and parking lot perimeter landscaping—and taking into account the location of the building on the site relative to perimeter lot lines—is that the current R-4 district would require that 2,980 square feet of the site (5.4%) be devoted to setbacks and perimeter landscaping while the proposed R-4 would require 9,174 square feet (16.7%). The primary reason for the increase is that the proposed R-4 requires a wider buffer landscaping along A Street (an arterial), introduces a perimeter landscaping requirement along the rear street frontage (a local street), and does not permit this newly required landscaping to overlap wholly with a 10-foot utility easement along the rear of the property, resulting in a new 14-foot wide perimeter landscaping requirement along the rear of the property. (The actual development project used this space to provide parallel parking toward the parking requirement.)
3. In addition to landscaping in the perimeter/setback areas, and in addition to the amount of land area required for surface parking:
 - a. The current R-4 zoning does not require that the interior of the parking area be landscaped because there are fewer than 60 surface parking spaces. Thus, no additional land need be devoted to such landscaping.
 - b. Had the surface parking area exceed 20 spaces in the proposed R-4 zoning, it would have required that the parking area be landscaped in an amount equivalent to 5% of the parking surface—in this case, 450 square feet. However, the surface parking is less than 20 spaces in the proposed zoning scenario, so the parking lot interior landscape requirement would be zero.

4. The model then indicates the zoning requirements for lighting of outside areas for both codes. While there is a dollar cost associated with lighting, described below, there is no significant land commitment.
5. The current R-4 zoning requires 10,000 square feet of “usable yard” private open space area, or 100 square feet per dwelling unit. The proposed R-4 district would also require 100 square feet of open space per dwelling unit. Both codes allow this to be provided either on site or on the building (e.g., rooftops or balconies).

In addition, the project would have to provide open space equivalent to 5% of the non-residential floor area—in this case some 325 square feet of additional open space. Because this project scenario partakes of parking reductions totaling 20 eliminated parking spaces (saving 2400 square feet of land area and a lot of money in structured parking), an additional 800 square feet of private open space would be required, making for a total of 11,125 square feet of required private open space for the site under the proposed code.

A “worst case” scenario for the project would be that all such open space is provided on available land on the site, rather than on horizontal building surfaces or balconies. This would total 11,125 square feet of land. In this case, the actual Park Plaza II development provides nearly half of its required private open space on the building rooftop. For testing purposes the model assumes that the development provides 5,000 square feet on the building rooftop and the remainder on the land. The model could have but did not assume that the development provided more than the minimum requirement to receive floor area bonuses under the proposed zoning. This would have required more land (or rooftop) however.

6. Snow storage areas are also not required under the current R-4 zoning. But they are required for multi-family residential developments in the proposed Title 21 regulations. In this case, however, there is no land commitment for snow storage because the model assumes that the proposed code can be interpreted such that the residential portion of the parking requirement (105 spaces required) is wholly satisfied within the building (112 covered spaces), allowing the surface parking (19 spaces) to be classified as serving the non-residential office and health club uses—exempting it from the snow storage requirement. This can be interpreted as a kind of built-in incentive for structured residential parking.
7. The final major land commitment is for pedestrian connections on the site, notably those connections between the main entrances to the site’s building(s) and the street and public sidewalks. There is no such requirement under the current R-4 zoning. Under the proposed R-4 zoning, 5-foot wide pedestrian connections are required. However, the extent of pedestrian facilities to be provided varies greatly from one site to another depending on a variety of factors such as site plan layout. For simplicity the model assumes that the land commitment for pedestrian connections averages around 1.5% of the gross site area, or in this case 825 square feet. At an estimated five-foot width of, say, a path or sidewalk, this would convert to a requirement for about 165 linear feet of pedestrian ways.

The proposed code provides a floor area bonus incentive for providing wider, enhanced “primary pedestrian walkways”. To illustrate the cost and bonus floor area impacts of a property owner making such a choice, the model test for the proposed R-4 zoning assumes that the owner expands the required walkway width into a 12-foot wide primary pedestrian walkway for 160 linear feet.

In addition, the model accounts for bus stop areas that the proposed code may require in return for parking reductions related to transit service. This scenario receives a transit related parking reduction, and it is assumed a bus stop is required along A Street, requiring 900 square feet of the site for a bus stop. (A real bus stop is located several feet to the north of the actual Park Plaza II

development.) Therefore, the total land requirement increases to 2,845 square feet of the site for pedestrian connections.

Altogether, the above described minimum land requirements total:

- a. 43,380 square feet under the current R-4 zoning, or about 79% of the entire site.
- b. 51,144 square feet under the proposed R-4 zoning, or about 93% of the site.

For illustration purposes, this scenario contains some bonus calculations under the proposed R-4 regulations which could enable the project to add more floor area (and, possibly, housing units). The bonuses under the proposed R-4 that could apply to this project include:

1. Two square feet of additional building area for every square foot of parking constructed below ground, up to an increase of 1 FAR. Thus, if it is assumed that the 80 parking spaces required under the proposed R-4 regulations will be underground, then the building would be allowed to add 55,000 square feet to its floor area (assuming 350 square feet per underground parking space). If it were assumed that 100 parking spaces are provided underground, then the building would be allowed to add 70,000 square feet to its floor area, except that this bonus incentive (underground parking) is not allowed to increase the FAR by more than 1.0, so the model would still default to 55,000, or 1.0 times the size of the site.

Still, this would push the project over the allowable 2.0 FAR. At present, the site has a 1.89 FAR. If the building added another 55,000 square feet, it would have $103,800 + 55,000 = 158,800$ square feet, or an FAR of 2.9. So the development could not take full advantage of this incentive, though it could capitalize on some of it. Keep in mind, of course, that adding more square feet—if it increased the number of housing units—would also increase the parking demand which would have to be created at additional cost.

2. If the project provided affordable housing units, it could also become a larger building. Again, for illustration purposes, the model assumes that 20 of the 100 units are for qualified affordable households. Under the proposed R-4 zoning, a bonus of two square feet of building area can be obtained for every square foot of affordable housing. In this case, it is assumed that the 20 affordable units total 13,500 square feet, so the building might qualify for two times this amount, or 27,000 additional square feet in bonus space for more dwellings. This is about the maximum bonus possible for affordable housing, because the incentive cannot allow more than a 0.5 FAR increase, or 27,500 square feet. So the project could add another 27,000 square feet in building area if it provided 20 affordable housing units. Doing so would enable the project to reach a FAR of 2.38, except that the maximum allowed by the proposed R-4 is 2.0 FAR. Therefore, as with the underground parking bonus, the development could not take full advantage of this incentive, though it could capitalize on some of it.
3. Another area of possible bonus for this project is from the provision of private open space above and beyond the requirements. The bonus would allow for a one-to-one addition of square feet, or 1,475 square feet more in building area. Of course, parking would have to increase because of that addition, thus adding to costs. But it would also add to potential revenues.

The model test concludes with estimates of the monetary costs to comply with the current and proposed R-4 zoning. Altogether, the model estimates that costs to comply with Title 21 for the subject site would be as follows:

- c. \$22,477,600 under the current R-4 zoning, or \$9,344,600 for the site development expenses required by zoning (including parking, landscaping, open spaces, etc.). Structured parking costs are categorized with these site expenses. The building itself (not including parking) is assumed to cost \$13,133,000.

- d. \$20,178,900 under the proposed R-4 zoning, or \$6,389,900 for the site development expenses required by zoning. The building itself is assumed to cost \$13,789,000.

In short, the minimum site development costs for the Park Plaza II development scenario would be 32% less under the proposed R-4 zoning (principally because of the less stringent parking requirements), but the five percent premium on assumed building costs would cause the proposed R-4 zoning to cost only ten percent less overall on the project.

EIA MODEL TEST #11:

- ZONING PAIR COMPARISON: I-1 TO I-1
- DEVELOPMENT CATEGORY: LIGHT INDUSTRY AND WAREHOUSING
- EXAMPLE DEVELOPMENT SCENARIO: CARR GOTTSTEIN DISTRIBUTION WAREHOUSE

This scenario compares the Carr Gottstein Distribution Warehouse at 6441 C Street in the current “I-1” Light Industrial district to the prospective economic impacts if the site would remain “I-1” but under the proposed Title 21. The EIA model provides zoning pair comparisons using the CG Warehouse scenario as if the building were constructed under the current I-1, I-2 and B-3 districts and the proposed new I-1, I-2, CMU and RMU zoning districts. However, the following discussion focuses on the results of EIA Model Test #11, which demonstrates the prospective impacts if the site had been built under the proposed revised I-1 zoning.

The example site represents a common industrial use in the Bowl: warehousing. Several aspects of the actual development were generalized or simplified for purposes of the modeling. For example, the actual site has an irregular shape, but the model has simplified it into a rectangle that generally reflects its proportions and matches its actual size.

Key input data include:

1. The building has a total of 239,000 square feet gross floor area. The model assumes that 233,000 is for warehousing on the main floor and 6,000 square feet is for ancillary offices in a mezzanine.
2. To simplify the modeling process, the site is assumed to be rectangular in shape, about 520 feet across east to west, 1,220 feet north to south for total site area of 634,400 square feet, or 14.56 acres. In reality, the south lot line runs at a diagonal following the boundary of the Alaska Railroad utility corridor; the model squares off this portion of the lot.
3. The 239,000 square foot building on a 634,400 square foot site has a *floor area ratio* (FAR) of 0.38. At this time, the current I-1 district has no maximum allowable FAR; thus, the building can, theoretically, be of any size as long as all other requirements of Title 21 are satisfied (e.g., parking and landscaping).

The proposed I-1 district in the “new” Title 21 also has no maximum FAR, again meaning that the building could be of any scale as long as all other on-site requirements are met. This also means that zoning and density bonuses that are available for other districts need not apply in I-1.

The proposed building has one story and is assumed to have a height of 40 feet (based on the assumed 25 foot high ceiling dimensional assumption plus a 10 foot high mezzanine for office uses). This type

of one-story industrial building fits in with the 50 foot maximum height introduced in the proposed I-1 district.

4. The site is a corner lot fronting on C Street, an arterial street, with the north side of the property on a local street, 64th Avenue. A minor portion of the southern end of the site also abuts a short segment of the unimproved 68th Avenue right-of-way, however the model simplifies the site configuration for testing purposes and does not assume any part of the south perimeter lot line abuts a street.
5. The building has a 233,000 square foot “footprint” equivalent to the entire building minus the office mezzanine, occupying 36.7% of the site.
6. Adjacent and abutting sites are all non-residential land uses and all zoned I-1. They are also expected to remain in I-1 under the proposed Title 21.

Impacts determined from these factors are as follows:

1. The current I-1 zoning requires a minimum of 253 parking spaces (20 for the office space and 233 for the warehousing). If all of these are on the surface (as is the case), parking requires 101,200 square feet of land area at an average of 400 square feet per parking space (including appurtenant driveways and drive aisles), or 16% of the site area. To this point, therefore, the building would occupy 36.7% of the site (see item 5, above) and parking 16% of the site, for a total of 52.7% of the site.

The proposed I-1 zoning requires a minimum of 173 parking spaces, 80 fewer than the current code, primarily because of lower parking requirements for large industrial/warehouse establishments. If all of these are on the surface (they are), parking occupies 69,200 square feet of land area. To this point, building and parking together would occupy 47.6% of the site.

2. The net cumulative effect of the minimum setbacks, utility easements, site perimeter landscaping and parking lot perimeter landscaping—and taking into account the location of the building on the site relative to perimeter lot lines—is that the current I-1 district would require that 17,466 square feet of the site (2.8%) be devoted to setbacks and perimeter landscaping while the proposed I-1 would require 41,260 square feet (6.5%). The primary reason for the increase under proposed zoning is the existence of a 25-foot wide utility easement the long property line fronting C Street. Combined with a required 8-foot site perimeter landscaping bed that cannot overlap more than 4 feet into the easement, this effectively encumbers the first 29 feet of the site along C Street, or 35,380 square feet, for landscaping. Under the proposed code, the landscaping requirement along the rear lot line would theoretically be reduced because there is no building setback requirement.
3. In addition to landscaping in the perimeter/setback areas, and in addition to the amount of land area required for surface parking:
 - a. The current I-1 zoning requires that the interior of the parking area be landscaped in an amount equivalent to 5% of the parking surface—in this, case, 5,060 square feet.
 - b. The proposed I-1 zoning would require that the interior of the parking area be landscaped in an amount equivalent to 10% of the parking surface—in this case, 6,920 square feet.
4. In addition to parking areas, the building would be required to have four loading berths of 800 square feet each under either zoning scenario. The model assumes this would add 3,200 square feet to the land demand in each case. In reality, however, because the development is a distribution warehouse with many loading berths, the zoning requirement does not really have a practical effect over what would be provided anyhow.
5. The model then indicates the zoning requirements for lighting of outside areas for both codes. While there is a dollar cost associated with lighting, there is no significant land commitment.
6. Neither the current nor proposed I-1 district regulations require private open space.

7. Snow storage areas are also not required under the current and proposed zoning.
8. The final major land commitment is for pedestrian connections on the site, notably those connections between the main entrances to the site's building(s) and the street and public sidewalks. There is no such requirement under the current I-1 zoning. Under the proposed I-1 zoning, the model assumes the commitment would be for 1.5% of the gross site area, in this case 9,516 square feet. At the required five-foot width of a walkway this would convert to a requirement for about 1,900 linear feet of pedestrian walkways. Assuming the actual building location relative to 64th Avenue and C Street, this model assumption is probably higher than what would be required for this actual development, however the number was left unadjusted.
9. The model also accounts for the land area consumed for facilities on the site that are not required by zoning but are integral to the development. In this case, the food distribution warehouse development is not required by zoning to include the 170,000 square foot tractor-trailer staging / loading/ storage area, but since this area is integral to the warehouse facility it is important to include for determining the overall site area needed by the development. In addition, a portion of the actual site has been left undeveloped (natural vegetated state). Together, these non-required areas account for 240,000 square feet of the site area. The model avoids automatically counting these areas in the calculation of required site enhancement landscaping costs because these areas are not explicitly required by zoning.

Altogether, the above described minimum required land requirements total:

- a. 359,926 square feet under the current I-1 zoning, including the building footprint, or about 56.7% of the entire site. Excluding the building, zoning requirements demand use of 126,926 square feet, or 20% of the site. These requirements do not take into account the 240,000 square feet of the site encumbered by tractor-trailer loading/parking and undeveloped areas.
- b. 363,096 square feet under the proposed I-1 zoning, or about 57.2% of the site. Excluding the building, zoning requirements demand use of 130,100 square feet, or 20.5% of the site. Again, these requirements do not take into account the 240,000 square feet of the site encumbered by tractor-trailer loading/parking and undeveloped areas.

The model estimates that costs to comply with Title 21 for the subject site would be as follows:

- i. \$29,021,900 under the current I-1 zoning, or \$2,341,900 for the site development expenses required by zoning (including parking, landscaping, open spaces, etc.). The building itself is assumed to cost \$26,680,000.
- ii. \$28,615,400 under the proposed I-1 zoning, or \$1,935,400 for the site development expenses required by zoning. The building itself is assumed to cost \$26,680,000.

Although the model applies a 5% premium to the cost of residential and commercial construction under the proposed zoning scenarios, the model does not assume that the cost of construction of industrial buildings will increase under the proposed code. This is because the proposed zoning code would not apply building development standards to industrial uses.

In short, the minimum site development costs for the CG Warehouse would be 17% lower under the proposed I-1 zoning, and the overall development costs including the site and assumed building costs would be 1% lower.

4.4 Summary Comparisons of Land and Cost Requirements

In the same way that the three scenarios, above, were evaluated in the model, all the other 14 comparisons of current-to-proposed zoning pairs were assessed. For consistency in the comparisons, the same inputs from the above scenarios were used in the other pairs where the zoning and land uses are appropriate:

- The office building inputs comparing the effects from B-3 to CMU were repeated for B-3 to B-3, B-3 to NMU, and B-3 to RMU.
- The residential development inputs comparing the effects from R-4 to R-4 were repeated for B-3 to R-4A, R-O to R-O, R-O to R-4A, and R-4 to R-4A.
- The industrial project inputs comparing the effects from I-1 to I-1 were repeated for I-1 to I-2, I-1 to B-3, I-1 to CMU, I-1 to RMU, I-2 to I-1, I-2 to I-2, and I-2 to CMU.

SUMMARY TABLE OF IMPACTS COMPARING CURRENT TO PROPOSED TITLE 21

Key summary results of these comparisons are shown on the following table. The table highlights how much the land area requirements and cost estimates of the proposed Title 21 differ from the requirements and estimates of the current zoning for the development scenarios tested. Instead of repeating the monetary or land area figures from the tests, the table shows percentages. These are the land and monetary costs of proposed zoning *as a percent of current zoning*.

For instance, the first comparison on the table is for the Alaska USA office building scenario as if built under the current B-3 regulations and compared to the proposed B-3 regulations. Including the building footprint in the land requirements, the proposed zoning would demand 103% of the land area requirements of the current zoning. That is, the proposed code would require three percent more land area to accommodate the building and all the zoning conditions than the present code does.

Comparing monetary cost estimates for the Alaska USA example on the same line, the model predicts that the proposed B-3 zoning would require costs of about 103% of the current zoning when the building is included in the costs. Without the building, the proposed zoning would cost about 91% of the present zoning.

Thus, for this one example (B-3 to B-3), more land is required to comply with the proposed Title 21, but site-related costs (not including the building) would be somewhat less. An analysis of the differences indicates that the added landscaping and related land needs offset the reduced parking requirements. But parking costs more than the landscaping, so a reduction in parking has a greater downward effect on costs than the added landscaping has on space needs.

**Table 4-1. Land and Economic Cost Impacts Comparing Current to Proposed Title 21
Based on Example Development Scenarios**

Current Zoning	Proposed Zoning	Example Development Scenario	Cost of Site Development (not including the building)	Cost of Site and Building Development	Land Area Required for Site Development (not including the building)	Land Area Required for Site and Building Development
			Proposed Zoning as a Percent of Current Zoning			
B-3	B-3	1- Alaska USA	91%	103%	104%	103%
B-3	NMU	1- Alaska USA	84%	102%	96%	97%
B-3	CMU	1- Alaska USA	86%	103%	96%	97%
B-3	RMU	1- Alaska USA	84%	102%	96%	96%
B-3	R-4A	2 - Park Plaza II	64%	88%	127%	112%
R-O	R-O	2 - Park Plaza II	69%	90%	174%	131%
R-O	R-4A	2 - Park Plaza II	56%	84%	143%	118%
R-4	R-4A	2 - Park Plaza II	64%	88%	143%	118%
R-4	R-4	2 - Park Plaza II	68%	90%	142%	118%
I-1	I-1	3 - CG Warehouse	83%	99%	102%	101%
I-1	I-2	3 - CG Warehouse	83%	99%	102%	101%
I-1	B-3	3 - CG Warehouse	82%	99%	117%	106%
I-1	CMU	3 - CG Warehouse	71%	98%	79%	93%
I-1	RMU	3 - CG Warehouse	71%	98%	79%	93%
I-2	I-1	3 - CG Warehouse	85%	99%	111%	104%
I-2	I-2	3 - CG Warehouse	85%	99%	111%	104%
I-2	CMU	3 - CG Warehouse	73%	98%	86%	95%

4.4.2 DISCUSSION OF INITIAL RESULTS OF EIA COMPUTER MODEL

The combined results from the single individual development scenario for each of 17 zoning pairs does provide enough information to suggest initial findings regarding the monetary and land costs of the proposed zoning ordinance.

A. MONETARY COST COMPARISON – SUMMARY OF INITIAL RESULTS

Overall development costs for the 17 scenario tests ranged between a 16% cost reduction and a 3% increase in costs under the proposed code as compared to the current code. Overall development costs include site improvements required by zoning and the cost of building construction.

Site improvements—comprised of required landscaping, parking, loading, open space, snow storage and pedestrian walkways—cost less under the proposed zoning in each of the 17 cases.

These site cost savings result from the lower parking space requirements in the proposed code. The cost of providing for vehicle access and parking accounts for the vast majority of costs incurred to improve a

DEVELOPMENT STRATEGIES

DRAFT

site. In terms of cost, individual site elements such as loading, snow storage, private open space and pedestrian connections are insignificant in comparison to the cost of parking. For example, at Alaska USA, the cost to construction parking is more than three times all other required site elements put together, including parking lot landscaping and lighting. The lower parking requirement not only has a direct cost savings itself but also has a ripple effect on the costs of other site elements such as parking lot interior landscaping and lighting.

The 5% increase in building construction that is assumed to occur under the proposed code counter-balanced the site-related cost savings of the proposed code in the residential and commercial tests. For example, in the four zoning paired comparisons involving the Alaska USA development scenario, the increase in building construction costs outweighed the decrease in site costs under the proposed code. While site-related costs for Alaska USA under the proposed code were 9% to 16% lower than under the current code, overall development costs including site and building were 2% to 3% higher than under the current code.

In some cases, however, higher building costs could not outweigh the substantially reduced cost of parking, especially in the cost of structured parking. For example, the five residential tests involving the Park Plaza II multifamily development scenario with structured underground parking showed 10% to 16% lower overall development costs under the proposed code.

Because the proposed code does not apply building development standards to industrial buildings, there was no increase in building construction costs in the eight tests involving the CG Warehouse development scenario. These tests indicate a 1% to 2% monetary cost savings overall under the proposed code.

B. COMPARATIVE LAND REQUIREMENTS -- SUMMARY OF INITIAL RESULTS

The overall land area requirements (ignoring monetary costs for the moment) for the 17 scenario tests ranged between a 7% reduction and a 31% increase in land area consumption under the proposed code as compared to the current code. Overall land requirements include the land area needed for site elements required by zoning and the land area (footprint) of the primary building.

The four tests involving the Alaska USA Federal Credit Union scenario, which featured a building surrounded by surface parking and perimeter landscaping, indicated that, if the development is eligible for parking reductions in a mixed-use district, the land requirements under the proposed code are less than those of the current code. This reduction in land requirements is primarily due to the lower parking requirements in the proposed mixed-use zones, and comes despite a substantial increase in the proposed landscaping area requirement, which nearly doubles. This landscaping increase is not because of a dramatic change in the basic landscaping standards; it comes as a result of a single provision in the proposed code that landscaping cannot fully co-locate with utility easements (see discussion below). In the proposed B-3 district, which would lack some of the parking reductions available to the mixed-use districts, a somewhat reduced parking requirement relative to the current code is not enough to overcome the increased land requirements for landscaping, resulting in a moderate (3%) overall increase in land area requirements.

The Alaska USA cases showed that, for the most part, proposed pedestrian connections, parking lot interior landscaping islands and private open space requirements were not the major land cost factors—both were outweighed by the much more dominant factors of parking and perimeter landscaping.

Under the four zoning pair comparison tests involving the Park Plaza II high density residential development (B-3 to R-4A, R-O to R-O, R-O to R-4A, and R-4 to R-4), the overall land area

DEVELOPMENT STRATEGIES

DRAFT

requirements are 12% to 31% greater under the proposed code than the land requirements of the current code, depending on which test. The greatest increase in land area requirements (a 31% increase) came in EIA Model Test #7 under the proposed R-O district. The proposed R-O district zoning requirements for site development in this case (not including the building footprint) consume about 58% of the Park Plaza II site, while the current zoning requirements (not including building footprint) consume only 33% of the site. With the building in place, the overall land area requirement under current zoning utilizes 78.9% of the site, and under the proposed zoning 103.5% of the site. The model results suggest that under the proposed R-O district the site could not accommodate Park Plaza II as it was actually developed. In the tests of the proposed R-4 and R-4A districts, the site could accommodate Park Plaza II.

This multi-family high density²⁸ example that is evaluated in the four residential comparisons is in contrast to all the other examples because of the surface parking requirements. For the office and industrial examples, all parking is assumed to be on the surface. Because the proposed code requires less parking than the current code, all-surface-parking scenarios would require less land. And parking is the principal consumer of land in Title 21. While the proposed Title 21 demands more land for non-parking purposes (e.g., setbacks, landscaping), the scale of reduction in parking requirements overcomes the increases caused by non-parking.

In the residential comparisons, however, all surface parking is assumed to be a similar number of spaces—just 20-25 spaces—while the reduced parking requirements of the proposed code are reflected in less structured parking. Thus, structured parking would cost less and possibly consume less building floor area under the proposed code, but, because the surface spaces would consume a similar amount of land regardless of scenario, then the proposed code's non-parking requirements result in a net gain in land needed. This example is very important in the overall analysis, therefore, because it highlights a crucial perspective on potential economic impacts from higher density projects.

The second most important site area requirements factor in the tests besides parking configuration is the incidence of site perimeter utility easements that happen to overlap with required perimeter landscaping. Scenario sites that were encumbered with more utility easements and/or wider utility easements—such as the Alaska USA site having easements within all four perimeter lot lines (including a 20' wide water utility easement)—showed nearly twice the land area encumbered by landscaping under the proposed code as under the current code. This is not because the basic landscaping requirement is substantially greater under the proposed code. It is primarily because the proposed zoning requires at least half the width of a required landscaping bed to not overlap with a utility easement. The landscaping must be located toward the interior of the site not within the utility easement, leaving the remainder of the utility easement outside of the landscaping effectively isolated from the rest of the site and, obviously, not useable for an income-producing building. The model assumes that this area would be planted with general site enhancement landscaping. In the Alaska USA site tests, this nearly doubled the landscaping area requirement of the proposed code.

Because the results above measure the impacts of each individual development scenario example, they are not intended to provide a definite, comprehensive finding as to the overall comparative performance of the proposed zoning districts for all kinds of use and development cases. The model has tested only one development scenario for each zoning district pair. The relative performance of each zoning district will vary by type of land use, parking configuration, and location, among other factors. For example, the performance of the proposed B-3 relative to current zoning will almost certainly vary for a retail store versus a mixed-use residential-commercial building with parking underneath.

²⁸ FAR of 1.89 for this project is the 7th highest FAR of the 3,351 parcels with buildings on them in the Municipal Assessor database analyzed in Chapter 3.

A more complete picture of how a proposed zoning district will perform would require multiple tests on several different types of uses and development projects that are likely to be common types of development for each zoning district pair. Therefore, it would be best to describe the results of the testing completed to date, documented in the previous summary table and this report, as *initial* results of the EIA model.

This report does not test every possible combination. Instead, it selected a set of representative, informative examples of anticipated uses and development types, and found that in most cases, most of the proposed zoning provisions that would apply to them would not seem to have a significant overall economic impact.

The testing also helped identify where there may be issues with certain provisions in the proposed code. The results of the cost comparison model tests are intended to be used by the Planning Department to evaluate the Title 21 Rewrite and possibly recommend changes to the draft code. Further testing of additional development types and use types may be necessary. Where the initial tests and possible further testing reveal a weakness in the proposed code, Planning will need to document and address them as part of the public approval process now underway.

5.0 CONCLUSIONS

It is not the intent of this report to necessarily comment on differences in the quality of land development regulations between the current Title 21 and those proposed as of the Public Hearing Draft of the Title 21 Rewrite. But it is clear to Development Strategies, as author of the report, that there are many advantages of the proposed code to developers, property owners, and the Municipality. It appears to offer more flexibility while encouraging more creativity in site design.

What is also clear, and is the intent of this report, is that the overall economic impacts of the proposed regulations should not be significantly different from current regulations. While every possible combination of zoning changes could not be tested, Development Strategies and the Anchorage Planning Department made substantial efforts to identify representative sample projects that would also push the EIA model to its limits in order to identify (1) where economic impacts might be triggered; (2) where the model needed to be refined so that it captures and justly evaluates even extreme situations; and (3) where further refinements in the Title 21 proposals might be considered.

The EIA model reveals that there are many economic impacts within any given project. Some of these are negative, some are positive, some are neutral. Most notably, the negative effects are caused by greater demands of the proposed Title 21 for landscaping, especially in relation to utility easements, open spaces, and pedestrian ways that enhance the aesthetics and functions of the site. More land and more costs will generally be involved for these site enhancements. But these are usually offset by the generally reduced requirements for automobile parking. The proposed code simply would require substantially less parking than is now the case, based on research on parking demand by the Planning Department. Thus, property owners would be faced with lower demands on land and lower costs to develop parking. The EIA model determines that the net effects of these internal impacts is generally neutral or, at worst, only slightly negative.

In rare cases, there may be onerous net demands or impacts, although the modeling for this report could not anticipate every possible development scenario. The Municipality should be sensitive to these possible claims of significant negative economic impact and should use the methods described in this report to help the owners and policy makers fully understand the extent of the claims. Where hardships are encountered, mitigation actions might be required. But this report demonstrates that such hardships are likely to be quite rare.

In other cases, the proposed Title 21 will save on land and costs. This doesn't mean that "left over land" needs to remain idle. Instead, land not required to fulfill zoning requirements might be devoted to larger buildings which, in turn, can increase the net incomes available to owners, depending on market conditions.

One key element of economic impact was not evaluated in this report: the cost of the transition from current to proposed zoning. There will be such costs, if only the time and money involved in processing the changes, that would need to be borne by the Municipality and/or the affected property owners. This is an issue to be addressed by policy makers in the future, however.

This report's analysis of property values demonstrates that, in general, land that is within the zoning districts herein analyzed has not achieved the highest values possible, even under current zoning conditions. More value could be obtained even under current zoning if (1) market conditions warrant and (2) property owners create larger buildings to generate more income. This shortfall in prospective

property value is also apparent in the relatively small floor-area-ratios (FARs) in today's land use patterns.

This is not a criticism of the current zoning regulations or of the property owners. Indeed, larger buildings would be constructed under the current zoning only if market conditions encourage property owners to invest that way. It appears from the modeling of potential economic impacts, however, that the propensity for higher property values is even greater under the proposed Title 21.

While this report could not test every possible development, the model testing did help identify where there may be issues with certain provisions in the proposed code. The results of the cost comparison model tests are intended to be used by the Planning Department to evaluate the Title 21 Rewrite and possibly recommend changes to the draft code. Further testing of additional development types and use types may be necessary. Where the initial tests and possible further testing reveal weaknesses in the proposed code, Planning will need to document and address them as part of the public approval process now underway.

Appendix A:

Code Comparison: Development Standards

APPENDIX A: CODE COMPARISON: DEVELOPMENT STANDARDS

Staff of the Anchorage Planning Department prepared a summary comparison for a variety of development standards between the current Title 21 and the proposed revision. Development Strategies used this comparison to identify where economic impacts might occur from the standpoint of the property owner, whether these impacts might be positive, negative, or neutral. The staff's comparisons are paraphrased in this section to facilitate an economic perspective.

The impact of most development standards will vary by zoning district, use type, lot configuration, size of development project, natural features of the site, or by area of town. All impact judgments relate to the property itself, not to the Municipality as a whole. That is, this is a microeconomic assessment that affects the property owner. There may be cases where a negative impact on the property owner (e.g., higher costs) would improve, say, the aesthetics of the entire community, thus improving the economic value of the community. But these would come at higher costs to the property owner, so a negative impact judgment is rendered.

The impact judgment also relates only to the immediate and direct cost of initial development, not to any longer-term benefits a higher standard may have for the project over its life-cycle. For example, higher costs by the owner to comply with, say, aesthetic improvements might also lead to higher property values for the owner because of a more attractive site. The property value improvement might offset the negative effects of higher compliance costs. Proposed new standards may also result in efficiencies, such as reduced maintenance costs due to smaller parking areas, or energy-efficiencies gained as a by-product of lighting requirements. These possible valuation effects, however, are also not evaluated by Development Strategies. In short, only the direct and immediate economic impacts of compliance are the subject of the following analysis.

A.01 ALTERNATIVE EQUIVALENT COMPLIANCE

The alternative equivalent compliance (AEC) tool would be new to Anchorage in the revised Title 21; it does not exist in the current development regulations. AEC would permit a proposed development or redevelopment to substitute certain development standards that are required in the new code as long as those substitutions would produce equivalent (or better) results. Under the proposed code, for instance, the design team would be free to suggest different landscaping configurations or building massing features in order to take advantage of better soil conditions, improved views, or broadened open spaces. As long as the substitute regulations—applicable to that site only—still protect neighboring properties, allow for the free flow of traffic and pedestrians, and meet or exceed the intent of the code regulations, then the substitutes can be adopted.

This new code provision offers property owners and developers greater flexibility for site design that can lead to maximum property values. Therefore, AEC should have a positive economic impact for the property owner while not imposing costs. The quantification of this economic impact, however, will vary from site to site depending on individual circumstances and the particular market values already established.

A.02 DRAINAGE, STORM RUNOFF, AND EROSION CONTROL

This section of the existing code lists prohibited discharges, requires compliance with a municipal Storm Water Treatment Plan Review Guidance Manual, and requires a permit for mechanized land clearing on two acres or more. The revised section would insert more standards into the code and address additional issues. Most of these changes come from requirements of the Municipality's National Pollutant Discharge Elimination System (NPDES) permit. That is, under separate regulations outside of Title 21, development in Anchorage must comply with NPDES.

As a result, the economic impact on the property owner is likely to be neutral. Strictly comparing the current code to the new code for these drainage, storm runoff, and erosion control regulations could lead to a conclusion that the property owner might be negatively impacted because the proposed regulations in Title 21 are more stringent. But these regulations already exist outside of Title 21, so the proposed Title 21 would not hold property owners to a higher standard than will be required anyhow.

A.03 EXTERIOR LIGHTING

In many of the existing zoning districts of the current Title 21 code, the following is prohibited:

Any use which causes or may reasonably be expected to cause excessive noise, vibration, odor, smoke, dust or other particulate matter, toxic or noxious matter, radiation, humidity, heat or glare at or beyond any lot line of the lot on which it is located.

The current code also requires exterior lighting of parking lots in all non-residential districts and for all non-residential uses in residential zones to meet the level of illumination, uniformity ratios and minimum lumen intensities suggested by the Illuminating Engineering Society of North America (IESNA), and that such lighting be designed to avoid glare to motorists and residents of adjoining properties.

The proposed code retains most of these same prohibitions but adds a new and much more comprehensive tool with somewhat stricter standards regarding exterior lighting. This provision is partially based on a model ordinance developed by the Illuminating Engineering Society of North America (IESNA) to reduce or eliminate adverse effects of artificial light including glare, light trespass, and overlighting of sites. These new provisions will be applicable to multifamily residential as well as to non-residential uses, and they will have measurable standards in order to ease compliance and enforcement.

This is likely to have a negative economic impact on property owners owing to costs of compliance. Indeed, the lighting cost estimates provided in the economic impact model indicate that capital expenditures for parking lot lighting in the proposed code will exceed those of the current code by about 20%; in turn, lighting represents about 0.5% of total non-building costs for development of a site with 100% surface parking. This excludes, however, any analysis of energy cost savings as a result of using new technologies for lighting that are in compliance with the proposed code. It could be a fairly short period of time—in some cases possibly within several years—before the capital costs of complying with the new code are recovered through energy savings. At the same time, however, the same standards should decrease or eliminate the negative effects of lighting from adjacent properties, thus, improving property values, though it would not be expected that this added value would fully compensate for the added compliance costs.

A.04 LANDSCAPING, SCREENING, AND FENCES

The current Title 21 code requires four types of landscaping:

- Visual Enhancement — To improve the aesthetics of properties, particularly parking and vehicle circulations areas, from public rights of way or adjacent properties, there must be an 8-foot average width of the landscaping corridor where trees must be planted at a minimum of one every 20 feet (denser is allowed) with at least three shrubs per tree.
- Buffer — To protect incompatible land uses on separate properties, e.g., commercial uses abutting residential uses, there is a requirement for a 10-foot average width for buffer zones with a minimum of one tree every ten feet (no more than 50% deciduous) with a minimum of three shrubs per tree.
- Screening — Where uses are required to be effectively hidden from neighboring properties, or to protect views from the major highway entrances into the city, there is a current requirement of a 30-foot average width for a screening corridor; or that corridor can be 20 feet wide but must also include a seven-foot high decorative wood fence. Landscaping in both cases must include, at a minimum, two rows of trees every ten feet and three shrubs per tree.
- Arterial Road Frontage — Commercial properties fronting collector or arterial streets must provide a six-foot wide landscaping strip at the right of way line where a combination of trees and/or shrubs must become at least four feet high.

With exceptions, lots along the New Seward Highway and the Glenn Highway must provide a 30 foot strip of undisturbed natural vegetation or new planted landscaping between the right of way and uses on private property.

The proposed Title 21, as revised, would have three types of landscaping, with modified widths, with a fourth type only available in limited situations in the downtown zones. But the amount of plant material would be based on a new point system, giving flexibility in types of vegetation (within some parameters) and the location of planting. The point system also would provide more points for existing vegetation which encourages tree retention—at a potential cost savings to the developer.

For the proposed Title 21, where perimeter landscaping would be required, it is determined by the abutting zoning district and abutting road classification, although some uses would still have use-specific standards requiring landscaping.

Parking lot landscaping requirements would change somewhat in the new code. For larger parking lots, interior parking lot landscaping would be increased to 5% from 10% of parking area and appurtenant drives. This change would, of course, decrease the amount of land available for parking, a change that would mitigated, however, by reduced parking requirements as described later. The interior parking lot landscaping areas could also be used for on-site drainage and stormwater retention which may also be a design consideration in larger parking lots.

The proposed code would have a new requirement in subdivisions to retain or plant trees on each lot. There would also be new provisions on screening requirements such as the location and screening of dumpsters.

The proposed code would require perimeter landscaping to avoid co-locating with utility easements. Only one-half the width of the landscaping bed could overlap the utility easement, which would impact land area requirements.

Development Strategies' review of these changes in landscaping requirements clearly shows that the Municipality is attempting to improve the aesthetic character of Anchorage. In some cases the net effect of the landscaping requirement may be zero additional cost, due in part to the increased flexibility, incentives to locate buildings closer to the street in mixed-use districts, and incentives for retaining existing trees in the new code. In most cases, however the net effect is most likely to be added costs for private land owners as they comply with the regulations.

A.05 LARGE COMMERCIAL ESTABLISHMENTS

The city passed a big box ordinance in 2001 that requires certain design standards, many of which are considered vague and non-specific. For example:

“The site plan shall ensure buildings have complexity at street level with human scale by providing features such as changes in building form at entrances, and providing windows, enhanced trim and architectural detail.”

The proposed code refines these regulatory provisions by providing more measurable standards. There is a menu of additional standards, and developers are required to choose and follow any three of the eight additional design standards.

With the addition of the eight new design standards (three required), the proposed code may seem more restrictive than the old. This would seem to have negative economic impacts for property owners. However, due to increases in specific guidelines and the elimination of any previous vague language, the proposed code should, if anything, make interpretation and compliance easier for developers. This can generally reduce costs for property owners and developers. As described, the overall economic impact would be neutral.

A.06 NATURAL RESOURCE

In order to protect and conserve the area's creeks and wetlands and their functions, the existing code contains setback requirements when a property is adjacent to a stream. The Anchorage Wetlands Management Plan makes wetland protection a priority. Existing code standards include:

- A 25-foot setback on each side of streams in every district except R-10.
- A 100-foot setback on each side of streams in the R-10 district.
- No existing standards for development on steep slopes, except for lot size, lot coverage, and solid surface limitations in the R-10 district.

The proposed code requires 50-foot setbacks adjacent to streams in all districts. The proposed code also aims to create new 15-foot setbacks from all water bodies and wetlands. Furthermore, new standards are included that would restrict development on steep slopes.

These new guidelines and restrictions are more limiting and could in fact reduce the economic potential of a site for property owners. On the other hand, these guidelines have been provided to reduce any

DEVELOPMENT STRATEGIES

DRAFT

potential issues that environmental or natural disasters may cause on a property owners or resident. For example, these new setback restrictions could help prevent certain damage to improvements if a flood were to occur. The economic loss during natural events such as these is far greater than any economic potential lost from these restrictions. However, the general immediate economic effects would be negative for property owners, depending on the location.

A.07 OFF-STREET PARKING AND LOADING

The existing code lists a minimum number of parking spaces that are required through a mathematical formula; i.e. based on square footage or number of bedrooms/units.

The proposed code would lower parking ratios for specific uses and raise parking ratios for other specific uses in order to correct previous parking problems. Further ratio reductions are available for areas such as mixed use districts. Other ratio reductions are available in return for efficient use of parking areas. In addition, parking lot designs would be required to accommodate pedestrian activity into and within the site.

The overall economic impacts of these proposals are, for many types of uses, substantially positive. The impact varies by type of land use. In general, most industrial uses, multi-family developments and many commercial uses are proposed to have lower parking requirements. The ratio reductions in specific areas would directly reduce the costs for owners and increase flexibility. Property owners would be able to build parking more as they see fit. For some uses, increased parking is necessary for business. Other uses may need less and would prefer to use greater portions of the land for economic use. In addition, there would probably not be any real impact from the changes to the parking lot designs.

A.08 NEIGHBORHOOD PROTECTION STANDARDS

The current code allows some discretionary decision-making to be made by acting authorities in regards to “buffers” between “urban” and “rural” residential developments and between residential and non-residential developments.

The proposed code would allow complete discretion from the decision-making authorities. In doing so, the code imposes new conditions and/or increases standards that would protect neighborhoods from nearby nonresidential development. The issues that would be addressed are listed in the code text. Also, buffering between different residential densities would no longer be addressed.

It is likely that in most cases no negative costs would be imposed on property owners due to these regulations. The existing code already gives some discretion to authorities, but is not laid out for developers or property owners to easily follow. The proposed code is intended to illustrate exactly what the decision-making bodies are looking for and could prevent conflicts.

A.09 NONCONFORMITIES

The current code has relatively strict regulations in regards to nonconforming uses. The basic policy of the current code is to allow nonconformities to continue operations until they vacate the property, but to not encourage the growth or perpetuation of the use. In other words, nonconformities may persist, but are not allowed to expand. Any repairs up to ten percent of replacement cost of nonconforming structures are

allowed. However, if a property or operation is damaged by more than 50 percent of replacement cost, property must become conforming.

The proposed code makes significant changes to lessen the impact of the proposed code on existing land uses and structures. These changes include:

- Making single and two-family structures exempt from most of nonconformities section.
- Allowing over-height buildings and buildings that do not conform to the new maximum setback provisions as conforming structures.
- Allowing repairs of up to 50 percent of replacement cost for nonconforming structures.
- Requiring a new application process for replication of damaged or destroyed nonconforming structure.
- Issuing a new process for overcoming presumption of abandonment.
- Requiring any project in need of a permit and costing more than 2.5 percent of the assessed value of the structure to spend up to 10 percent of the total project costs on bringing the development towards compliance with characteristics of use. Large retail establishments must spend 20 percent.

The proposed Title 21 code illustrates that not complying with any new characteristics of use does not create a nonconformity. Overall, the new code has mixed impacts on property owners. The new application process may prove to cause negative impacts on property owners. On the other hand, greater flexibility for nonconforming structures may have positive impacts.

A.10 OPEN SPACE

As it stands, the current code's open space requirements are targeted towards multi-family residential, to ensure that vegetation and scenic views are preserved, provide increased health benefits, and allow greater resident access to outdoor recreation. Under the current regulations, multi-family development in the R-2M and R-3 districts must provide up to 400 square feet of usable yard per dwelling unit. In the R-4 district, 100 square feet of usable yard must be provided per dwelling unit.

The proposed code would make no changes in total open space area requirements in the R-2M and R-4 districts, while instituting the same total area requirements for the new R-2F and R-4A districts respectively. The proposed code would decrease the amount of required usable yard for the R-3 district from 400 square feet to 300 square feet. New design and dimensional standards are intended to improve the quality and usability of open areas. The minimum dimension of a common-use open space area is proposed to increase, for example.

In the current code, residential development in the R-O and B-3 districts is required to provide 100 square feet of usable yard per dwelling unit. The proposed code reduces this requirement to 60 square feet per dwelling unit, and also applies it to residential development in the mixed-use districts.

In addition to residential requirements, new open space requirements for nonresidential development in the B-1A, B-3, R-O, NMU, CMU, RMU, and MT districts would be created. In these districts, private

open space should be equal to at least five percent of the gross floor area in the non-residential portion of a development.

The economic impacts from these revisions would be mixed. On one hand, the R-3 multi-family district's required open space would decrease from 400 to 300 square feet, which would be less restrictive and have a positive impact for property owners. Additionally, residential development in most commercial districts would be required to provide 40% less open space than in the current code. On the other hand, the new open space requirements for nonresidential development in some of the business districts may prove to be more restrictive, which could have a negative impact on property owners. Also, the increased minimum standards and dimensions for quality open space areas could reduce flexibility and increase costs

A.11 PUBLIC/INSTITUTIONAL AND COMMERCIAL DESIGN STANDARDS

The existing code has no public or commercial building design standards. The proposed code's aim would be to create specific design standards for developments that are not considered large-scale commercial. These standards include the following considerations:

- Building orientation;
- Building massing;
- Façade articulation;
- Weather protection;
- Sunlight and wind mitigation.

The design standards are provided in a menu format, so that the developer can choose which standards best meet the needs of the use and the features of the site. This flexibility makes the economic impacts of the standards less burdensome than fixed requirements with no choices. But due to the addition of restrictions and standards, negative economic impacts could be imposed on the property owner.

A.12 RESIDENTIAL DESIGN STANDARDS

The existing code has no residential design standards. The proposed code would include a new tool that would create residential design standards for single-family structures, duplexes, townhouses, and multi-family developments. Mobile homes would be excluded.

These new design standards and regulations are more restrictive and could create additional costs for property owners.

A.13 TRANSPORTATION AND CONNECTIVITY

The existing code has no transportation standards or connectivity guidelines, although the Fire Code has standards for the number of exits from a subdivision. The proposed code would have an index which measures connectivity for proposed subdivisions and sets new design standards for pedestrian facilities.

These standards could have a positive impact on traffic congestion, walkability, and thus public health. But in terms of impact on property owners, these new tools in the proposed code generally mean more restrictions, so negative economic impacts could be imposed.

A.14 UTILITY DISTRIBUTION FACILITIES

No changes.

A.15 SUMMARY OF IMPACTS FROM DEVELOPMENT STANDARDS

The summary of the estimated impacts of the 14 development standards discussed above shows that two would likely have positive economic impacts on the property owner, seven would have negative impacts, and five would have mixed or no impacts (neutral). The net effect of this rather crude measurement of relative magnitude of impacts favors negative impacts.

Still, each of the assessments is judged in isolation and is based primarily on the added on-site costs that would be required to provide and maintain each item. Added standards or increased landscaping, even at added cost, may also enable a property owner to achieve higher value because of the higher quality of the site.

Moreover, higher standards maintained by adjacent properties can increase the value of a single owner's property because of the "macro" effects caused by large scale property improvements; eventually, the entire city can have higher aesthetic qualities, more efficient stormwater control, more open space available to the public, and so on. Thus, it is difficult to judge the overall effects of such changes as proposed for Title 21 even though direct costs associated with compliance suggest immediate negative impacts on individual property owners.

Appendix B:

EIA Model Tests

1 ECONOMIC COST & BENEFIT COMPARISON WORKSHEET		
2 Title 21 Land Use Code	CELL	Cells requiring direct input.
3 Current Code vs. Proposed Code (2007 Public Hearing Draft)	COLOR	Cells calculated by the model; can be overridden by direct input.
4 Anchorage, Alaska	CODES	Cells with drop-down answer menus.
5 Current Title 21 Zoning District:	B-3	General Business
6		
7 Proposed Title 21 Zoning District:	CMU	Community Mixed Use
8		
9 Name of Project:	Alaska USA Federal Credit Union	
10 Address or Location of Project:	500 West 36th Avenue	
11 Current Zoning:	B-3	General Business
12 Proposed Zoning:	CMU	Community Mixed Use
13 Is this project in Downtown vicinity?	No	Answer "Yes" if North of 15th Avenue, west of Gambell Street, east of L Street and south of Ship Creek
14 If not, is this project in the Central City?	Yes	Answer "Yes" if North of Tudor Rd. east of Minnesota Dr and west of Seward Hwy, or in Fairview, Mt. View, or Gov't Hill neighborhood.
15		
16 Written description of proposed project:		
17	A low-medium rise financial services office building surrounded by surface parking lot and landscaping. This test assumes that the proposed zone is CMU, although this location in central Midtown would more likely be eligible for rezoning to a more intensive Midtown Core (MT) district. MT zoning has yet to be developed and so is not available for testing.	
18		

EIA Model Test 3: B-3 to CMU

DRAFT

19) Proposed Uses on the Site					
RESIDENTIAL					
20					
21	Dwellings, Multifamily or Mixed-use - Efficiency	-	-	600	
22	Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	800	
23	Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	1,000	
24	Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	1,400	
25	<i>Total Dwelling Units</i>	-	-		
26					
27	Bonus Potential: Affordable Housing				
28	Dwellings from above that are qualified as Affordable Housing				Square Feet in ea. Affordable Unit
29	Efficiency	-	-	600	
30	1 Bedroom	-	-	700	
31	2 Bedroom	-	-	800	
32	3 Bedroom	-	-	1,100	
33	<i>TOTAL Affordable Units</i>	-	-		3 sq. ft. per affordable housing sq. ft.
34	<i>Added building floor area allowed (up to 0.5 added FAR)</i>				
35	<i>Potential bonus square feet from housing square feet (up to 0.5 added FAR)</i>				2 sq. ft. per housing sq. ft.
36	Bonus Potential: Housing Square Feet				
37					
38	HOTEL				
39		Number of Hotel Rooms	Square Feet GFA per hotel room	1,000	
40	<i>Total Hotel Rooms</i>	-	-		
41					
42	COMMERCIAL USES				
43	Office, business, professional and financial		Square Feet	67,000	
44	Office, health and medical		-	-	
45	Health Club, Fitness		-	-	
46	Restaurant		-	-	
47	Retail, grocery		-	-	
48	Retail, general - general, convenience store, building materials		-	-	
49	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores		-	-	
50	Retail, large goods - furniture, home appliance, flooring		-	-	
51	Retail, large shopping mall		-	-	
52	Manufacturing, small		-	-	
53	Manufacturing, large		-	-	
54	Warehouse, small		-	-	
55	Warehouse, large		-	-	
56	Accessory storage/mechanical area		25,500		
57	<i>Total Commercial Square Feet</i>		92,500		
58					
59	STRUCTURED PARKING				
60	Parking, above grade in the building or a separate structure		-	-	
61	Structured parking below grade or in the basement		-	-	
62	<i>Total Square Feet</i>			92,500	

Title 21 Economic Impact Analysis Model
Municipality of Anchorage
February 29, 2008

Proposed Building Dimensions					
FLOORS					
64	First Floor	Number of Floors	1	Floor Height (ft)	15,000 square feet
65	Second Floor and/or Mezzanine		1	15	17,500 square feet
66	Third Floor		1	15	17,500 square feet
67	Fourth Floor		1	15	17,500 square feet
68	Fifth Floor		-	0	square feet
69	Number of Additional Floors		-	0	square feet
70	Mechanical Storage Penthouse		-	0	square feet
71	Attic or Sloping Roof (Above Eave)		1	15	10,000 square feet
72	Total Floors Above Grade		5		
73	Basement Floors (Below Grade)		1	0	15,000 square feet
74					
75					
76	Gross Floor Area (based on floor dimensions)			92,500	square feet
77	Gross Floor Area of proposed uses (from previous page)			92,500	square feet
78	Gross Floor Area excluding below grade structured parking			92,500	square feet
79	Gross Floor Area excluding all structured parking			92,500	square feet
80	Net Floor Area (useable or leasable) excluding parking			78,625	square feet
81	Floor Area Efficiency			85%	
82					
83	Height of Proposed Building (based on floor dimensions)			75	feet
84	Allowable Height	Current code	B-3	Unlimited	feet
86	Proposed Code		CMU	60	feet
88					
89	Gross Building Footprint			15,000	square feet
90	Minimum Building Footprint Requirement			5,000	square feet
91	Gross Footprint as Percent of Site Area			10.4%	
92	Maximum Allowed Lot Coverage	B-3	Unrestricted		
93		CMU	Unrestricted		
94					
95					
96	Building Location Relative to Perimeter Lot Lines				
97	Near Front Lot Line, not set back behind vehicle area?		No	Yes	This lot line abuts a street and has the primary front setback
98	Length of Façade near Front Lot Line		0	122	feet
99	Near Side Lot Line, not set back behind vehicle area?		No	No	This lot line is located clockwise from the "Front Lot Line"
100	Length of Façade near Side Lot Line		0	0	feet
101	Near Other Side Lot Line, not set back behind vehicle area?		No	No	This is located counter-clockwise from the "Front Lot Line"
102	Length of Façade near Other Side Lot Line		0	0	feet
103	Near Rear Lot Line, not set back behind vehicle area?		Yes	No	This lot line is located opposite from the "Front Lot Line"
104	Length of Façade near Rear Lot Line		122	0	feet
105	Current Code	B-3			
106	Maximum FAR Allowed		Unrestricted	Maximum Floor Area Allowed:	NA sq. ft.
107	Proposed FAR		0.64	Proposed Floor Area	92,500 sq. ft.
108	Proposed Code	CMU			
109	Maximum FAR By right		1.00	Maximum Floor Area By right:	144,900 sq. ft.
110	Maximum FAR with bonuses		2.00	Maximum Floor Area with Bonuses:	289,800 sq. ft.
111	Allowable FAR with bonuses proposed		1.01	Allowable floor area in this case:	145,900 sq. ft.
112	Proposed FAR		0.64	Proposed floor area:	92,500 sq. ft.
113					

NOTICE: Mechanical penthouse appurtenance exceeds 33% rooftop coverage, and so will be counted as an additional floor. If as a result the building exceeds height limits, consider reducing appurtenance floor area or redistributing it to a basement.

WARNING: Building height exceeds allowable maximum in proposed code. Consider reducing the number of floors for the proposed code analysis, in part by increasing the number of square feet per floor to compensate for the lower building height.

114	How many public streets border this property?									
115	Two, corner lot									
116										
117										
118	Types of Streets along Boundaries									
119	Primary front lot line	Arterial Street	West 36th Avenue	2	24 feet					
120	Secondary street frontage	Local Street	Centerpoint Drive	1	24 feet					
121	Not Applicable		None		feet					
122	Not Applicable		None		feet					
123										
124	Front lot line	630 feet	This lot line abuts a street and has the primary front setback							
125	Side lot line	230 feet	This lot line is located clockwise from the "Front Lot Line"							
126	Other side lot line	230 feet	This is located counter-clockwise from the "Front Lot Line"							
127	Lot line opposite front line (rear)	630 feet	This lot line is located opposite from the "Front Lot Line"							
128	Other	feet	This is an additional lot line for testing irregular shaped lots.							
129										
130	Estimated land area		144,900 square feet							
131	(accept the calculation or enter exact)		3.33 acres							
132										
133	Adjacent and Abutting Properties									
134	Front lot line	Adjacent Adjacent Abutting Abutting	Zoning		District					
135	Side lot line		Current Code	Proposed Code	Land Use					
136	Other side lot line		B-3	CMU	Non-Residential					
137	Lot line opposite front line (rear)		B-3	B-3	Non-Residential					
138			B-3	CMU	Non-Residential					
139										

140 Parking Requirements and Land Utilization for Parking			
141 Current Title 21		B-3 General Business	
142	Dwellings, Multifamily or Mixed-use - Efficiency		
143	Dwellings, Multifamily or Mixed-use - 1 Bedroom		
144	Dwellings, Multifamily or Mixed-use - 2 Bedroom		
145	Dwellings, Multifamily or Mixed-use - 3 Bedroom		
146	Hotel		
147	Office, business, professional and financial		
148	Office, health and medical		
149	Health Club, Fitness		
150	Restaurant		
151	Retail, grocery		
152	Retail, general - general, convenience store, building materials		
153	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores		
154	Retail, large goods - furniture, home appliance, flooring		
155	Retail, large shopping mall		
156	Manufacturing, small		
157	Manufacturing, large		
158	Warehouse, small		
159	Warehouse, large		
160	Accessory storage/mechanical area		
161	Total parking required		
162			
163	Parking space distribution		
164	Surface parking		
165	Within building, above ground		
166	Within building, below ground		
167	Above grade structure		
168	Below grade structure		
169	Off-site		
170	TOTAL		
171	Total Land Area Requirement	99,600 square feet	
172		2.29 acres	
173	Percent of Gross Site Area	69%	
174			

1.68	spaces per dwelling unit		
1.68	spaces per dwelling unit		
2.00	spaces per dwelling unit		
2.80	spaces per dwelling unit		
1.00	space per room		
3.33	spaces per 1,000 gross square feet		223.3
4.00	spaces per 1,000 gross square feet		-
3.33	spaces per 1,000 gross square feet		-
13.33	spaces per 1,000 gross square feet		-
5.00	spaces per 1,000 gross square feet		-
3.33	spaces per 1,000 gross square feet		-
3.33	spaces per 1,000 gross square feet		-
3.33	spaces per 1,000 gross square feet		-
4.00	spaces per 1,000 gross square feet		-
2.50	spaces per 1,000 gross square feet		-
2.50	spaces per 1,000 gross square feet		-
1.00	space per 1,000 gross square feet		-
1.00	space per 1,000 gross square feet		-
1.00	space per 1,000 gross square feet		25.5
			249 spaces

249	100.0%	400	Gross Land Area per Space
-	0.0%	-	square feet
-	0.0%	-	square feet
-	0.0%	-	square feet
-	0.0%	-	square feet
-	0.0%	-	square feet
249	100.0%	400	square feet

Number of levels:	1
Number of levels:	1
Number of levels:	1
Number of levels:	1

EIA Model Test 3: B-3 to CMU

DRAFT

Parking Requirements and Land Utilization Proposed Title 21		Spaces required per 1,000 GSF (non-resid.) or per dwelling or hotel room		40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - NMU, CMU, RMU or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking		10% Reduction for Transit Pass Benefits or Parking Cash-out		Total Parking Spaces Required (with Reductions)	
				No		Yes		Yes		Yes		No		No			
175 The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.																	
176				No		Yes		Yes		Yes		No		No			
177	Dwellings, Multifamily Efficiency	1.00		100%		90%		90%		95%		100%		100%		-	
178	Dwellings, Multifamily 1 Bedroom	1.20		100%		90%		90%		95%		100%		100%		-	
179	Dwellings, Multifamily 2 Bedroom	1.60		100%		90%		90%		95%		100%		100%		-	
180	Dwellings, Multifamily 3 Bedroom	2.10		100%		90%		90%		95%		100%		100%		-	
181	Hotel	0.90		100%		100%		100%		95%		100%		100%		-	
182	Office, business, professional and financial	2.86		100%		100%		100%		95%		100%		100%		163.67	
183	Office, health and medical	4.00		100%		100%		100%		95%		100%		100%		-	
184	Health Club, Fitness	4.44		100%		100%		100%		95%		100%		100%		-	
185	Restaurant	16.67		100%		100%		100%		95%		100%		100%		-	
186	Retail, grocery	4.00		100%		100%		100%		95%		100%		100%		-	
187	Retail, general	3.33		100%		100%		100%		95%		100%		100%		-	
188	Retail, other	2.50		100%		100%		100%		95%		100%		100%		-	
189	Retail, large goods	1.25		100%		100%		100%		95%		100%		100%		-	
190	Retail, large shopping mall	3.33		100%		100%		100%		95%		100%		100%		-	
191	Manufacturing, small	1.00		100%		100%		100%		95%		100%		100%		-	
192	Manufacturing, large	0.67		100%		100%		100%		95%		100%		100%		-	
193	Warehouse, small	0.80		100%		100%		100%		95%		100%		100%		-	
194	Warehouse, large	0.67		100%		100%		100%		95%		100%		100%		-	
195	Accessory storage/mechanical area	0.80		100%		100%		100%		95%		100%		100%		-	
196	Total parking required			100%		100%		100%		95%		100%		100%		17.44	
197																182	
198	Parking space distribution																
199	Surface parking																
200	Within building																
201	Within building, below ground																
202	Above grade structure																
203	Below grade structure																
204	Off-site																
205	TOTAL																
206	Total Land Area Requirement	72,800															
207		1.67															
208	Percent of Gross Site Area	50.2%															
209																	
210	Bonus Potential: Below Ground Parking																
211	Number of Below Ground Spaces																
212	Square feet of below ground parking																
213	Added building floor area allowed at																
214																	

Gross Land Area per Space

182	100%	400
-	0%	-
-	0%	-
-	0%	-
-	0%	-
-	0%	-
182	100%	400

Number of levels:

Number of levels:

Number of levels:

Number of levels:

square feet

acres

50.2%

Bonus Potential: Below Ground Parking

Number of Below Ground Spaces

Square feet of below ground parking

Added building floor area allowed at

214

Title 21 Economic Impact Analysis Model

Municipality of Anchorage

February 29, 2008

215	Minimum Setback Requirements		Current Code	B-3	Proposed Code	CMU
216	<i>Types of Streets along Boundaries</i>					
217	Front lot line		10	feet	0	feet
218	Side lot line		5	feet	0	feet
219	Other side lot line		10	feet	5	feet
220	Lot line opposite front line (rear)		0	feet	5	feet
221						
222	Site Perimeter Utility Easements		Current Code	B-3	Proposed Code	CMU
223	<i>Linear utility easements along perimeter of site.</i>					
224	Front lot line		10	feet	10	feet
225	Side lot line		10	feet	10	feet
226	Other side lot line		20	feet	20	feet
227	Lot line opposite front line (rear)		10	feet	10	feet
228	Minimum Perimeter Landscaping Setbacks from Adjacent Uses		Current Code	B-3	Proposed Code	CMU
229		Adjacent Uses	Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)	Site Perimeter Landscaping Level	Minimum Perimeter Landscaping Width (feet)
230	Front lot line	Arterial Street	B-3	6	None	0
231	Side lot line	Local Street	B-3	0	None	0
232	Other side lot line	Non-Residential	B-3	0	L2	8
233	Lot line opposite front line (rear)	Non-Residential	B-3	0	None	0
234						
235	Minimum Parking Lot Perimeter Landscaping Setbacks		Current Code	B-3	Proposed Code	CMU
236		Adjacent Zoning	Perimeter Landscaping Length (feet)	Adjacent Zoning	Parking Lot Perimeter Landscaping Level	Parking Landscaping Length (feet)
237	Front lot line	B-3	6	CMU	L2	8
238	Side lot line	B-3	8	CMU	L2	8
239	Other side lot line	B-3	8	B-3	L2	8
240	Lot line opposite front line (rear)	B-3	8	CMU	L2	8
241						
242	Combined Minimum Landscaping and Setback Requirements from Lot Lines		Current Code	B-3	Proposed Code	CMU
243		Adjacent Zoning	Perimeter Landscaping Length (feet)	Adjacent Zoning	Parking Lot Perimeter Landscaping Level	Parking Landscaping Length (feet)
244	Front lot line	B-3	6	CMU	L2	8
245	Side lot line	B-3	8	CMU	L2	8
246	Other side lot line	B-3	8	B-3	L2	8
247	Lot line opposite front line (rear)	B-3	8	CMU	L2	8
248						
249	Setback, Easement and Perimeter Landscaping Site Area Requirements		Current Code	B-3	Proposed Code	CMU
250	Front lot line		3,492	square feet	6,855	square feet
251	Side lot line		1,536	square feet	2,804	square feet
252	Other side lot line		1,728	square feet	5,520	square feet
253	Lot line opposite front line (rear)		5,285	square feet	7,633	square feet
254	TOTAL		12,041	square feet	22,813	square feet
255						

256	Parking Interior Lot Landscaping Requirements			
257	Number of surface parking spaces	Current Code B-3	Proposed Code CMU	
258	Surface parking land area	249 spaces	182 spaces	
259	Percent of parking area for landscaping	99,600 square feet	72,800 square feet	
260	Required Landscaping Area (in addition to surface parking area)	5%	10%	
261		4,980 square feet	7,280 square feet	
262	Loading Area Requirements			
263	Berth Type	Current Code B-3	Proposed Code CMU	
264	Number of Berths Required	B	B	
265	Land Area per Berth	2	2	
266	Total Loading Area Land Area Requirement	400 square feet	400 square feet	
267		800 square feet	800 square feet	
268	Lighting Requirements			
269	Surface parking land area	Current Code B-3	Proposed Code CMU	
270		99,600 square feet	72,800 square feet	
271				
272				
273				
274	Private Open Space Requirements			
275	Required for Residential Dwellings	Current Code B-3	Proposed Code CMU	
276	Required for Non-residential Uses	- square feet	- square feet	
277	Required in return for Parking Reductions	- square feet	4,625 square feet	
278	Total Required Private Open Space	- square feet	1,240 square feet	
279	Amount provided on or in the building(s)	-	5,865 square feet	
280	Amount provided on the land	-	- sq. ft.	
281	Total Private Open Space Provided	-	5,865 sq. ft.	
282	<i>Acres</i>	-	5,865 sq. ft.	
283	<i>Percent of Site</i>	-	0.13 acres	
284	Excess Private Open Space Provided (R-4)	-	4.09%	
285	Bonus floor area allowed:	-	- sq. ft.	
286	1 sq. ft. of floor area per	-	- sq. ft. of added floor area	
287	1 sq. ft. of excess private open space	-	-	
288				
289	Snow Storage Area Requirement			
290	20% of multi-family surface parking requirements	Current Code B-3	Proposed Code CMU	
291	less	No Requirement	- square feet	
292	25% of private open space provided on the land		less	
293	Total Snow Storage Requirement		- square feet	
294			- square feet	
295	<i>Percent of Site</i>		- acres	
296			0.09%	
297				

Pedestrian Connections Requirements		Current Code B-3	Proposed Code CMU
299	Required Walkways	No Pedestrian Requirements	2,174 square feet
300	Bus Stop (may be required for transit-related parking reduction)		- square feet
301	<i>Required in return for a Parking Reduction?</i>	No	
302	<i>Is it located along an Arterial class street?</i>	No	
303	<i>Additional area for on-site transit facilities</i>	0 square feet	
304	Primary Pedestrian Walkways		
305			200 linear feet of primary pedestrian walkway
306	Bonus floor area allowed at	5 square feet per lin. ft.	2,400 square feet of primary pedestrian walkway
307			1,000 square feet of bonus floor area
308	<i>Pedestrian Connections Square Feet</i>		3,574 square feet
309	<i>Pedestrian Connections in Acres</i>		0.1 acres
310	<i>Percent of Site</i>		2.5%
311			
312			
313	Other Facilities or Undeveloped Areas (Optional)		
314	Area of site encumbered by other facilities not necessarily required by the zoning ordinance		
315	but needed by the use type. Such areas may include, for example, portions of the site left		
316	undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas.		
317	The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.		
318	TOTAL AREA	-	square feet
319			

EIA Model Test 3: B-3 to CMU

DRAFT

3320	Summary Site Area Requirements	Current Code	B-3	Proposed Code	CMU
3321	Land Area in Square Feet				
3322	Building Footprint	15,000	square feet	15,000	square feet
3323	Parking	99,600	square feet	72,800	square feet
3324	Setbacks, Easements and Perimeter Landscaping	12,041	square feet	22,813	square feet
3325	Parking Lot Interior Landscaping	4,980	square feet	7,280	square feet
3326	Loading Area	800	square feet	800	square feet
3327	Lighting	Same as Parking	square feet	Same as Parking	square feet
3328	Private Open Space	-	square feet	5,865	square feet
3329	Snow Storage	-	square feet	-	square feet
3330	Pedestrian Connections	-	square feet	3,574	square feet
3331	TOTAL	132,421	square feet	128,132	square feet
3332	Total Site Area	144,900	square feet	144,900	square feet
3333	Percent of Total Site Area				3% lower
3334	Building Footprint	10.4%		10.4%	
3335	Parking	68.7%		50.2%	
3336	Setbacks, Easements and Perimeter Landscaping	8.3%		15.7%	
3337	Parking Lot Interior Landscaping	3.4%		5.0%	
3338	Loading Area	0.6%		0.6%	
3339	Lighting	NA		NA	
3340	Private Open Space	0.0%		4.0%	
3341	Snow Storage	0.0%		0.0%	
3342	Pedestrian Connections	0.0%		2.5%	
3343	TOTAL	91.4%		88.4%	
3344	Total Site Area	100.0%		100.0%	

Summary Cost Requirements		Current Code B-3		Proposed Code CMU	
					Pct. of Current
346	Parking Construction				
347	Surface parking	\$8,000 per space	\$1,992,000	\$1,456,000	73%
348	Within building, above ground	\$35,000 per space	\$0	\$0	
349	Within building, below ground	\$60,000 per space	\$0	\$0	
350	Above grade structure	\$35,000 per space	\$0	\$0	
351	Below grade structure	\$60,000 per space	\$0	\$0	
352	Off-site	\$0 per space	\$0	\$0	
353	Total Parking Construction		\$1,992,000	\$1,456,000	73%
354					
355	Setbacks, Easements and Perimeter Landscaping				
356	Current Code	\$ 7.85 per square foot	\$94,500		
357	Proposed Code - perimeter landsc.	\$ 11.32 per square foot		\$127,900	
358	Proposed Code - easement landsc.	\$ 2.00 per square foot		\$23,000	
359	Proposed Code - total			\$150,900	160%
360					
361	Parking Lot Interior Landscaping				
362	Current Code	\$ 7.85 per square foot	\$39,100		
363	Proposed Code	\$ 11.32 per square foot		\$82,400	211%
364					
365	Site Enhancement Landscaping				
366	Current Code	\$1.20 per square foot	\$15,000		
367	Proposed Code	\$2.00 per square foot		\$33,500	223%
368					
369	Loading Area	\$ 20.00 per square foot	\$16,000	\$16,000	100%
370					
371	Lighting	\$ 0.08 per square foot	\$8,200		
372	Proposed Code	\$ 0.10 per square foot		\$7,200	88%
373					
374	Private Open Space				
375	Current Code	\$ 7.85 per square foot	\$0		
376	Proposed Code	\$ 11.32 per square foot		\$66,400	
377					
378	Snow Storage	\$ 11.32	\$0	\$0	
379					
380	Pedestrian Connections	\$ 11.32 per square foot	\$0	\$40,500	
381					
382	COST OF SITE DEVELOPMENT (Including structured parking)		\$2,164,800	\$1,852,900	86%
383					
384	COST OF BUILDING CONSTRUCTION		\$15,088,000	\$15,842,000	105%
385					
386	TOTAL COST OF DEVELOPMENT		\$17,252,800	\$17,694,900	103%
387					

1 ECONOMIC COST & BENEFIT COMPARISON WORKSHEET		
2 Title 21 Land Use Code	CELL	Cells requiring direct input.
3 Current Code vs. Proposed Code (2007 Public Hearing Draft)	COLOR	Cells calculated by the model; can be overridden by direct input.
4 Anchorage, Alaska	CODES	Cells with drop-down answer menus.
5 Current Title 21 Zoning District:	R-4	Multiple Family Residential
6		
7 Proposed Title 21 Zoning District:	R-4	Multiple Family Residential
8		
9 Name of Project:	Park Plaza II	
10 Address or Location of Project:	16th Avenue and A Street	
11 Current Zoning:	R-4	Multiple Family Residential
12 Proposed Zoning:	R-4	Multiple Family Residential
13 Is this project in Downtown vicinity?	No	Answer "Yes" if North of 15th Avenue, west of Gambell Street, east of L Street and south of Ship Creek
14 If not, is this project in the Central City?	Yes	Answer "Yes" if North of Tudor Rd, east of Minnesota Dr and west of Seward Hwy, or in Fairview, Mt. View, or Gov't Hill neighborhood.
15		
16 Written description of proposed project:		
17	5-story, 100-unit residential building over underground and ground floor parking including some office space and a health club. For testing purposes 20 units are assumed to meet proposed Title 21 definition for affordable housing. Health club and office space are for purposes of test considered separate primary allowed uses.	
18		

EIA Model Test 10: R-4 to R-4

DRAFT

Proposed Uses on the Site					
RESIDENTIAL					
20					
21	Dwellings, Multifamily or Mixed-use - Efficiency	26	15,600	600	
22	Dwellings, Multifamily or Mixed-use - 1 Bedroom	54	43,200	800	
23	Dwellings, Multifamily or Mixed-use - 2 Bedroom	20	20,000	1,000	Residential
24	Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	1,400	
25	<i>Total Dwelling Units</i>	<i>100</i>	<i>78,800</i>		
26					
27	Dwellings from above that are qualified as Affordable Housing				Square Feet in ea. Affordable Unit
28	Efficiency	10	6,000	600	
29	1 Bedroom	5	3,500	700	
30	2 Bedroom	5	4,000	800	
31	3 Bedroom	-	-	1,100	
32	TOTAL Affordable Units	20	13,500		2 sq. ft. per affordable housing sq. ft.
33	<i>Added building floor area allowed (up to 0.5 added FAR)</i>		<i>27,000</i>		
34					
35	Bonus Potential:				
36	Housing Square Feet				0 sq. ft. per housing sq. ft.
37					
38					
39					
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50					
51					
52					
53					
54					
55					
56					
57					
58					
59					
60					
61					
62					
HOTEL					
		Number of Hotel Rooms	Square Feet GFA per hotel room		
		-	1,000		
		-	-		
	<i>Total Hotel Rooms</i>				
COMMERCIAL USES					
			Square Feet		
	Office, business, professional and financial		1,500		
	Office, health and medical		-		
	Health Club, Fitness		5,000		
	Restaurant		-		
	Retail, grocery		-		
	Retail, general - general, convenience store, building materials		-		
	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores		-		
	Retail, large goods - furniture, home appliance, flooring		-		
	Retail, large shopping mall		-		
	Manufacturing, small		-		
	Manufacturing, large		-		
	Warehouse, small		-		
	Warehouse, large		-		
	Accessory storage/mechanical area		-		
	<i>Total Commercial Square Feet</i>		<i>6,500</i>		
STRUCTURED PARKING					
	Parking, above grade in the building or a separate structure		18,500		
	Structured parking below grade or in the basement		41,000		
	<i>Total Square Feet</i>		<i>144,800</i>		

Proposed Building Dimensions				FLOORS	
63	First Floor			1	25,000 square feet
64	Second Floor and/or Mezzanine			1	22,500 square feet
65	Third Floor			1	22,500 square feet
66	Fourth Floor			1	22,500 square feet
67	Fifth Floor			1	11,300 square feet
68	Number of Additional Floors			-	0 square feet
69	Mechanical Storage Penthouse			-	0 square feet
70	Attic or Sloping Roof (Above Eave)			-	8 square feet
71	Total Floors Above Grade			5	
72	Basement Floors (Below Grade)			1	41,000 square feet
73					
74					
75					
76	GROSS FLOOR AREA				
77	Gross Floor Area (based on floor dimensions)			144,800	square feet
78	Gross Floor Area of proposed uses (from previous page)			144,800	square feet
79	Gross Floor Area excluding below grade structured parking			103,800	square feet
80	Gross Floor Area excluding all structured parking			85,300	square feet
81	Net Floor Area (useable or leasable) excluding parking			72,505	square feet
82	Floor Area Efficiency			85%	
83	BUILDING HEIGHT				
84	Height of Proposed Building (based on floor dimensions)			58 feet	
85	Allowable Current code			R-4	
86	Proposed Code			Unlimited	
87				60 feet	
88					
89	LOT COVERAGE				
90	Gross Building Footprint			25,000	square feet
91	Minimum Building Footprint Requirement			1,000	square feet
92	Gross Footprint as Percent of Site Area			45.5%	
93	Maximum Allowed Lot Coverage			Unrestricted	
94				65%	
95	BUILDING LOCATION				
96	Building Location Relative to Perimeter Lot Lines			Current Code	Proposed Code
97	Near Front Lot Line, not set back behind vehicle area?			Yes	Yes
98	Length of Façade near Front Lot Line			158	158 feet
99	Near Side Lot Line, not set back behind vehicle area?			Yes	Yes
100	Length of Façade near Side Lot Line			158	158 feet
101	Near Other Side Lot Line, not set back behind vehicle area?			No	No
102	Length of Façade near Other Side Lot Line			0	0 feet
103	Near Rear Lot Line, not set back behind vehicle area?			No	No
104	Length of Façade near Rear Lot Line			0	0 feet
105					
106	FLOOR AREA RATIO (FAR)			Current Code	Maximum Floor Area Allowed:
107	Maximum FAR Allowed			Unrestricted	NA sq. ft.
108	Proposed FAR			1.89	103,800 sq. ft.
109	Proposed Code			R-4	
110	Maximum FAR By right			1.00	Maximum Floor Area By right: 55,000 sq. ft.
111	Maximum FAR with bonuses			2.00	Maximum Floor Area with Bonuses: 110,000 sq. ft.
112	Allowable FAR with bonuses proposed			2.00	Allowable floor area in this case: 110,000 sq. ft.
113	Proposed FAR			1.89	Proposed floor area: 103,800 sq. ft.

Building height is in compliance with code.

EIA Model Test 10: R-4 to R-4

DRAFT

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

How many public streets border this property?					
Three, two corners, no rear street					
Types of Streets along Boundaries					
Primary front lot line	Collector Street	East 16th Avenue	1	24	feet
Secondary street frontage 1	Arterial Street	A Street			feet
Secondary street frontage 2	Local Street	East 15th Avenue	1	24	feet
Not Applicable	Not Applicable	None			feet
Lot Dimensions in Feet					
Front lot line	275	feet	This lot line abuts a street and has the primary front setback		
Side lot line	200	feet	This lot line is located clockwise from the "Front Lot Line"		
Other side lot line	200	feet	This is located counter-clockwise from the "Front Lot Line"		
Lot line opposite front line (rear)	275	feet	This lot line is located opposite from the "Front Lot Line"		
Other		feet	This is an additional lot line for testing irregular shaped lots.		
Estimated land area					
	55,000	square feet			
	1.26	acres			
Adjacent and Abutting Properties					
Front lot line	Adjacent	Current Code	Zoning		District
Side lot line			Proposed Code	Land Use	
Other side lot line		PLI-p	PR	Non-Residential	Non-Residential
Lot line opposite front line (rear)		R-O	R-O	Non-Residential	Non-Residential
	Adjacent	R-4	R-4	Residential	Residential
	Abutting	R-4	R-4	Residential	Residential

Title 21 Economic Impact Analysis Model
Municipality of Anchorage
February 29, 2008

EIA Model Test 10: R-4 to R-4

DRAFT

174

Parking Requirements and Land Utilization Proposed Title 21		Spaces required per 1,000 GSF (non-resid.) or per dwelling or hotel room	40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - NMU, CMU, RMU or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking		10% Reduction for Transit Pass Benefits or Parking Cash-out		Total Parking Spaces Required (with Reductions)
			No	Yes	Yes	No	No	Yes	No	Yes	No	No	No		
175	The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.														
176															
177	Dwellings, Multifamily Efficiency	1.00	100%	90%	100%	95%	100%	100%	95%	100%	100%	100%	100%	100%	22.23
178	Dwellings, Multifamily 1 Bedroom	1.20	100%	90%	100%	95%	100%	100%	95%	100%	100%	100%	100%	100%	55.40
179	Dwellings, Multifamily 2 Bedroom	1.60	100%	90%	100%	90%	100%	100%	95%	100%	100%	100%	100%	100%	27.36
180	Dwellings, Multifamily 3 Bedroom	2.10	100%	90%	100%	90%	100%	100%	95%	100%	100%	100%	100%	100%	-
181	Hotel	0.90	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
182	Office, business, professional and financial	2.86	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	4.07
183	Office, health and medical	4.00	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
184	Health Club, Fitness	4.44	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	21.11
185	Restaurant	16.67	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
186	Retail, grocery	4.00	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
187	Retail, general	3.33	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
188	Retail, other	2.50	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
189	Retail, large goods	1.25	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
190	Retail, large shopping mall	3.33	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
191	Manufacturing, small	1.00	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
192	Manufacturing, large	0.67	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
193	Warehouse, small	0.80	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
194	Warehouse, large	0.67	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
195	Accessory storage/mechanical area	0.80	100%	100%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	-
196	Total parking required														131
197															
198	Parking space distribution														
199	Surface parking														
200	Within building														
201	Within building, below ground														
202	Above grade structure														
203	Below grade structure														
204	Off-site														
205	TOTAL														
206	Total Land Area Requirement	7,600 square feet													
207		0.17 acres													
208	<i>Percent of Gross Site Area</i>	<i>13.8%</i>													
209															
210	Bonus Potential: Below Ground Parking														
211	Number of Below Ground Spaces														
212	Square feet of below ground parking														
213	Added building floor area allowed at														
			2 sq. ft. per sq. ft. of below ground parking		80 spaces		28,000 square feet		55,000 square feet (up to 1.0 added FAR)						

214	Minimum Setback Requirements				Current Code	R-4	Proposed Code R-4
215	<i>Types of Streets along Boundaries</i>						
216	Front lot line				10 feet	10 feet	
217	Collector Street				5 feet	5 feet	
218	Arterial Street				10 feet	10 feet	
219	Not Applicable				5 feet	5 feet	
220	Local Street						
221							
222	Site Perimeter Utility Easements				Current Code	R-4	Proposed Code R-4
223	<i>Linear utility easements along perimeter of site.</i>				0 feet	0 feet	
224	Front lot line				0 feet	0 feet	
225	Side lot line				0 feet	0 feet	
226	Other side lot line				0 feet	0 feet	
227	Lot line opposite front line (rear)				10 feet	10 feet	
228							
229	Minimum Perimeter Landscaping Setbacks from Adjacent Uses				Current Code	R-4	Proposed Code R-4
230					Adjacent Zoning	Minimum Perimeter Landscaping Width (feet)	Adjacent Zoning
231					Adjacent Uses	Site Perimeter Landscaping Level	Minimum Perimeter Landscaping Width
232							Landscaping Width with Utility Easement
233	Front lot line				PLI-p	0	PR
234	Side lot line				R-O	0	R-O
235	Other side lot line				R-4	0	R-4
236	Lot line opposite front line (rear)				R-4	0	R-4
237							
238							
239							
240							
241							
242	Minimum Parking Lot Perimeter Landscaping Setbacks				Current Code	R-4	Proposed Code R-4
243					Adjacent Zoning	Perimeter Landscaping Length (feet)	Adjacent Zoning
244					Adjacent Uses	Parking Landscaping Level	Parking Landscaping Length
245							Landscaping Width with Utility Easement
246	Front lot line				PLI-p	8	L2
247	Side lot line				R-O	0	L2
248	Other side lot line				R-4	0	L2
249	Lot line opposite front line (rear)				R-4	0	L2
250							
251							
252							
253							
254							
255							
256							
257							
258							
259							
260							
261							
262							
263							
264							
265							
266							
267							
268							
269							
270							
271							
272							
273							
274							
275							
276							
277							
278							
279							
280							
281							
282							
283							
284							
285							
286							
287							
288							
289							
290							
291							
292							
293							
294							
295							
296							
297							
298							
299							
300							
301							
302							
303							
304							
305							
306							
307							
308							
309							
310							
311							
312							
313							
314							
315							
316							
317							
318							
319							
320							
321							
322							
323							
324							
325							
326							
327							
328							
329							
330							
331							
332							
333							
334							
335							
336							
337							
338							
339							
340							
341							
342							
343							
344							
345							
346							
347							
348							
349							
350							
351							
352							
353							
354							
355							

EIA Model Test 10: R-4 to R-4

DRAFT

256	Parking Interior Lot Landscaping Requirements			
257	Number of surface parking spaces	25 spaces	19 spaces	
258	Surface parking land area	10,000 square feet	7,600 square feet	
259	Percent of parking area for landscaping	0%	0%	
260	Required Landscaping Area (in addition to surface parking area)	0 square feet	0 square feet	
261				
262	Loading Area Requirements			
263	Berth Type	B	B	
264	Number of Berths Required	1	1	
265	Land Area per Berth	400 square feet	400 square feet	
266	Total Loading Area Land Area Requirement	400 square feet	400 square feet	
267				
268	Lighting Requirements			
269	Surface parking land area	10,000 square feet	7,600 square feet	
270				
271				
272				
273				
274	Private Open Space Requirements			
275	Required for Residential Dwellings	10,000 square feet	10,000 square feet	
276	Required for Non-residential Uses	- square feet	325 square feet	
277	Required in return for Parking Reductions	square feet	800 square feet	
278	Total Required Private Open Space	10,000 square feet	11,125 square feet	
279	Amount actually provided on or in the building(s)	5,000 sq. ft.	5,000 sq. ft.	
280	Amount actually provided on the land	5,000 sq. ft.	11,125 sq. ft.	
281	Total Private Open Space Provided	10,000 sq. ft.	11,125 sq. ft.	
282	<i>Acres</i>		0.14 acres	
283	<i>Percent of Site</i>		11.1%	
284	Excess Private Open Space Provided (R-4)		- sq. ft.	
285	Added floor area allowed:			
286	1 sq. ft. of floor area per		- sq. ft. of added floor area	
287	1 sq. ft. of excess private open space			
288				
289	Snow Storage Area Requirement			
290	20% of multi-family surface parking requirements	No Requirement	- square feet	
291	less		less	
292	25% of private open space provided on the land		- square feet	
293	Total Snow Storage Requirement		- square feet	
294			- acres	
295	<i>Percent of Site</i>		0.0%	
296				
297				

Pedestrian Connections Requirements		Current Code R-4	Proposed Code R-4
298			
299	Required Walkways		
300	Bus Stop (may be required for transit-related parking reduction)		
301	Required in return for a Parking Reduction?	Yes	825 square feet
302	Is it located along an Arterial class street?	Yes	900 square feet
303	Additional area for on-site transit facilities	600	
304	Primary Pedestrian Walkways		
305			
306	Bonus floor area allowed at	5	160 linear feet of primary pedestrian walkway
307	square feet per lin. ft.		
308	Pedestrian Connections Square Feet		1,920 square feet of primary pedestrian walkway
309	Pedestrian Connections in Acres		800 square feet of bonus floor area
310	Percent of Site		2,845 square feet
311			0.1 acres
312			5.2%
313	Other Facilities or Undeveloped Areas (Optional)		
314	Area of site encumbered by other facilities not necessarily required by the zoning ordinance		
315	but needed by the use type. Such areas may include, for example, portions of the site left		
316	undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas.		
317	The model provides the option to account for such areas to avoid unnecessarily counting		
318	them toward required site enhancement landscaping costs.		
319	TOTAL AREA		- square feet

EIA Model Test 10: R-4 to R-4

DRAFT

320	Summary Site Area Requirements	Current Code R-4	Proposed Code R-4
321	Land Area in Square Feet		
322	Building Footprint	25,000 square feet	25,000 square feet
323	Parking	10,000 square feet	7,600 square feet
324	Setbacks, Easements and Perimeter Landscaping	2,980 square feet	9,174 square feet
325	Parking Lot Interior Landscaping	- square feet	- square feet
326	Loading Area	400 square feet	400 square feet
327	Lighting	Same as Parking	Same as Parking
328	Private Open Space	5,000 square feet	6,125 square feet
329	Snow Storage	- square feet	- square feet
330	Pedestrian Connections	- square feet	2,845 square feet
331	TOTAL	43,380 square feet	51,144 square feet
332	Total Site Area	55,000 square feet	55,000 square feet
333	Percent of Total Site Area		18% higher
334	Building Footprint	45.5%	45.5%
335	Parking	18.2%	13.8%
336	Setbacks, Easements and Perimeter Landscaping	5.4%	16.7%
337	Parking Lot Interior Landscaping	0.0%	0.0%
338	Loading Area	0.7%	0.7%
339	Lighting	NA	NA
340	Private Open Space	9.1%	11.1%
341	Snow Storage	0.0%	0.0%
342	Pedestrian Connections	0.0%	5.2%
343	TOTAL	78.9%	93.0%
344	Total Site Area	100.0%	100.0%
345			

EIA Model Test 10: R-4 to R-4

DRAFT

Summary Cost Requirements		Current Code	R-4	Proposed Code R-4	Pct. of Current
346	Parking Construction				
347	Surface parking				
348	Within building, above ground				
349	Within building, below ground				
350	Above grade structure				
351	Below grade structure				
352	Off-site				
353	Total Parking Construction				
354					
355					
356	Setbacks, Easements and Perimeter Landscaping				
357	Current Code				
358	Proposed Code - perimeter landsc.				
359	Proposed Code - easement landsc.				
360	Proposed Code - total				
361					
362	Parking Lot Interior Landscaping				
363	Current Code				
364	Proposed Code				
365					
366	Site Enhancement Landscaping				
367	Current Code				
368	Proposed Code				
369					
370	Loading Area				
371					
372	Lighting				
373	Current Code				
374	Proposed Code				
375	Private Open Space				
376	Current Code				
377	Proposed Code				
378					
379	Snow Storage				
380					
381	Pedestrian Connections				
382					
383	COST OF SITE DEVELOPMENT (Including structured parking)				
384					
385	COST OF BUILDING CONSTRUCTION				
386					
387	TOTAL COST OF DEVELOPMENT				
388					
389					
390					
391					
392					
393					

Title#21 Economic Impact Analysis Model
Municipality of Anchorage
February 29, 2008

1 ECONOMIC COST & BENEFIT COMPARISON WORKSHEET			
2 Title 21 Land Use Code		CELL	Cells requiring direct input.
3 Current Code vs. Proposed Code (2007 Public Hearing Draft)		COLOR	Cells calculated by the model; can be overridden by direct input.
4 Anchorage, Alaska		CODES	Cells with drop-down answer menus.
5 Current Title 21 Zoning District:		I-1	Light Industrial
6			
7 Proposed Title 21 Zoning District:		I-1	Light Industrial
8			
9 Name of Project: Carr Gottstein Distribution Warehouse			
10 Address or Location of Project:		6441 C Street	
11 Current Zoning:		I-1	Light Industrial
12 Proposed Zoning:		I-1	Light Industrial
13 Is this project in Downtown vicinity?		No	Answer "Yes" if North of 15th Avenue, west of Gambell Street, east of L Street and south of Ship Creek
14 If not, is this project in the Central City?		No	Answer "Yes" if North of Tudor Rd, east of Minnesota Dr and west of Seward Hwy, or in Fairview, Mt. View, or Gov't Hill neighborhood.
15			
16 Written description of proposed project:			
17		Commercial cold storage facility, distribution warehouse, multi-use office, and vehicle parts and maintenance. To simplify testing the shape of the parcel has been generalized to a rectangle by squaring off the south diagonal lot line along the Alaska Railroad utility corridor and simplifying the east boundary. The site area and general proportions, configuration of uses and facilities on-site and the site's surrounding context are generalizations of the actual development.	
18			

EIA Model Test 11: I-1 to I-1

DRAFT

Proposed Uses on the Site					
RESIDENTIAL			Number of Dwelling Units	Square Feet	Square Feet GFA per Dwelling Unit
20					
21	Dwellings, Multifamily or Mixed-use - Efficiency		-	-	600
22	Dwellings, Multifamily or Mixed-use - 1 Bedroom		-	-	800
23	Dwellings, Multifamily or Mixed-use - 2 Bedroom		-	-	1,000
24	Dwellings, Multifamily or Mixed-use - 3 Bedroom		-	-	1,400
25	Total Dwelling Units		-	-	
26					
27	Bonus Potential: Affordable Housing				
28	Dwellings from above that are qualified as Affordable Housing				
29	Efficiency		-	-	600
30	1 Bedroom		-	-	700
31	2 Bedroom		-	-	800
32	3 Bedroom		-	-	1,100
33	TOTAL Affordable Units		-	-	
34	Added building floor area allowed (up to 0.5 added FAR)		-	-	0 sq. ft. per affordable housing sq. ft.
35	Potential bonus square feet from housing square feet (up to 0.5 added FAR)		-	-	0 sq. ft. per housing sq. ft.
36	Bonus Potential: Housing Square Feet				
37					
HOTEL			Number of Hotel Rooms	Square Feet GFA per hotel room	
38					
39			-	1,000	
40	Total Hotel Rooms		-	-	
41					
COMMERCIAL USES				Square Feet	
42	Office, business, professional and financial			6,000	
43	Office, health and medical			-	
44	Health Club, Fitness			-	
45	Restaurant			-	
46	Retail, grocery			-	
47	Retail, general - general, convenience store, building materials			-	
48	Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores			-	
49	Retail, large goods - furniture, home appliance, flooring			-	
50	Retail, large shopping mall			-	
51	Manufacturing, small			-	
52	Manufacturing, large			-	
53	Warehouse, small			-	
54	Warehouse, large			233,000	
55	Accessory storage/mechanical area			-	
56	Total Commercial Square Feet			239,000	
57					
58					
STRUCTURED PARKING					
59	Parking, above grade in the building or a separate structure			-	
60	Structured parking below grade or in the basement			-	
61	Total Square Feet			239,000	
62					

Proposed Building Dimensions									
FLOORS									
63	First Floor	Number of Floors	1	Floor Height (ft)	25	Floorplate Size	233,000	square feet	
64	Second Floor and/or Mezzanine		1		15		6,000	square feet	
65	Third Floor		-		0		0	square feet	
66	Fourth Floor		-		0		0	square feet	
67	Fifth Floor		-		0		0	square feet	
68	Number of Additional Floors		-		0		0	square feet	
69	Mechanical Storage Penthouse		-		0		0	square feet	
70	Attic or Sloping Roof (Above Eave)		-		0		0	square feet	
71	Total Floors Above Grade		2						
72	Basement Floors (Below Grade)		-		0		0	square feet	
73									
74									
75									
76	GROSS FLOOR AREA								
77	Gross Floor Area (based on floor dimensions)				239,000			square feet	
78	Gross Floor Area of proposed uses (from previous page)				239,000			square feet	
79	Gross Floor Area excluding below grade structured parking				239,000			square feet	
80	Gross Floor Area excluding all structured parking				239,000			square feet	
81	Net Floor Area (useable or leasable) excluding parking				203,150			square feet	
82	Floor Area Efficiency				85%				
83	BUILDING HEIGHT								
84	Height of Proposed Building (based on floor dimensions)				40			feet	
85	Allowable Height	Current code	I-1		Unlimited			feet	
86	Proposed Code		I-1		50			feet	
87									
88									
89									
90	LOT COVERAGE								
91	Gross Building Footprint				233,000			square feet	
92	Minimum Building Footprint Requirement				5,000			square feet	
93	Gross Footprint as Percent of Site Area				36.7%				
94	Maximum Allowed Lot Coverage	I-1			Unrestricted				
95		I-1			Unrestricted				
96	BUILDING LOCATION								
97	Building Location Relative to Perimeter Lot Lines								
98	Near Front Lot Line, not set back behind vehicle area?				No		No		This lot line abuts a street and has the primary front setback
99	Length of Façade near Front Lot Line				0		0		feet
100	Near Side Lot Line, not set back behind vehicle area?				No		No		This lot line is located clockwise from the "Front Lot Line"
101	Length of Façade near Side Lot Line				0		0		feet
102	Near Other Side Lot Line, not set back behind vehicle area?				No		No		This is located counter-clockwise from the "Front Lot Line"
103	Length of Façade near Other Side Lot Line				0		0		feet
104	Near Rear Lot Line, not set back behind vehicle area?				Yes		Yes		This lot line is located opposite from the "Front Lot Line"
105	Length of Façade near Rear Lot Line				600		600		feet
106	FLOOR AREA RATIO (FAR)								
107	Current Code	I-1			Unrestricted		Maximum Floor Area Allowed:	NA	sq. ft.
108	Maximum FAR Allowed				0.38		Proposed Floor Area	239,000	sq. ft.
109	Proposed Code	I-1			Unrestricted		Maximum Floor Area By right:	NA	sq. ft.
110	Maximum FAR By right				Unrestricted		Maximum Floor Area with Bonuses:	NA	sq. ft.
111	Maximum FAR with bonuses				Unrestricted		Allowable floor area in this case:	NA	sq. ft.
112	Allowable FAR with bonuses proposed				0.38		Proposed floor area:	239,000	sq. ft.
113	Proposed FAR								

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

How many public streets border this property?				
Two, corner lot				
Types of Streets along Boundaries				
Primary front lot line	Arterial Street	C Street	Driveways	Driveway Width
Secondary street frontage	Local Street	64th Avenue	2	24 feet
Not Applicable	Not Applicable	None		feet
Not Applicable	Not Applicable	None		feet
Lot Dimensions in Feet				
Front lot line	1,220	feet	This lot line abuts a street and has the primary front setback	
Side lot line	520	feet	This lot line is located clockwise from the "Front Lot Line"	
Other side lot line	520	feet	This is located counter-clockwise from the "Front Lot Line "	
Lot line opposite front line (rear)	1,220	feet	This lot line is located opposite from the "Front Lot Line"	
Other		feet	This is an additional lot line for testing irregular shaped lots.	
Estimated land area				
	634,400	square feet		
(accept the calculation or enter exact)				
	14.56	acres		
Adjacent and Abutting Properties				
		Zoning		District
		Current Code	Proposed Code	
Front lot line	Adjacent Adjacent Abutting Abutting	I-1	I-1	Non-Residential
Side lot line		I-1	I-1	Non-Residential
Other side lot line		I-1	I-1	Non-Residential
Lot line opposite front line (rear)		I-1	I-1	Non-Residential

Title 21 Economic Impact Analysis Model
Municipality of Anchorage
February 29, 2008

EIA Model Test 11: I-1 to I-1

DRAFT

174

Parking Requirements and Land Utilization Proposed Title 21													
175	The private open space requirement increases by 40 square feet for every parking space that is subtracted as part of the Parking Reductions.	Spaces required per 1,000 GSF (non-resid.) or per dwelling or per hotel room	40% Reduction in parking requirement for Downtown vicinity Residential		10% Reduction in parking requirement for Central City Residential		10% Reduction in parking requirement in Mixed-use Zones - NMU, CMU, RMU or R-4A		5% Reduction in parking requirement for Uses Adjacent to Transit Service		Reduction in parking requirement for Shared Parking	10% Reduction for Transit Pass Benefits or Parking Cash-out	Total Parking Spaces Required (with Reductions)
			No		No		No		No				
176													
177	Dwellings, Multifamily Efficiency	1.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
178	Dwellings, Multifamily 1 Bedroom	1.20	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
179	Dwellings, Multifamily 2 Bedroom	1.60	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
180	Dwellings, Multifamily 3 Bedroom	2.10	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
181	Hotel	0.90	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
182	Office, business, professional and financial	2.86	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	17.14
183	Office, health and medical	4.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
184	Health Club, Fitness	4.44	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
185	Restaurant	16.67	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
186	Retail, grocery	4.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
187	Retail, general	3.33	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
188	Retail, other	2.50	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
189	Retail, large goods	1.25	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
190	Retail, large shopping mall	3.33	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
191	Manufacturing, small	1.00	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
192	Manufacturing, large	0.67	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
193	Warehouse, small	0.80	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
194	Warehouse, large	0.67	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
195	Accessory storage/mechanical area	0.80	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-
196	Total parking required												155.33
197													-
198	Parking space distribution												173
199	Surface parking												
200	Within building												
201	Within building, below ground												
202	Above grade structure												
203	Below grade structure												
204	Off-site												
205	TOTAL												
206	Total Land Area Requirement	69,200	square feet										
207		1.59	acres										
208	<i>Percent of Gross Site Area</i>	10.9%											
209													
210	Bonus Potential: Below Ground Parking												
211	Number of Below Ground Spaces												
212	Square feet of below ground parking												
213	Added building floor area allowed at												

Gross Land Area per Space			
173	100%	400	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
-	0%	-	square feet
173	100%	400	square feet

spaces

square feet

square feet (up to 1.0 added FAR)

2 sq. ft. per sq. ft. of below ground parking

Gross Land Area per Space

173	square feet	400
-	square feet	-
-	square feet	-
-	square feet	-
-	square feet	-
-	square feet	-
-	square feet	-
173	square feet	400

Number of levels:

Number of levels:

Number of levels:

Number of levels:

square feet

acres

10.9%

Bonus Potential: Below Ground Parking

Number of Below Ground Spaces

Square feet of below ground parking

Added building floor area allowed at

2 sq. ft. per sq. ft. of below ground parking

- spaces

- square feet

- square feet (up to 1.0 added FAR)

214	Minimum Setback Requirements				Current Code I-1		Proposed Code I-1	
215	<i>Types of Streets along Boundaries</i>							
216	Front lot line				10 feet		10 feet	
217	Arterial Street				5 feet		5 feet	
218	Local Street				5 feet		0 feet	
219	Not Applicable				5 feet		0 feet	
220	Lot line opposite front line (rear)				5 feet		0 feet	
221								
222	Site Perimeter Utility Easements				Current Code I-1		Proposed Code I-1	
223	<i>Linear utility easements along perimeter of site.</i>				25 feet		25 feet	
224	Front lot line				0 feet		0 feet	
225	Side lot line				10 feet		10 feet	
226	Other side lot line				0 feet		0 feet	
227	Lot line opposite front line (rear)							
228	Minimum Perimeter Landscaping Setbacks from Adjacent Uses				Current Code I-1		Proposed Code I-1	
229								
230	Front lot line				I-1		I-1	
231	Side lot line				I-1		I-1	
232	Other side lot line				I-1		I-1	
233	Lot line opposite front line (rear)				I-1		I-1	
234								
235	Minimum Parking Lot Perimeter Landscaping Setbacks				Current Code I-1		Proposed Code I-1	
236								
237	Front lot line				0		8	
238	Side lot line				318		8	
239	Other side lot line				0		0	
240	Lot line opposite front line (rear)				318		263	
241								
242	Combined Minimum Landscaping and Setback Requirements from Lot Lines				Current Code I-1		Proposed Code I-1	
243								
244	Front lot line				8		29	
245	Side lot line				8		8	
246	Other side lot line				0		0	
247	Lot line opposite front line (rear)				8		8	
248								
249	Setback and Landscaping Site Area Requirements				Current Code I-1		Proposed Code I-1	
250	Front lot line				9,760 square feet		35,380 square feet	
251	Side lot line				2,161 square feet		3,776 square feet	
252	Other side lot line				0 square feet		0 square feet	
253	Lot line opposite front line (rear)				5,545 square feet		2,104 square feet	
254	TOTAL				17,466 square feet		41,260 square feet	
255								

Title 21 Economic Impact Analysis Model
Municipality of Anchorage
February 29, 2008

EIA Model Test 11: I-1 to I-1

DRAFT

256	Parking Interior Lot Landscaping Requirements			
257	Number of surface parking spaces	253 spaces	173 spaces	
258	Surface parking land area	101,200 square feet	69,200 square feet	
259	Percent of parking area for landscaping	5%	10%	
260	Required Landscaping Area (in addition to surface parking area)	5,060 square feet	6,920 square feet	
261				
262	Loading Area Requirements			
263	Berth Type	A	A	
264	Number of Berths Required	4	4	
265	Land Area per Berth	800 square feet	800 square feet	
266	Total Loading Area Land Area Requirement	3,200 square feet	3,200 square feet	
267				
268	Lighting Requirements			
269	Surface parking land area	101,200 square feet	69,200 square feet	
270				
271				
272				
273				
274	Private Open Space Requirements			
275	Required for Residential Dwellings	square feet	square feet	
276	Required for Non-residential Uses	square feet	square feet	
277	Required in return for Parking Reductions	square feet	square feet	
278	Total Required Private Open Space	square feet	square feet	
279	Amount actually provided on or in the building(s)		sq. ft.	
280	Amount actually provided on the land		sq. ft.	
281	Total Private Open Space Provided		sq. ft.	
282	<i>Acres</i>		acres	
283	<i>Percent of Site</i>		0.0%	
284	Excess Private Open Space Provided (R-4)			
285	Bonus floor area allowed:			
286	0 sq. ft. of floor area per			
287	1 sq. ft. of excess private open space			
288				
289	Snow Storage Area Requirement			
290	20% of multi-family surface parking requirements	No Requirement	square feet	
291	less		less	
292	25% of private open space provided on the land		square feet	
293	Total Snow Storage Requirement		square feet	
294			acres	
295	<i>Percent of Site</i>		0.0%	
296				
297				

Page 9 of 11

EIA Model Test 11: I-1 to I-1

DRAFT

Summary Site Area Requirements		Current Code I-1	Proposed Code I-1
320	Land Area in Square Feet		
321	Building Footprint	233,000 square feet	233,000 square feet
322	Parking	101,200 square feet	69,200 square feet
323	Setbacks and Landscaping	17,466 square feet	41,260 square feet
324	Parking Interior Lot Landscaping	5,060 square feet	6,920 square feet
325	Loading Area	3,200 square feet	3,200 square feet
326	Lighting	Same as Parking	Same as Parking
327	Private Open Space	- square feet	- square feet
328	Snow Storage	- square feet	- square feet
329	Pedestrian Connections	- square feet	9,516 square feet
330	TOTAL	359,926 square feet	363,096 square feet
331	Total Site Area	634,400 square feet	634,400 square feet
332	Percent of Total Site Area		
333	Building Footprint	36.7%	36.7%
334	Parking	16.0%	10.9%
335	Setbacks and Landscaping	2.8%	6.5%
336	Parking Lot Landscaping	0.8%	1.1%
337	Loading Area	0.5%	0.5%
338	Lighting	NA	NA
339	Private Open Space	0.0%	0.0%
340	Snow Storage	0.0%	0.0%
341	Pedestrian Connections	0.0%	1.5%
342	TOTAL	56.7%	57.2%
343	Total Site Area	100.0%	100.0%
344			
345			1% higher

Summary Cost Requirements		I-1		I-1	
346	Parking Construction				
347	Surface parking	\$8,000 per space	\$2,024,000	\$1,384,000	68%
348	Within building, above ground	\$35,000 per space	\$0	\$0	
349	Within building, below ground	\$60,000 per space	\$0	\$0	
350	Above grade structure	\$35,000 per space	\$0	\$0	
351	Below grade structure	\$60,000 per space	\$0	\$0	
352	Off-site	\$0 per space	\$0	\$0	
353	Total Parking Construction		\$2,024,000	\$1,384,000	68%
354					
355	Setbacks, Easements and Perimeter Landscaping				
356	Current Code	\$ 7.85 per square foot	\$137,000		
357	Proposed Code - perimeter landsc.	\$ 11.32 per square foot		\$181,400	
358	Proposed Code - easement landsc.	\$ 2.00 per square foot		\$50,500	
359	Proposed Code - total			\$231,900	169%
360					
361	Parking Lot Interior Landscaping				
362	Current Code	\$ 7.85 per square foot	\$39,700		
363	Proposed Code	\$ 11.32 per square foot		\$78,300	197%
364					
365	Site Enhancement Landscaping				
366	Current Code	\$1.20 per square foot	\$68,900		
367	Proposed Code	\$2.00 per square foot		\$62,600	91%
368					
369	Loading Area	\$ 20.00 per square foot	\$64,000	\$64,000	100%
370					
371	Lighting	\$ 0.08 per square foot	\$8,300		
372	Proposed Code	\$ 0.10 per square foot		\$6,900	83%
373					
374	Private Open Space				
375	Current Code	\$ 7.85 per square foot	\$0		
376	Proposed Code	\$ 11.32 per square foot		\$0	
377					
378	Snow Storage	\$ 2.00	\$0	\$0	
379					
380	Pedestrian Connections	\$ 11.32 per square foot	\$0	\$107,700	
381					
382	COST OF SITE DEVELOPMENT (Including structured parking)		\$2,341,900	\$1,935,400	83%
383					
384	COST OF BUILDING CONSTRUCTION		\$26,680,000	\$26,680,000	100%
385					
386	TOTAL COST OF DEVELOPMENT		\$29,021,900	\$28,615,400	99%
387					
388					
389					
390					
391					
392					
393					

Exhibit E-3

Municipal Assessor Opinion: Possible Property Value Impacts of Mixed-use Districts (Letter dated May 9, 2012)

This was provided to the Planning and Zoning Commission and on a CD to the Assembly Title 21 Committee. The Exhibit has been posted on the Title 21 Rewrite website since May 2012.

Note: This information was requested by PZC.

This page intentionally left blank.

MUNICIPALITY OF ANCHORAGE



Property Appraisal Division

907-343-6770

Mayor Dan Sullivan

May 9, 2012

Mr. Jerry T Weaver Jr.
Director Community Development Department
Municipality of Anchorage
PO Box 196650
Anchorage, AK 99519

Re: Possible Property Value Impacts of Mixed-Use Zoning Districts

Dear Jerry,

I have reviewed the documents provided by you and have consulted with the supervisors of the appraisal staff in developing this response. The primary task of the Property Appraisal division is to track value changes for real property in the Anchorage community. Our work is done using generally accepted professional appraisal methodologies. On average the individuals involved in this review have 20 years of appraisal experience in both the private appraisal field and the public tax assessment application of real property appraisal. My background includes a Master of Science in Real Estate from the University of Alaska Anchorage. I personally have been a real estate owner, builder, developer and appraiser in this community for the past 35 years.

First, "market value" is an observed phenomenon which is based on historic market behavior. In assessment we let the market tell us what changes value. Because of this, the point of view of appraisers tends to be heavily influenced by historic sale prices and supply and demand factors. A forward looking perspective, in order to anticipate future changes to supply and demand, is not foreign to appraisers, in fact it is required, but we are more influence by historic patterns of economic behavior. In theory "price" is the result of the interplay of supply and demand and includes what buyers and sellers are currently anticipating with regard to future economic changes. In short the market tells us the effect of anticipated economic changes through the current negotiated "price".

One of the steps in appraisal is the determination of Highest and Best Use. One element of the Highest and Best Use is the legally permitted use. Zoning is an exercise of police power, by the government, which creates limits on legally permitted use. In Anchorage zoning is a relatively new legal limitation and the administration of zoning laws has allowed a great deal of latitude for property owners through grandfathered uses and exceptions to the new zoning limitations such that there are many current property uses which do not strictly conform to the statutory zoning. As a result, property owners have anticipated quite a bit of flexibility with regard to anticipated future legally permitted use.

Another criterion in determining Highest and Best Use is economically feasible and maximally productive. This has been the most important limitation on land use in the Anchorage market area. Most commercial and industrial property in Anchorage is currently developed with older, low cost, low rise buildings. Because of economic mega trends there is very limited demand for new construction. The population of the community has not increased significantly, the population is aging and household size is decreasing, jobs and employment have not increased significantly, and the incomes generated by economic enterprises have decreased in the past ten

203 of 467

years. Future trends indicate growing construction costs, increasing operating expenses for commercial buildings, increasing energy costs, and stable income (rent to the real estate). In most cases it is the economic feasibility which is limiting demand for commercial real estate, and land use, not the legally permitted use. These same supply and demand factors are affecting site coverage ratios, building height and land use density. Similar economic forces are working to limit the feasibility of residential land use and construction activity. Real Estate investors and developers are by nature optimistic about the future potential of their property or project. They tend to think that their project can capture available market share over competitive property or development projects. This point of view creates a perpetual conflict with appraisers who look at the whole market and are not often convinced that one property will prevail in a competitive market.

Reviewing the changes to Title 21 it appears that there would be more legal limitations on land use than in the prior law. However, these limitations may present no decrease in "price" or "value" if the already present economic limits on Highest and Best Use indicate a most probable use which is within the new allowed legal use. Our observation is that in most areas of Anchorage that is true. As an example the economic forces of supply and demand indicate very little support for buildings higher than 4 stories. A height limitation to 4 stories appears to prohibit higher density development but the economic forces already limit the feasibility of that type of construction so that the change to legal permitted use has no effect on value. The higher cost of fuel is going to impact how often and how far people are willing to drive to live in the community. Higher density residential development combined with smaller and closer commercial services fit that anticipated future trend. The aging of the population and the trend to smaller household size changes both anticipated commercial property and residential property demand patterns.

It is clear that historically this community has been very oriented to automobile travel and is willing to travel distances to receive services from concentrated commercial centers. Pedestrian access is not currently important to most consumers or real estate owners, although there are some signs of change. If parking is not visible and apparent to passing traffic retail facilities suffer with higher vacancy and lower rental rates. That is the current and historic demand. However, commercial property developers are anticipating an economic shift and we are seeing more construction of smaller commercial building located closer to residential areas. This year, in property tax appeals, many of the big-box retailers have pled for property tax relief on the grounds that construction of new large retail is not currently feasible and the national and local trend is against large retail. Walgreens is building new small stores located near residential and has not asked for a reduction in value. All of the enclosed retail malls are struggling to attract tenants and generate sales volume which supports these facilities. In recent years we have been receiving regular appeals with regard to retail center value and getting information indicating declining economic feasibility. Older people are selling homes in regular subdivisions and buying smaller and denser residences located nearer to commercial facilities they regularly use. This is a local and national trend and is leading to an over supply of larger homes with yard space. In Anchorage, most of the new residential construction is of smaller homes with more homes per acre.

It is our observation that the Anchorage community is very tolerant of adjacent uses. We see very little if any impact on property value of commercial use adjacent to residential use. We are basing this observation on actual sale prices for both commercial and residential property. We also see a similar situation with regard to light industrial adjacent to residential or office and retail use. The most common conflicts we see are related to light and noise. Traffic impacts as related to adjacent uses appear to be non existent. This is probably the result of good traffic and street design and planning. We believe that mixed-use zoning districts will not negatively impact property values.

Mr. Jerry Weaver
Re: Possible Property Value Impacts of Mixed-Use Zoning Districts
May 9, 2012
Page 3 of 3

In summery:

- The property appraisal division will wait for market evidence of value change before we change assessed value due to changes to zoning laws.
- We anticipate little net effect on price or value, as these things are defined by real estate appraisers, from the proposed zoning changes
- The current and historic supply and demand forces indicate do not support mixed use high density residential commercial, pedestrian oriented centers. However, there are signs of economic and demographic change which may provide future support for this type of development.

The current and historic pattern is clearly in support of automobile access oriented commercial developments. At present where mixed use development has been tried it has found very weak demand. However, the anticipated future trend appears to support mixed use, higher density type development. The current situation finds a real estate market in equilibrium with little demand for new construction or changes to existing land use patterns. The current economic trends of higher fuel prices and changing demographics indicated that change will be demanded in the near future. While the proposed changes to zoning appear to take the potential for new development away from property owners the current economics and anticipate future economics already put very similar limitations on the feasibility of new development. In our view the new zonings allow uses within the scope of current economic feasibility.

Regards,



Marty McGee
Municipal Assessor

Cc: Brent Schlosstein
Jerry Wedelich
John Dyson
Tom Davis
Dave Tremont

This page intentionally left blank.

Exhibit E-4

Title 21 Economic Impact Analysis (EIA) May 2012 Updated Cost Comparisons

This was provided to the Planning and Zoning Commission and on a CD to the Assembly Title 21 Committee. The Exhibit has been posted on the Title 21 Rewrite website since May 2012 as Exhibit E, not E-4.

Note: An earlier summary of updated cost comparison test findings was provided to PZC at a December 5, 2011 work session. This memorandum updated the findings and is supplemented by the full testing results.

This page intentionally left blank.



Municipality of Anchorage
Community Development Department
Planning Division



MEMORANDUM

Date: May 18, 2012
To: Planning and Zoning Commission
From:  Jerry T. Weaver, Jr., Director
Subject: Title 21 Economic Impacts Analysis (EIA) – May 2012 Updated Cost Comparisons, PZC Case 2011-104

This memorandum summarizes the updated site development cost comparison tests of the Title 21 Rewrite Economic Impact Analysis (EIA). These are the findings of the EIA tests which assess the potential impacts of the Provisionally Adopted Title 21 with the Administration's proposed amendments on the direct costs of site development. They update earlier testing on representative examples of commercial, industrial, and multifamily projects which were subject to previous versions of the EIA cost comparison model.

The summary of findings appears on pages 4 – 7. Selected project site profiles then follow.

In response to recent requests by the Planning and Zoning Commission, other EIA Exhibits (including forthcoming items) supplement this memorandum:

- Exhibit E-1: Title 21 Economic Impact Analysis Executive Summary and Addendum (2008)
- Exhibit E-2: Title 21 Economic Impact Analysis Draft Report (2008)
- Exhibit E-3: Municipal Assessor opinion: "Possible Property Value Impacts of Mixed-use Districts"
- Exhibit E-4 (forthcoming): a separate test of impacts on townhouse residential projects.
- Exhibit E-5 (forthcoming): an update review of property value impacts from the 2008 EIA report and discussion of "soft" costs related to permitting and administration.

The Title 21 EIA Cost Comparison Model

The provisionally adopted Title 21 rewrite modernizes the community's zoning regulations, which were last rewritten in the 1960s with a patchwork of amendments over the last 40 years. The new provisions are designed to be more efficient and user friendly, and to respond to the community's needs as it moves into second generation development. It is intended to address redevelopment and infill, establish minimum standards for certain developments, and respond to developer and citizen complaints. These changes are intended improve Anchorage's position as a community of lasting value, to the benefit of all in the long run.

However, the rewrite raised questions about potential economic impacts on property owners and real estate developers who would be subject to changes in the zoning ordinance. Would the minimum development standards in the provisionally adopted title 21 increase project monetary costs? Would more land be required for residential and commercial development? There were also concerns that it would reduce property value by restricting the number of allowed uses or development potential.

To evaluate potential economic impacts from the Title 21 rewrite, the Municipality contracted with Development Strategies, Inc., a nationally respected economic planning firm, to prepare an Economic Impact Analysis (EIA) of the rewrite. Originally prepared in 2008, the EIA is a technical study that estimates the immediate and direct economic impacts of compliance on individual properties. The EIA project included public meetings, and its methods and assumptions were subject to public review and numerous consultations with the development community.

During the title 21 rewrite project it was not assumed that the new code would not increase costs of development. A community objective for the project was to make improvements in the quality of development. It was expected that the costs of compliance could increase. The development cost comparison modeling requested by the community to estimate how much of an increase there might be, whether such increases are reasonable and lastly, have no unintended consequences.

The EIA cost comparison focuses on potential economic impacts on commercial, industrial, and multifamily properties and development projects, which were considered likely to be the most impacted by the new standards.¹ A cost comparison model was developed in partnership with the consultants and with substantial input from the local development community, in order to indicate potential impacts of the rewrite on site development costs (direct costs of improvements), as compared to existing title 21. The model was applied to representative example projects in 2008 and updated in 2011 and 2012 as presented below.

Cost Comparison Methodology

The cost comparison methodology is extensive with multiple quantitative analyses estimating *the immediate and direct economic impacts of compliance on individual properties*. Its analysis uses a rigorous, spreadsheet-based input-output computer model developed specifically for the EIA (EIA model). The EIA model is designed to comprehensively evaluate and compare the costs of zoning code compliance for representative site development scenarios in the existing zoning districts versus the proposed districts that would replace them.

The model uses a series “pair comparisons” between old and new districts. Each zoning district comparison test used a representative site development example representing office, warehouse, multifamily, stand-alone retail store, multi-tenant strip mall, or other development scenarios. An actual local development example was used for each scenario.

For each zoning pair comparison test of an example development site, development costs and key data for the site were input into the EIA model, which then calculates various outputs that measure economic impacts. Minor adjustments to actual site and building dimensions were made to

¹ A separate study of potential impacts on representative examples of townhouse residential projects is being prepared at the request of the Planning and Zoning Commission (forthcoming as Exhibit E-4).

simplify testing. For each scenario the EIA model calculates two types of potential costs of complying with current zoning compared to proposed zoning:

- (1) Anticipated costs in dollars; and
- (2) Anticipated land requirements in square feet.

The model is focused on a comparison of current and provisionally adopted zoning requirements. Therefore, it only tracks costs incurred by zoning regulations. Please not, other regulations required by building codes, fire codes, or other local, state, and federal entities are outside of the scope of the rewrite of title 21 zoning regulations.

Methodology Updated in 2011 and 2012

The EIA cost comparison model was updated in 2011 to reflect the provisionally adopted rewrite, and allow input of more accurate project characteristics, in response to comments and suggestions from members of the development community. The model has been updated again in 2012, to reflect the provisionally adopted rewrite with the Administration's proposed amendments to the provisionally adopted title 21, which were brought forward for public review at the end of 2011.

The model as updated more effectively captures the potential costs incurred by the rewrite than previous versions. However, improvements made to the draft Title 21 rewrite during the provisional adoption process, and with the Administration's proposed amendments, continue to corroborate the significant findings of previous versions of the EIA cost comparison modeling.

The updated 2012 EIA model allows the input of more accurate data regarding building height, façade length, parking lot length and building placement on the lot relative to setbacks and perimeter landscaping. Some dimensional assumptions used in the tests (e.g., parking space size) have changed based on public comments and research. Some of the other dimensional assumptions and calculations have been corrected or expanded to accommodate the location or physical characteristics of the new site development examples. Comments from the development community have also resulted in improvements to the model.

These improvements have reinforced the EIA model as the most accurate and comprehensive vehicle for making cost comparisons between current and provisionally adopted title 21:

- The EIA model comprehensively captures the individual and combined impacts of the Title 21 development regulations—for each zoning district and use type. The model already takes into account the land area and estimated costs of required landscaping, parking and loading, private open space, walkways, setbacks, snow storage and more. It simultaneously captures all of the current Title 21 requirements to provide cost comparisons with the new code.
- The EIA model automatically catches standards, menu choices and other nuances of the proposed code that manual site testing methods have tended to miss. Many of the proposed code's provisions are more flexible or tailored for different situations. Some of its standards, reductions and incentives may be relatively unfamiliar to potential testers. The model handles

this complexity and catches key nuances of the new code that even a professional designer might at first overlook, thereby making the EIA a more reliable estimation of impacts.

- The EIA model’s methods and assumptions are more transparent for the public. Each site test report consists of an 14 page spreadsheet, and is supported by publicly available documentation of unit cost and dimensional assumptions. The reader can see the estimated land area and construction cost for each individual site element—setbacks, snow storage, bicycle parking, etc.

Key Findings of the EIA Cost Comparisons

The main finding of the EIA tests was that impacts on development costs will vary from site to site, based on cost comparisons of current and proposed regulations on more than a dozen representative site development scenarios. Taken as a whole the tests case scenarios indicate in most cases **a generally neutral or positive economic impact of the new code.**

While there are some who claim that the title 21 rewrite will increase direct site development costs and require more land area for projects, comprehensive modeling and evaluation of how title 21 rewrite would actually impact 13 development scenarios indicates otherwise.

The main finding of the cost comparison testing is that the impacts on direct costs of site development are, in fact:

- Generally positive impacts (e.g., reduce costs); or
- Neutral (e.g., cost changes within one or two percentage points).

The development costs and land area requirements related to zoning compliance would generally be the same or lower under the provisionally adopted title 21, based on a majority of site development scenarios tested.

These findings indicate that, generally, for the predominant kinds of project development categories (e.g., low- and medium-rise projects outside of Midtown) that are anticipated for Anchorage by land market analyses², the same size or larger sized buildings would be enabled under the provisionally adopted rewrite. Most development in Anchorage will continue to be more limited by market forces and parking needs than by zoning regulations.

A summary of findings for each site is provided in **Table 1** below. The right-hand column in the table estimates the percent change in land area requirements under the proposed code. The column second from right estimates the percentage change in the monetary costs of site development and construction. (The monetary cost comparison does not include land acquisition, because land unit costs vary). Where a testing scenario predicts that the new code would increase costs, the percentage change figure has a “ + ” sign in front of it. If the new code is predicted to incur lower monetary or land area costs, the figure has a “ - ” sign.

² Exhibits E-1, E-2, E-3, H, G, and I.

Table 1. Site Development Cost Impacts of the Title 21 Rewrite ³

Comparing the Direct Costs of Complying with Current Zoning and Title 21 Rewrite

Example Development Scenario	Current Zoning District	Provisionally Adopted District	% Change in Monetary Cost of Site Development	% Change in Land Area Required
1. Medical Office (MGM Medical Building)	RO	RO	- 10	- 7
2. Commercial Office (Alaska USA FCU on 36 th)	B-3	B-3	- 6	- 7
	B-3	RMU	- 15	- 14
3. Grocery Store Reuse/Infill with restaurant (City Market)	B-1A	B-1A	- 17	- 26
4. Retail Store abutting R zone (Bicycle Shop Dimond)	B-3	B-3	+ 15	+ 4
	B-3	NMU	+ 2	- 5
5. Retail Store <u>not</u> abutting R (Bicycle Shop Dimond)	B-3	B-3	+ 7	- 3
	B-3	NMU	- 7	- 12
6. Multi-tenant Retail with coffee shop and restaurant (Shops Building Tudor uses)	B-3	B-3	+ 14	+ 6
7. Multi-tenant Retail without restaurants (Shops Building Tudor as permitted and built)	B-3	B-3	- 1	- 2
8. Industrial Warehouse (CG Warehouse)	I-1	I-1	- 6	0
9. Multifamily high density (Park Plaza II Apartments)	R-4	R-4	- 24	- 4
10. Multifamily med. density (Sunbeam Apartments)	R-4	R-4	- 15	- 17

³ Provisionally Adopted Title 21 with the Proposed Amendments brought forward by the Administration in 2011.

The findings of the individual cost comparisons in Table 1 may be itemized as follows:

1. Generally, site development costs and land area requirements for zoning compliance would be the same or lower under the provisionally adopted Title 21 than under the current title 21, for a majority of commercial, industrial, and multifamily residential sites tested:
 - 1 - 1. Direct monetary costs fell in nine of 13 cost comparison site tests. There was an average 7.8 percent reduction in cost over 13 tests.
 - 1 - 2. Land area requirements fell or remained neutral in 11 of 13 cost comparison tests. There was an average 7.5 percent reduction in required land area over 13 tests.
2. For most test cases, increases in landscaping and pedestrian requirements in the title 21 rewrite would be offset by its lower, more accurate and flexible parking requirements:
 - 2 - 1. Required parking was the primary direct cost and land encumbrance that zoning regulations incur on site development for all projects and land use categories tested.
 - 2 - 2. The rewrite's parking requirements are based on parking studies and other research to be more efficient and responsive to actual parking needs than is current title 21. Parking demand studies indicate the new code will meet parking demand without being as excessive and costly as current code. The builders of at least 7 of the 10 test sites requested or received (e.g., by variances) a lower parking requirement than current title 21 allows by-right. The reduced requirements would yield real savings opportunities in most test cases, and based on these project histories would be taken advantage of.
 - 2 - 3. Most of the sites tested already provide more landscaping, open space, or pedestrian facilities than currently required in title 21. For example, the MGM office site entrance plaza and pedestrian facilities exceed the provisionally adopted requirements. Walkways and open space improvements are not a significant percentage of site costs.
3. The results of individual cost comparison tests were varied, depending on the use and site characteristics:
 - 3 - 1. Employment uses including office, medical office, and industrial sites, as well as multifamily residential uses, experienced lower costs and land area requirements. Higher density multifamily and office employment experienced the most reduction.
 - 3 - 2. Some retail and restaurant test scenarios experienced lower direct site development costs and land area requirements, while others experienced higher requirements, under the title 21 rewrite. Two of the retail sites would each see either an increase or a decrease in costs and required land area, depending on the following key factors.
 - 3 - 3. Parking requirements by use type are the first key factor in varying cost comparison results. Office, industrial, and stacked multifamily would see the most reduction in parking requirements. Changes to retail parking depend more on the type of retail. The density of seating at restaurant uses relative to the amount of floor area influenced the outcomes at the City Market and Shops Tudor retail test sites.

- 3 - 4. A second key factor behind varying costs for non-residential sites is whether or not the site abuts residential zoned property. Title 21 rewrite introduces neighborhood protection provisions including stronger landscaping buffers.
- 3 - 5. Mixed use zoning helps reduce costs and land area requirements in comparison to the B-3 zoning. Test scenarios that assumed the site rezoned to mixed-use yielded more compact site development at lower cost than scenarios that assumed the site remains under the B-3 zoning.
- 3 - 6. The rewrite requires construction of street sidewalks if sidewalks are missing along the lot frontage, which impacted monetary costs on several sites.

Building Construction Costs

Because of the complexity of estimating the impact of the menu-based building design standards on the cost of building materials, fenestration, and building articulation, the cost comparison model focuses on site related development costs, including any structured parking costs.

A rule-of-thumb could be assumed that the building design standards would typically increase the cost of building construction by 1-5%, depending. However, some of the buildings that were tested would comply as built. Most others nearly comply. Others, such as the MGM medical building, might have been even less costly to construct had the title 21 rewrite been in effect, as it might have removed a need for cantilevering the second floor over the extra parking required by current code. To make possible a more tailored estimate of cost impacts of building design standards for each testing site, building cost information for the individual design feature menu choices would need to be available.

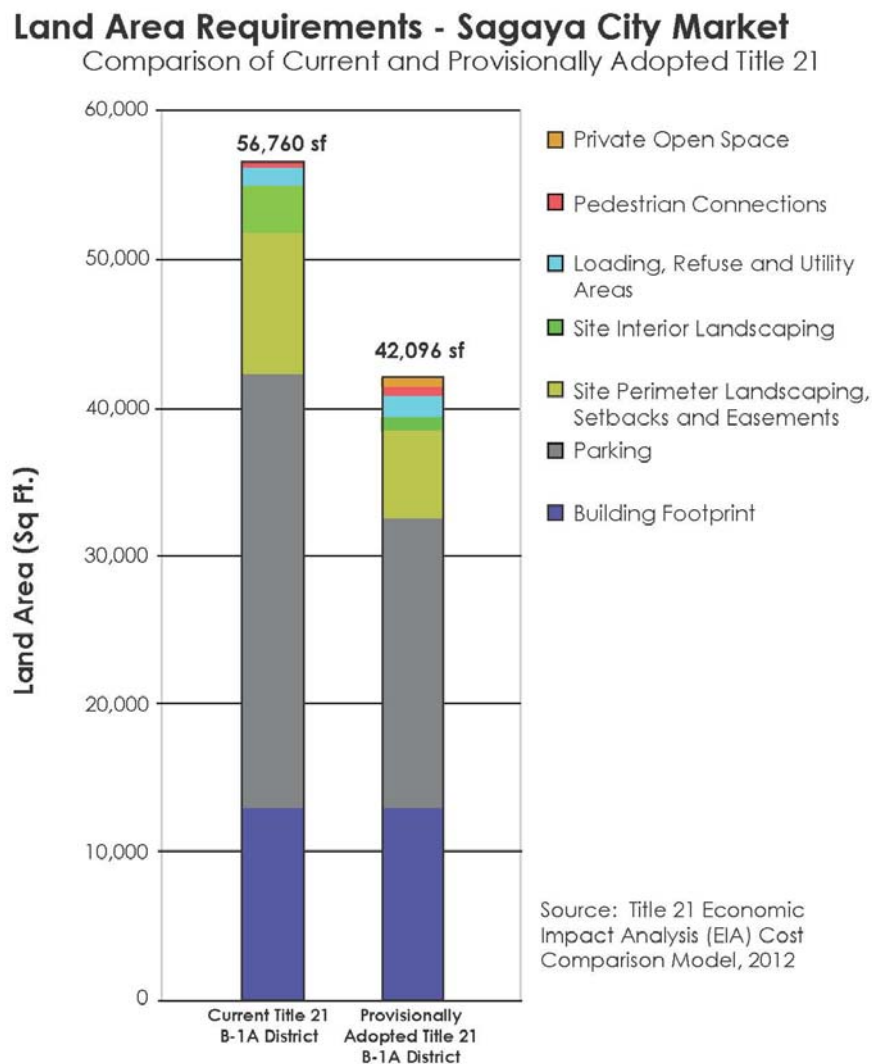
An estimate of building construction cost impacts based on the rule-of-thumb methodology is provided on line 556 of page 13 of the individual cost comparison spreadsheet tests. It uses a general rule of thumb that residential building construction costs would increase by 5%, commercial construction costs would increase by 1%, and that industrial buildings construction costs would not increase under the provisionally adopted title 21. However, as stated above, these rule-of-thumb figures are not based on local studies, nor are accurate to the specific test sites. They may have limited value for guess estimating order-of-magnitude impacts on potential costs.

Price of Land

The Planning and Zoning Commission, in reviewing a previous version of the cost comparison model findings several years ago, requested that in subsequent versions the EIA model would provide a way to factor in the square foot cost of land in the estimate of monetary costs. Line 553 of page 13 of the individual cost comparison spreadsheet tests provides a way to factor in land price for use in figuring monetary costs of development, based on assumptions about assessed property value.

Site Profile #1: Reuse of a Nonconforming Site

The site cost comparison test on the New Sagaya's City Market, an adaptive reuse/redevelopment pictured on 13th and I Street, exemplifies the type of development is anticipated to occur more and more through reuse of existing sites. In its cost comparison test, City Market experienced 26 percent reduction in overall land area requirements, as illustrated below. (It also experienced a 17 percent reduction in direct site costs for zoning compliance.)



The right hand bar of the graph, which shows the amount of land area that would be required under the provisionally adopted rewrite, is actually about the same size of the actual site. Without the variances that this project received from parking and landscaping regulations, the current Title 21 would actually require significantly more land area than is available on the site. City Market as actually built more closely resembles the provisionally adopted requirements. It was only able to be built under current Title 21 because of multiple variances requiring special review and hearings.

Site Profile #2: Additional Office Test Site by Request

The addition of the MGM Professional Building test site was requested in 2010 by a group of development professionals who were concerned about the potential impacts of the Title 21 rewrite. It was not among the original sites tested in 2008. The MGM is a recent small lot infill site development in the growing medical field, and is located on Lake Otis Parkway a few blocks north of Tudor Road.



The updated EIA cost comparison model was applied to the MGM site, and the results appear on the following pages and in attachments to this memo.

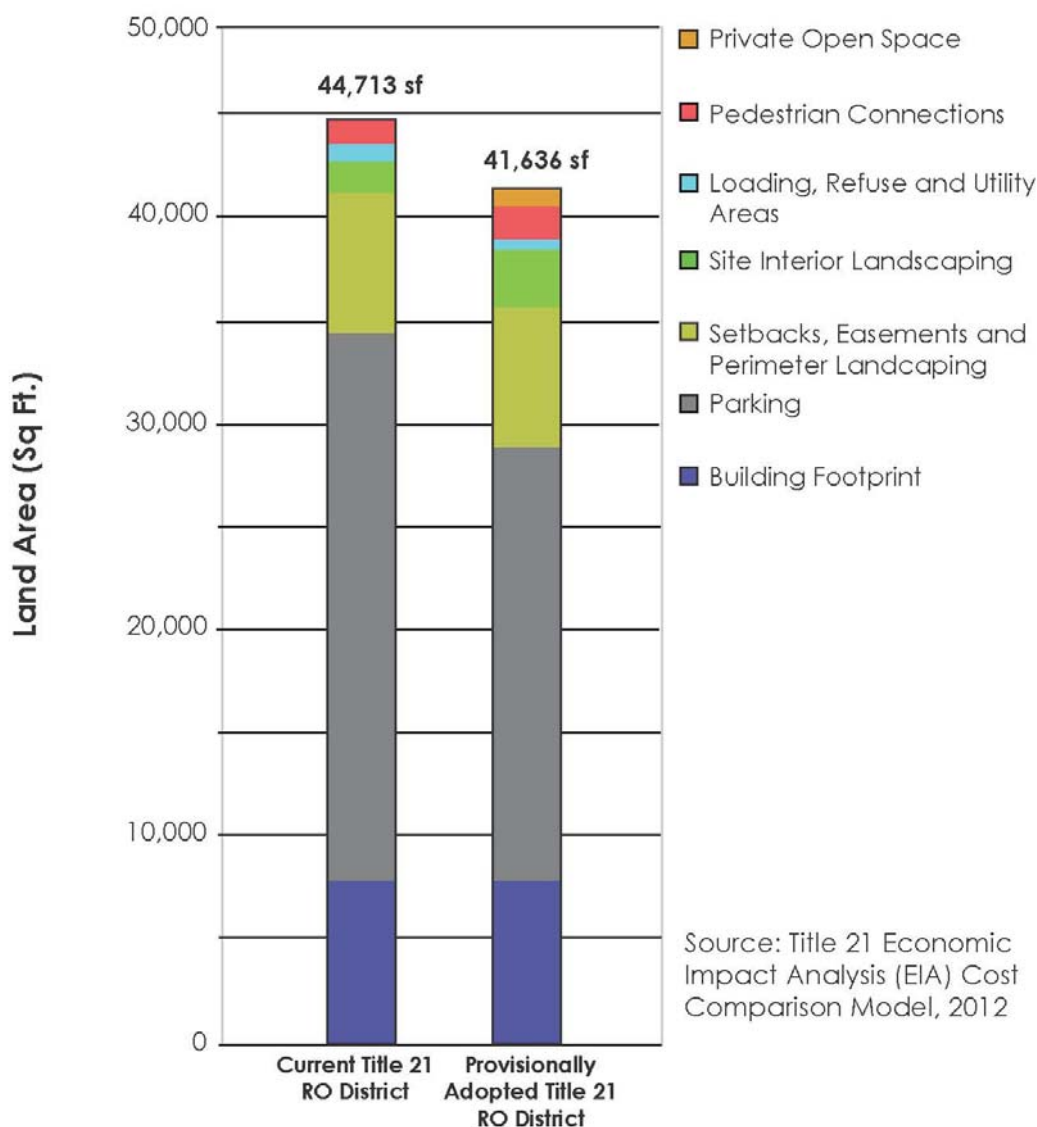
The first graph on the next page below shows that, as in the City Market example, the provisionally adopted Title 21 requires less land area than does current Title 21 to comply with site development requirements. Land requirements under the provisionally adopted Title 21 would be reduced, mainly due to lower parking requirements that outweigh moderate increases to landscaping and open space requirements. Parking surveys indicate the new code will meet parking demand at medical offices without being as excessive and costly as current code. The developers of the MGM site did indicate their preference for fewer parking spaces than the minimum number current title 21 allows.

Land area requirements for this example development are further visually delineated in the 11x17 attachments at the end of this memorandum. The first includes a pie chart that illustrates the breakdown of the land area requirements under both current and provisionally adopted Title 21. The pie charts display that, while there are minor increases in the percent of the site area encumbered for landscaping and pedestrian facilities, the overall usage of the site falls from 98% under current code to 90% under the provisionally adopted code.

The next several 11x17 attachments provide a sketch plan of the MGM development, as it was actually constructed, and annotates key changes that would occur under the provisionally adopted Title 21 standards as identified in the in the EIA model.

Land Area Requirements - MGM Medical Office

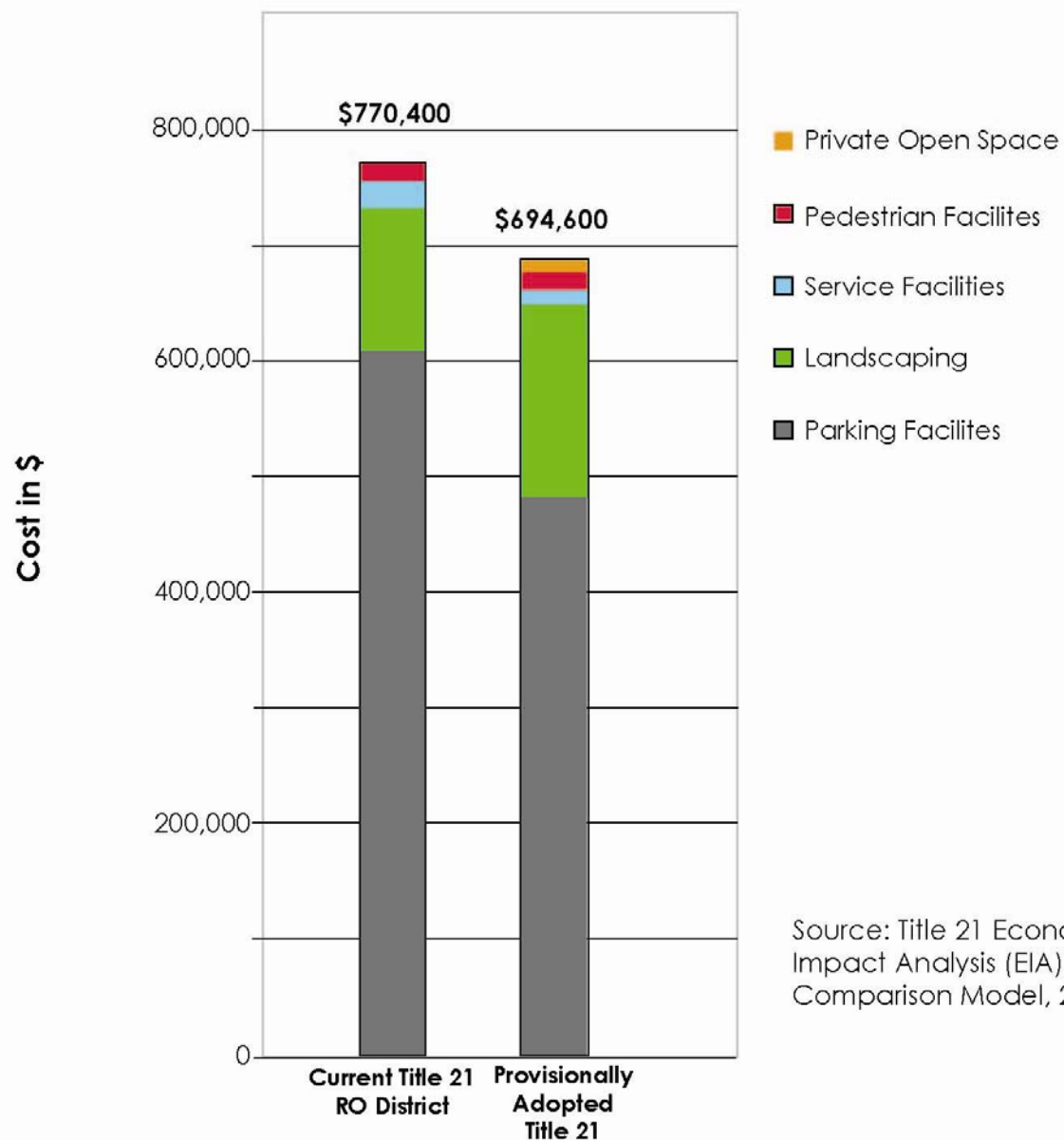
Comparison of Current and Provisionally Adopted Title 21



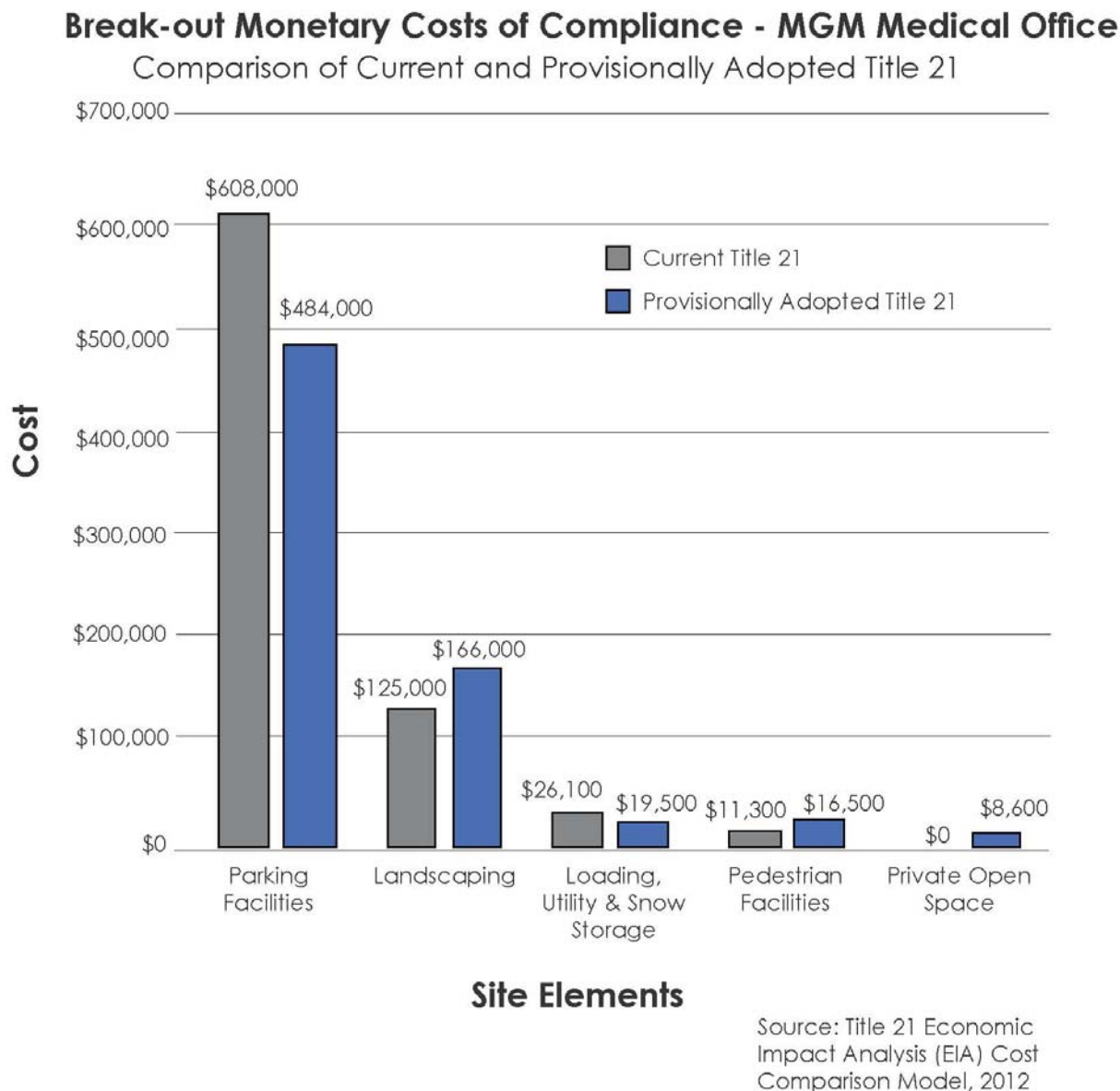
The next two graphs compare the direct monetary costs of compliance for the MGM site under current and provisionally adopted Title 21. The latter graph breaks out and monetizes each major required site element. The two graphs illustrate the extent to which parking requirements are the dominant cost of Title 21 compliance, and that moderate improvements in the landscaping and pedestrian facilities incur relatively minor costs relative to the substantial savings gained by the Rewrite's more efficient parking requirements.

Direct Monetary Costs of Compliance - MGM Medical Office

Comparison of Current and Provisionally Adopted Title 21



Source: Title 21 Economic Impact Analysis (EIA) Cost Comparison Model, 2012



Parking requirements account for most of the costs of compliance under current code; the provisionally adopted code provides a somewhat greater balance between parking and other site features, although it leaves most site elements with only a tiny fraction of the overall cost.

A second office development example, the Alaska USA Federal Credit Union Financial Center on 36th Avenue, was tested with similar results using the updated EIA model.

Site Profile #3: Residential Multifamily Examples

Despite significant financial challenges for the near term and some claims in doubt of their future, new stacked multifamily projects continue to be built in Anchorage. According to the findings of the Housing Market Analysis (**Exhibit H**), stacked multifamily will also be a necessary component of future new housing stock in multifamily zones if Anchorage is to meet its projected housing needs.

The EIA cost comparison model finds that the provisionally adopted title 21 helps multifamily projects take a significant step toward financial feasibility. Multifamily site development would experience significantly lower overall costs of compliance with Title 21 site development standards, and need less land area per dwelling (even with improved minimum standards for landscaping, open space, refuse screening, snow storage area, and usable open space), based on medium and high density representative sites tested.

For example, under the provisionally adopted rewrite with the proposed amendments brought forward at the Administration's requests, parking requirements for the Park Plaza II high density test site would be reduced by 60 spaces. Parking surveys indicate this is much closer to the actual peak parking demand for this development. Testing results indicate that, because this is a high density development which relies on expensive structured parking within the building, the parking savings would yield a 30% reduction in the direct monetary cost of site development related to zoning compliance.



Park Plaza II



Sunbeam Apartments

The medium density multifamily test site, the Sunbeam Apartments, would experience a nearly 20% reduction in direct monetary costs and the amount of land needed to comply with Title 21 site development standards under the provisionally adopted code.

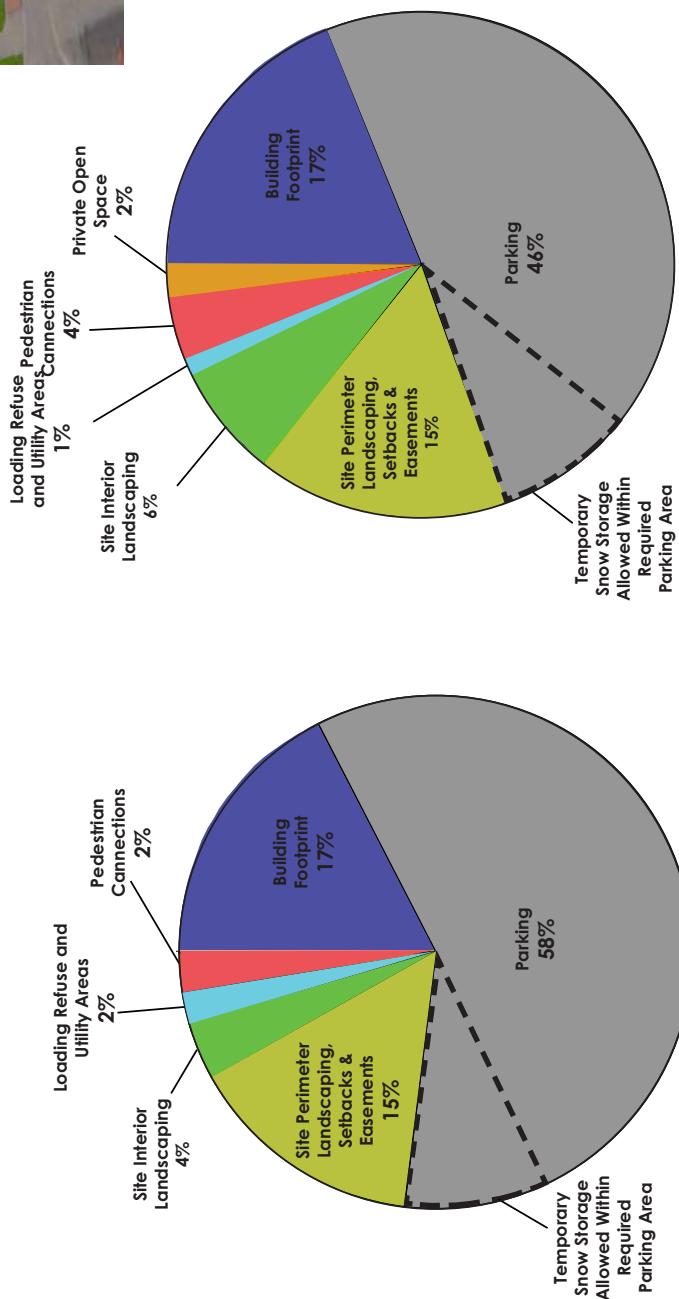
Townhouse Residential Testing

The scope of the EIA cost comparison model focused on medium to high density residential projects in the R-4 District. At the request of the Planning and Zoning Commission, Planning Division is preparing a separate review of potential impacts on representative townhouse residential projects. This review will be forthcoming in **Exhibit E-4**.

This page intentionally left blank.

Land Area Requirements as a Percent of Total Site - MGM Medical Office Building

Comparison of Current and Provisionally Adopted Title 21



Current Title 21 (97% of Total Site Area)

Provisionally Adopted Title 21 (90% of Total Site Area)

Source: Title 21 Economic Impact Analysis (EIA)
Cost Comparison Model, 2012

MGM Medical Office Building as actually Constructed (Plan View)

Required perimeter landscaping area is similar for this development under either current and provisionally adopted Title 21, except that under the provisionally adopted Title 21, the minimum bed width along the Lake Otis frontage would increase from 6' to 8' to provide enough space for trees.

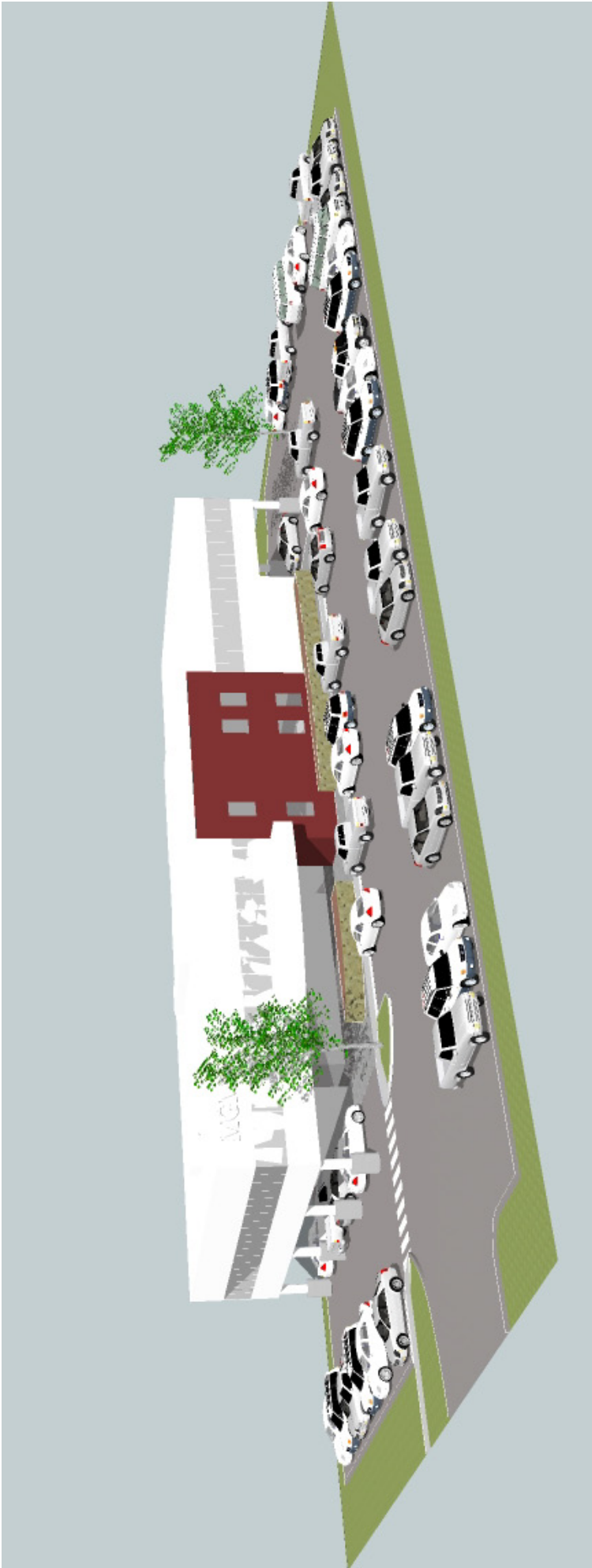
MGM building walkway connections and entry plaza areas, as constructed, exceed the provisionally adopted Title 21 area requirements for pedestrian facilities and private open space.

Provisionally adopted Title 21 would reduce Loading and refuse area costs for this development.

Provisionally adopted Title 21 would reduce the parking requirement for MGM by approximately 16 spaces.

Consistent with current municipal reviews and requirements, the Title 21 rewrite draft provisions for snow storage allow snow piles to be accommodated within the required parking area if the developer documents that snow is intended to be removed (hauled off site) periodically. The rewrite also provides for snow melting and other snow management alternatives.

MGM Medical Office Building as actually Constructed (South West Corner View)



MGM Medical Office Building as actually Constructed (View from South)

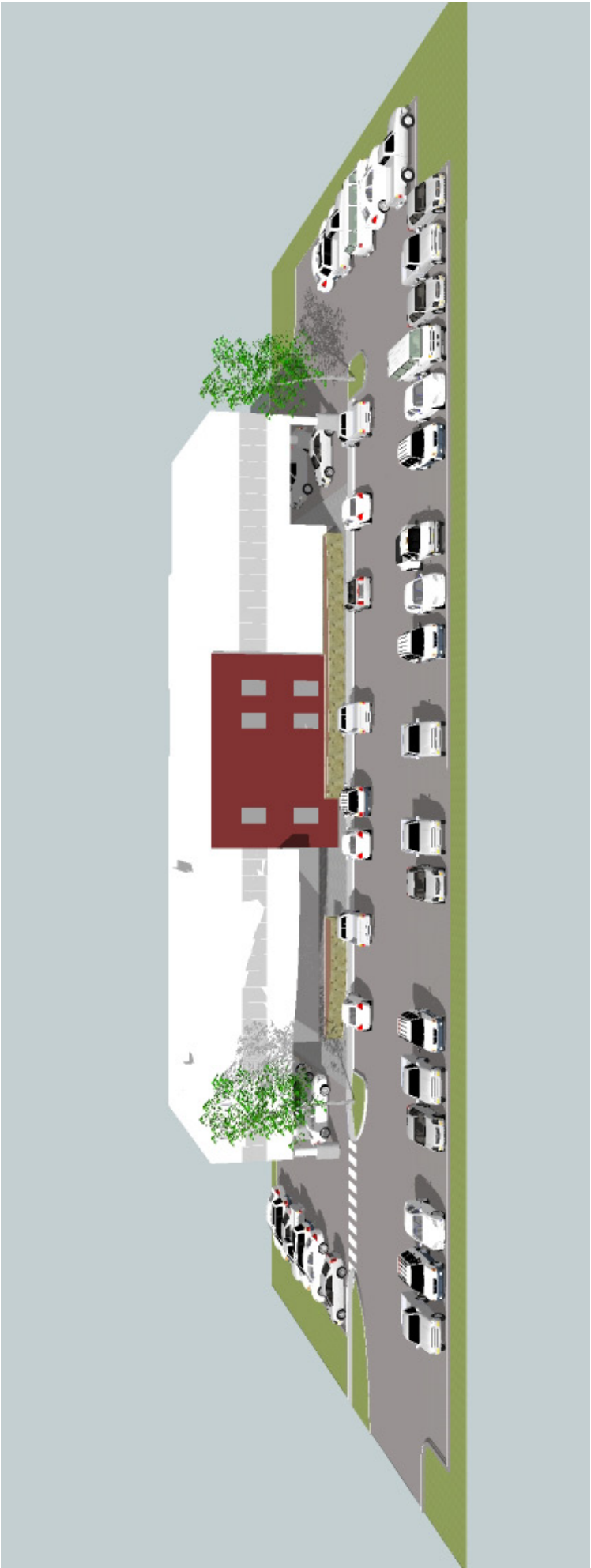


Exhibit E-4

(second part)

Title 21 Economic Impact Analysis (EIA) May 2012 Updated Cost Comparisons

This was provided to the Planning and Zoning Commission and on a CD to the Assembly Title 21 Committee. The Exhibit has been posted on the Title 21 Rewrite website since May 2012 as part of Exhibit E, not E-4.

Note: The following pages contain the full testing results.

This page intentionally left blank.

EIA Cost Comparison Models

	Page
1. RO to RO, Medical Office (MGM Professional Building on Lake Otis)	1
2. B-3 to B-3 in Midtown, Commercial Office (Alaska USA Federal Credit Union Financial Center on 36 th Avenue)	15
2a. B-3 to RMU in Midtown, Commercial Office (Alaska USA Federal Credit Union Financial Center on 36 th Avenue)	29
3. B-1A to B-1A, Grocery Store Reuse/Infill with Restaurant (New Sagaya's City Market at 13 th and I Street)	43
4. B-3 to B-3, Retail Store Abutting Residential Zone (The Bicycle Shop on Dimond Boulevard)	57
4a. B-3 to NMU, Retail Store Abutting Residential Zone (The Bicycle Shop on Dimond Boulevard)	71
5. B-3 to B-3, Retail Store Not Abutting Residential Zone (The Bicycle Shop on Dimond Boulevard)	85
5a. B-3 to NMU, Retail Store Not Abutting Residential Zone (The Bicycle Shop on Dimond Boulevard)	99
6. B-3 to B-3, Multi-tenant Retail with Coffee Shop and Restaurant (The Shops Building at 110 W. Tudor – drive-thru restaurants case)	113
7. B-3 to B-3, Multi-tenant Retail without Restaurants (The Shops Building at 110 W. Tudor – retail-only case)	127
8. I-1 to I-1, Industrial Warehouse (CG Food Distribution Warehouse at C Street and W. 64 th Avenue)	141
9. R-4 to R-4, Multifamily High Density (Park Plaza II Apartments at 16 th Avenue and A Street)	155
10. R-4 to R-4, Multifamily Medium Density (Sunbeam Apartments on W. 26 th Avenue, east of Spenard Road)	169

EIA Cost Comparison Models

Appendices	Page
Appendix A: Zoning District Pair Comparisons in EIA Model.....	183
Appendix B: Project Development Categories of EIA Model.....	185
Appendix C: Land Use Types Available in EIA Model.....	187
Appendix D: Parking Facility Assumptions of EIA Model.....	189
Appendix E: Setbacks Assumptions of EIA Model.....	191
Appendix F: Landscaping Assumptions of EIA Model.....	195
Appendix G: Snow Storage and Disposal Assumptions of EIA Model.....	199
Appendix H: Exterior Lighting Assumptions of EIA Model.....	213
Appendix I: Loading Facility Assumptions of EIA Model.....	215
Appendix J: Refuse Receptacle Assumptions of EIA Model.....	217
Appendix K: Pedestrian Facility Assumptions of EIA Model.....	219
Appendix L: Private Open Space Assumptions of EIA Model.....	221
Appendix M: Building Dimensional and Cost Assumptions of EIA Model.....	223
Appendix N: Drop Down Menus in EIA Model.....	225
	231

PZC Exhibit E - Full Testing Results Table of Contents

1ECONOMIC COST COMPARISON WORKSHEET		
2Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4		
5Current Title 21 Zoning District:	RO	Residential Office
6		
7Proposed Title 21 Zoning District:	RO	Residential Office
8		
9Name of Project:	MGM Professional Building	
10Address or Location of Project:	4015 Lake Otis Parkway, on east side of Tudor several lots north of 42nd.	
11Written Description of Project:	An 18,600 square foot low-rise medical office building containing outpatient medical care facilities and physicians' offices, and surrounded by surface parking and perimeter landscaping. The development project scenario is based on the two-story MGM Professional Building which was constructed in 2010.	
12		
13		
14		
15		
16		
17		
18Photographs or Illustrations of Project:		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36Table of Contents and Navigation of EIA Model Spreadsheet		Page 2
37		
38Total Site Land Area Requirements Related to Title 21		Page 12
39Total Monetary Costs Related to Title 21		Page 13
40		
41		
42		

Table of Contents and Navigation of EIA Cost Comparison Model

Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types in EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

Cell Color Codes used in EIA Model Worksheet:

- Blue cells require direct input.
- Yellow cells are calculated by the model; can be overridden by direct input.
- Green cells have drop-down answer menus that require selection of a choice.

Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

Site Context: Location, Size and Access	
Site Location in Town	
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)	No
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)	No
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?	No
Site Dimensions	
Perimeter Lot Lines per EIA:	Length:
Lot line on the front	165 feet
Lot line on the side	280 feet
Lot line on the other side	280 feet
Lot line on the back	165 feet
Estimated Land Area of the Site (accept the calculation or enter exact)	46,200 square feet 1.06 acres
Abutting Streets and Site Access	
How many streets border this property? One street, along the front	
Perimeter Lot Lines per EIA:	Type of Street
Lot line on the front	Arterial Street
Lot line on the side	Not Applicable
Lot line on the other side	Not Applicable
Lot line on the back	Not Applicable
Adjacent and Abutting Properties	
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:
Lot line on the front	Across Major Street
Lot line on the side	Abutting
Lot line on the other side	Abutting
Lot line on the back	Abutting
Adjacent Zoning District:	
Current Code	Proposed Code
RO	RO
RO	RO
RO	RO
RO	RO
Category of Adjacent District:	
Non-Residential	Non-Residential
Non-Residential	Non-Residential
Non-Residential	Non-Residential
Non-Residential	Non-Residential
Adjacent Use Classification:	
Non-Residential	Non-Residential
Non-Residential	Non-Residential
Non-Residential	Non-Residential
Non-Residential	Non-Residential
Is Adjacent Use Single Family?	
No	No
No	No
No	No
No	No

Proposed Uses and Floor Area of Each Use Type			
		Current Code: RO	
		Dwellings	Square Feet
RESIDENTIAL	1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-
	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-
	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-
	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-
	Total Residential Dwellings and Square Feet	-	-
	FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf	Dwellings	Square Feet
	FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf	-	0 sq ft
		Proposed Code: RO	
		Guest Rooms	Square Feet
HOTEL	5. Hotel Visitor Accommodations	-	-
	6. Office - business, professional and financial	-	-
	7. Office - health and medical	-	-
	8. Fitness and Health Club	-	-
COMMERCIAL AND INDUSTRIAL	9. Restaurant	-	-
	10. Restaurant with Drive-through Service	-	-
	11. Retail - Grocery or Food Store	-	-
	12. Retail - General and miscellaneous	-	-
	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-
	14. Retail - furniture, home appliance, building materials,	-	-
	15. Manufacturing, small (LT 5,000 sf gfa)	-	-
	16. Manufacturing, large (GT 5,000 sf gfa)	-	-
	17. Warehouse, small (LT 50,000 sf gfa)	-	-
	18. Warehouse, large (GT 50,000 sf gfa)	-	-
	19. Accessory mechanical/HVAC area in its own floor or	-	-
	Total Commercial and Industrial Square Feet	19,000	19,000
STRUCTURED PARKING	Parking above grade - in the building or a separate structure	-	-
	Parking below grade - in the basement or underground structure	-	-
	Total floor area of all uses:	19,000	19,000

186

Proposed Building Dimensions

187

Current Code Scenario: RO				Proposed Code Scenario: RO			
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	15	7,800	1	15	7,800
	Second Floor and/or Mezzanine	1	15	11,200	1	15	11,200
	Third Floor	-	0	0	-	0	0
	Fourth Floor	-	0	0	-	0	0
	Fifth Floor	-	0	0	-	0	0
	Number of Additional Floors	-	0	0	-	0	0
	Mechanical Storage Penthouse	-	0	0	-	0	0
	Attic or Sloping Roof (Above Eave)	-	0	0	-	0	0
	Total Floors Proposed Above Grade	2			2		
	Basement Floors (Below Grade)	-	0	0	-	0	0

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

BUILDING HEIGHT	Height of Proposed Building (using floor heights)	Current Code: RO	Proposed Code: RO
Max allowable height in the district	Max allowable height with neighborhood height transition	30 feet as proposed	30 feet as proposed
		Unlimited	45 feet allowed by-right
		Unlimited	feet allowed where building is placed

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

GROSS FLOOR AREA	Gross Floor Area (based on floorplate sizes)	Current Code: RO	Proposed Code: RO
Gross Floor Area of proposed uses (from page 3)	Gross Floor Area excluding below grade parking	19,000 square feet	19,000 square feet
	Gross Floor Area above grade (excluding any basement)	19,000 square feet	19,000 square feet
	Gross Floor Area excluding all structured parking	19,000 square feet	19,000 square feet
		19,000 square feet	19,000 square feet

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

FLOOR AREA RATIO (FAR)	Floor Area Ratio allowed by-right in the district	Current Code: RO	Proposed Code: RO
Maximum Floor Area Ratio allowed with bonuses	Allowable FAR for this project given the bonuses it received	Unlimited FAR	Unlimited FAR
	Proposed Floor Area Ratio of this project	Unlimited FAR	Unlimited FAR
	Resulting Allowable Gross Floor Area for this project	0.41 FAR	0.41 FAR
		Unlimited square feet GFA	square feet GFA

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

LOT COVERAGE AND BUILDING LENGTH	Proposed building footprint size (based on floorplates)	Current Code: RO	Proposed Code: RO
Length of front/rear elevation (must fit within setbacks)	Length of side elevation (must fit within setbacks - p.7)	7,800 square feet	square feet
	Minimum building footprint size (EIA model assumption)	72 feet	72 feet
	Lot Coverage of building footprint	120 feet	120 feet
	Maximum Lot Coverage allowed in the district	5,000 square feet	square feet

221

222

223

224

225

226

227

228

229

230

231

232

233

BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Near Front Lot Line, not set back behind vehicle area?	Current Code: RO	Proposed Code: RO
Length of Façade near Front Lot Line (feet)	Near Side Lot Line, not set back behind vehicle area?	No	No
	Length of Façade near Side Lot Line (feet)	0	0
	Near Other Side Lot Line, not set back behind vehicle area?	Yes	Yes
	Length of Façade near Other Side Lot Line (feet)	120	Distance (feet):
	Near Back Lot Line, not set back behind vehicle area?	No	Distance (feet):
	Length of Façade near Back Lot Line (feet)	0	Distance (feet):
		83	Distance (feet):
		82	Distance (feet):

EIA Cost Comparison Model: RO to RO

1. MGM Medical Office Building with Provisionally Adopted Title 21 Rewrite

Parking Requirements - Current Code			
	Use Types	Parking Space requirement per unit area	Spaces Required
234	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
235	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
236	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
237	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
238	5. Hotel Visitor Accommodations	1.00 space per room	-
239	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
240	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	76.0 spaces
241	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
242	9. Restaurant	1.00 space per 3 seats	-
243	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
244	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
245	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
246	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
247	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
248	15. Manufacturing, small (L.T 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
250	17. Warehouse, small (L.T 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
252	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
253	Total parking required		76 spaces
254			
255			
256			
257			
258			
259	Parking space distribution	Spaces	Gross Land Area per Space
260	Surface parking		
261	Within building, on ground floor	76	100%
262	Within building, below ground	-	0%
263	Above grade structure	-	0%
264	Below grade structure	-	0%
265	Off-site Parking	-	0%
266	TOTAL	76	100%
267	Total Land Area Required for Parking		
268	Percent of Total Site Area	26,600 square feet	58%
269			
270			

Parking Requirements: Proposed Code									
Available Parking Reductions:									
A. Is Project Eligible?		Residences Close to Downtown		Mixed-use, B-1A or R-4A District		Residences in Center City		Adjacency to Transit Service	
No		No		No		No		Yes	
0%		0%		0%		0%		5%	
B. Applicable Reduction:									
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									
No									
Yes									

EIA Cost Comparison Model: RO to RO

1. MGM Medical Office Building with Provisionally Adopted Title 21 Rewrite

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code		Maximum Setback Distance		RO
			Current Code	RO	Proposed Code	RO	Proposed Code	RO	
317									
318									
319	Perimeter Lot Lines per EIA:	Front setback		10 feet	10 feet		Unlimited feet		
320	Lot line on the front	Side setback		5 feet	5 feet		Unlimited feet		
321	Lot line on the side	Side setback		5 feet	5 feet		Unlimited feet		
322	Lot line on the other side	Rear setback		10 feet	10 feet		Unlimited feet		
323	Lot line on the back								
324									
325	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
326	Linear utility easements along perimeter of site.	Lot line on the front		15 feet	15 feet				
327		Lot line on the side		10 feet	10 feet				
328		Lot line on the other side		10 feet	10 feet				
329		Lot line on the back		30 feet	30 feet				
330									
331	Site Perimeter Landscaping								
332		Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
333	Perimeter Lot Lines per EIA:	Arterial Street		0	RO	L2	8	8	
334	Lot line on the front	Non-Residential	RO	0	RO	None	0	0	
335	Lot line on the side	Non-Residential	RO	0	RO	None	0	0	
336	Lot line on the other side	Non-Residential	RO	0	RO	None	0	0	
337	Lot line on the back								
338	Parking Lot Perimeter Landscaping								
339		Category of Adjacent Zoning							
340	Perimeter Lot Lines per EIA:	Non-Residential		165	RO	8	165	8	
341	Lot line on the front	Non-Residential	8	8	L2	8	128	8	
342	Lot line on the side	Non-Residential	8	8	L2	8	280	8	
343	Lot line on the other side	Non-Residential	8	8	L2	8	165	8	
344	Lot line on the back								
345	Combined Perimeter Landscaping, Easement, and Setback Requirements								
346		Perimeter Lot Lines per EIA:							
347		Lot line on the front	Landscaping	Building Setback	Landscaping... with easements	Building Setback			
348	Greater of minimum setback, easement, or landscaping requirements.	Lot line on the side	8	15	8	8	15	feet	
349		Lot line on the other side	8	10	8	8	10	feet	
350		Lot line on the back	8	30	8	8	30	feet	
351									
352	Total Setback, Easement and Perimeter Landscaping Area Requirements								
353		Lot line on the front	Current Code	RO	Proposed Code	RO			
354		Lot line on the side	1,128 square feet		1,128 square feet				
355		Lot line on the other side	2,032 square feet		2,032 square feet				
356		Lot line on the back	1,320 square feet		1,320 square feet				
357		TOTAL AREA	6,720 square feet		6,720 square feet				
358									

Parking and Loading Related Facility Requirements			
Parking Lot Interior Landscaping and Vertical Curb Requirements			
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	Number of surface parking spaces Surface parking land area	
How many parking lot corners to be landscaped?	2	76 spaces 26,600 sq ft	
How many such corners will be used for required snow storage (see below)?	0	5.0% 5.0%	
How many such corners will be used for a refuse receptacle (see below)?	0	1,330 sq ft 1,050 sq ft	
Did the actual project install vertical curbing around the parking area?	Yes	0 extra sq ft 800 extra sq ft	
		Total Area Encumbered by Parking Lot Interior Landsc.	
		1,330 sq ft 1,850 sq ft	
Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)			
Select the Type of Snow Storage / Disposal:		Proposed Code	
Owner indicates snow will be removed from site		equal to 0% of paved surface area equal to 0% of paved surface area equal to 0% of paved surface area	
Type of Use or Facility		Current Code	
Parking and Loading for Residential Uses		no minimum	
Parking and Loading for Non-Residential Uses		no minimum	
Other Paved Facilities? (from page 11)		0 sq ft	
Total Required Snow Storage Area		0 square feet	
Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)			
Surface parking area to be illuminated:		Current Code 26,600 sq ft Proposed Code 21,000 sq ft	
Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements			
Required Type of Loading Berth		Current Code	
Land Area per Loading Berth		Uses #1-4: 0 Uses #5-6: 0 Uses #5-7: 0 Use #7: 1 Uses #8-14: 0 Uses #15-18: 0	
Is the loading area visible from a street or non-industrial zoning district?		Proposed Code Uses #1-4: 0 Uses #5-6: 0 Uses #5-7: 0 Use #7: 1 Uses #8-14: 0 Uses #15-18: 0	
Enter width of mech. equipment within 40 ft of and facing a street		0 berths 0 berths	
Total Number of Loading Berths Required		400 square feet 0 square feet	
Subtotal Loading Area Requirement		0 square feet 0 square feet	
...Area required for additional perimeter landscaping		0 square feet 0 square feet	
...Area required for mech/electrical equipment screening		0 square feet 0 square feet	
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21		400 square feet 0 square feet	
Refuse Receptacle Area and Screening Requirements			
Refuse Screening Questions:		Current Code	
Do the receptacles abut an alley?		Proposed Code	
Are the receptacles within or on same pavement as the parking facility?		Dumpster 1 1	
Would screening be necessary to screen view of containers from street?		0 0	
Does the enclosure need a gate to screen the receptacle from a street?		120 sq ft 40 sq ft	
% of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street		75% 75%	
Area Used Exclusively for Refuse Truck Maneuver Space		375 sq ft 375 sq ft	
Total Refuse Collection Area Requirement		495 sq ft 415 sq ft	

EIA Cost Comparison Model: RO to RO

1. MGM Medical Office Building with Provisionally Adopted Title 21 Rewrite

Pedestrian Connections Requirements

406

407

408

409

410

411

412

413

414

415

416

417

418

419

420

421

422

423

424

425

426

427

428

429

430

431

432

433

434

435

436

437

438

439

440

441

442

443

444

445

Pedestrian Connections Requirements										Current Code RO	Proposed Code RO
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)											
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk						
On Front Elevation?	No	No	0	0	0%			-	square feet	-	
On Side (clockwise from front)?	No	No	0	0	0%			-	square feet	-	
On Other Side Elevation?	Yes	Yes	138	0	0%			-	square feet	690	
On Rear Elevation (opposite)?	No	No	0	0	0%			-	square feet	-	
Walkway Separating Building Façade from Parking Areas											
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)		Exempted as a loading or service area or queue lane?	% Overlap w/ Other Required Walkways					
Front Elevation		72		72	No	0%		288	square feet	360	
Side (clockwise from front)		0		0	No	0%		-	square feet	-	
Other Side (counter clockwise)		120		120	No	50%		480	square feet	240	
Rear Elevation (opposite)		72		72	No	0%		360	square feet	360	
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)											
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?						
Lot line on the front		No		0		Yes		-	square feet	0	
Lot line on the side		No		0		Yes		-	square feet	0	
Lot line on the other side		No		0		Yes		-	square feet	0	
Lot line on the back		No		0		Yes		-	square feet	0	
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)											
Required in return for a Parking Reduction?				No	(Accept default or enter yes or no)						
Is it located along an Arterial class street?				No	(Enter yes or no)						
Additional area for on-site transit facilities				0	square feet						
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)											
Length of Primary Pedestrian Walkway =					linear feet						
0	sq. ft. of bonus floor area awarded per			1	sq. ft. of primary pedestrian walkway	-		-	square feet	-	
TOTAL Pedestrian Connection Facilities Area											
				Total On-site Area Used for Pedestrian Connections		Percent of Total Site Area					
				1,128		square feet					
				2.4%							
				1,650		square feet					
				3.6%							

Private Open Space Requirements		Assume High Quality Space Provided per standards of draft 21.07.030D?		Current Code	RO	Proposed Code	RO
448	Residential Private Open Space	No		-	square feet	-	square feet
449	Non-residential Private Open Space (Required for 5,000+ sf gfa)	Yes		-	square feet	713	square feet
450	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	-	square feet
451	Total Required Private Open Space			-	square feet	713	square feet
452							
453	Amount actually provided on or in the building(s)			-	sq. ft.	-	sq. ft.
454	Amount actually provided on the land			-	sq. ft.	713	sq. ft.
455	Total Private Open Space Provided			-	sq. ft.	713	sq. ft.
456	Acres			-	acres	0.02	acres
457	Percent of Site			0.0%		1.5%	
458	Excess Private Open Space Provided			-	sq. ft.	-	sq. ft.
459							
460	FAR Bonus potential: Additional Private Open Space						
461	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area		
462							
463							
464							
465	Other Facilities or Undeveloped Areas (Optional)						
466	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.			400	Loading berth not required by proposed code - add to proposed code total.		
467	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,						
468	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily						
469	counting them toward required site enhancement landscaping costs.						
470	TOTAL AREA			400	square feet		
471							

EIA Cost Comparison Model: RO to RO

1. MGM Medical Office Building with Provisionally Adopted Title 21 Rewrite

Summary, Part 1: Total Site Land Area Requirements Related to Title 21				
Total Land Area Required				
Site Element	Land Area in Square Feet		Proposed Code RO	Comparison of Proposed to Current Change in sq. ft. % of Current
	Current Code	RO		
Building Footprint	7,800	square feet	7,800	square feet
Parking	26,600	square feet	21,048	square feet
Setbacks, Easements and Perimeter Landscaping	6,720	square feet	6,720	square feet
Parking Lot Interior Landscaping	1,330	square feet	1,850	square feet
Site Enhancement Landscaping	240	square feet	1,040	square feet
Snow Storage Areas	-	square feet	-	square feet
Exterior Lighting	-	square feet	-	square feet
Loading and Utility Areas incl. Screening	400	square feet	-	square feet
Refuse Collection Areas	495	square feet	415	square feet
Pedestrian Connections	1,128	square feet	1,650	square feet
Private Open Space	-	square feet	713	square feet
TOTAL	44,713	square feet	41,236	square feet
Total Site Usage with "Other Facilities" included	44,713	square feet	41,636	square feet
Total Area of Actual Site	46,200	square feet	46,200	square feet
Percent of Total Site Area				
Site Element	Percent of Total Site Area		Proposed Code RO	
	Current Code	RO		
Building Footprint	16.9%	of site area	16.9%	of site area
Parking	57.6%	of site area	45.6%	of site area
Setbacks, Easements and Perimeter Landscaping	14.5%	of site area	14.5%	of site area
Parking Lot Interior Landscaping	2.9%	of site area	4.0%	of site area
Site Enhancement Landscaping	0.5%	of site area	2.3%	of site area
Snow Storage Areas	0.0%	of site area	0.0%	of site area
Exterior Lighting	0.0%	of site area	0.0%	of site area
Loading and Utility Areas incl. Screening	0.9%	of site area	0.0%	of site area
Refuse Collection Areas	1.1%	of site area	0.9%	of site area
Pedestrian Connections	2.4%	of site area	3.6%	of site area
Private Open Space	0.0%	of site area	1.5%	of site area
TOTAL	96.8%	of site area	89.3%	of site area
Total Site Usage with "Other Facilities" included	97.6%	of site area	90.1%	of site area
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built? Answer: (Provide site specific answer if needed)				

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code	RO	Proposed Code
518	Parking Facilities			
519	Surface parking	\$608,000		\$480,000
520	Within building, above ground	\$0		\$0
521	Within building, below ground	\$0		\$0
522	Above grade structure	\$0		\$0
523	Below grade structure	\$0		\$0
524	On-street and/or Off-site	\$0		\$0
525	Bicycle Parking	\$0		\$4,000
526	Parking Subtotal	\$608,000		\$484,000
527				
528				
529				
530				
531	Landscaping			
532	Site and Parking Lot Perimeter Landscaping	\$46,300		\$66,800
533	Parking Lot Interior Landscaping	\$10,400		\$13,500
534	Site Enhancement Landscaping	\$300		\$2,100
535	Protective Vertical 6" Concrete Curbs	\$68,000		\$78,700
536	120% Performance Bond	\$0		\$4,900
537	5% insurance fee			
538	Landscaping Subtotal	\$125,000		\$166,000
539				
540	Service Facilities and Facility Screening			
541	Snow Storage and Disposal	\$0		\$0
542	Exterior (Parking Lot) Lighting	\$2,200		\$2,100
543	Loading Facilities and Mechanical/Electrical Equipment	\$8,500		\$8,500
544	Refuse Collection	\$15,400		\$8,900
545	Service Facilities Subtotal	\$26,100		\$19,500
546				
547	Pedestrian Facilities	\$11,300		\$16,500
548	Private Open Space	\$0		\$8,600
549				
550	A. Total Cost of All Site Elements Above Required by Title 21	\$770,400		\$694,600
551	(including structured parking)			
552				
553	B. Cost of Land Area Needed	\$894,300		\$824,700
554	\$20 per sf (2010 appraisal data)	\$1,664,700		\$1,519,300
555	C. Combined Cost of All Site Elements above Plus Land (A + B)			
556		\$0		\$51,000
557	D. Construction Cost of Building Standards of 21.07.110 and .120			
558	(assumed to add 1.0% to total building cost)			
559	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$770,400		\$745,600
560				
561	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$2,435,100		\$2,264,900

This page intentionally left blank.

1ECONOMIC COST COMPARISON WORKSHEET		
2Anchorage Municipal Code (AMC) Title 21 L and Use Regulations		
3Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4		
5	Current Title 21 Zoning District:	B-3 General Business
6		
7	Proposed Title 21 Zoning District:	B-3 General Business Midtown (Midtown Core)
8		
9	Name of Project:	Alaska USA Federal Credit Union Financial Center
10	Address or Location of Project:	500 West 36th Avenue, on SW corner of 36th and Centerpoint Drive
11	Written Description of Project:	A mid-rise (5 story) financial services office building surrounded by surface parking and landscaping. This test assumes the site will remain B-3 modified for central Midtown to facilitate higher densities. (Note: it would also be eligible for rezoning to the more intensive Regional Mixed-use (RMU) district.)
12		
13		
14		
15		
16		
17		This test reflects that Title 21 Rewrite implementation is proposed to exempt central Midtown from proposed B-3 height limits. Low-rise height limits in Title 21 rewrite are not intended to apply in central Midtown. B-3 height limits in the rewrite are intended for outlying commercial districts. MT zoning has yet to be developed, is proposed for deletion, and so is not available for testing.
18	Photographs or Illustrations of Project:	
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2
37		
38	Total Site Land Area Requirements Related to Title 21	Page 12
39	Total Monetary Costs Related to Title 21	Page 13
40		
41		
42		



Table of Contents and Navigation of EIA Cost Comparison Model

Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

Cell Color Codes used in EIA Model Worksheet:

- Blue cells require direct input.
- Yellow cells are calculated by the model; can be overridden by direct input.
- Green cells have drop-down answer menus that require selection of a choice.

Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

92 Site Context: Location, Size and Access									
93									
94 Site Location in Town									
95									
96 1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)									
97 2. If not, then is it in a "Center City Neighborhood" ?									
98 (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)									
99									
100 3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?									
101									
102									
103 Site Dimensions									
104									
105									
106 Perimeter Lot Lines per EIA:									
107 Length:									
108 Lot line that abuts a street and has primary front setback									
109 Lot line located clockwise from "Lot line in the front"									
110 Lot line located counter clockwise from "Lot line in the front"									
111 Lot line located opposite from "Lot line in the front"									
112									
113 Estimated Land Area of the Site									
114 (accept the calculation or enter exact)									
115									
116									
117 Abutting Streets and Site Access									
118									
119 How many streets border this property?									
120 Two streets, corner lot									
121									
122 Perimeter Lot Lines per EIA:									
123 Lot line on the front									
124 Lot line on the side									
125 Lot line on the other side									
126 Lot line on the back									
127									
128									
129									
130									
131									
132									
133									
134									
135									
136									

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Proposed Building Dimensions					Current Code Scenario: B-3			Proposed Code Scenario: B-3		
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	15	15,000	1	15	15,000	1	15	15,000
	Second Floor and/or Mezzanine	1	15	17,500	1	15	17,500	1	15	17,500
	Third Floor	1	15	17,500	1	15	17,500	1	15	17,500
	Fourth Floor	1	15	17,500	1	15	17,500	1	15	17,500
	Fifth Floor	-	0	0	-	0	0	-	0	0
	Number of Additional Floors	-	0	0	-	0	0	-	0	0
	Mechanical Storage Penthouse	1	15	10,000	1	15	10,000	1	15	10,000
	Attic or Sloping Roof (Above Eave)	-	0		-	0		-	0	
	Total Floors Proposed Above Grade	5			5			5		
	Basement Floors (Below Grade)	1	0	15,000	1	0	15,000	1	0	15,000
					Current Code: B-3			Proposed Code: B-3		
BUILDING HEIGHT	Height of Proposed Building (using floor heights)		75	feet as proposed		75	feet as proposed		75	feet as proposed
	Max allowable height in the district		Unlimited	feet allowed		Unlimited	feet allowed		Unlimited	feet allowed by-right
	Max allowable height with neighborhood height transition		Unlimited	feet allowed		Unlimited	feet allowed		Unlimited	feet allowed where building is placed
GROSS FLOOR AREA	Gross Floor Area (based on floorplate sizes)		92,500	square feet		92,500	square feet		92,500	square feet
	Gross Floor Area of proposed uses (from page 3)		92,500	square feet		92,500	square feet		92,500	square feet
	Gross Floor Area excluding below grade parking		92,500	square feet		92,500	square feet		92,500	square feet
	Gross Floor Area above grade (excluding any basement)		77,500	square feet		77,500	square feet		77,500	square feet
	Gross Floor Area excluding all structured parking		92,500	square feet		92,500	square feet		92,500	square feet
FLOOR AREA RATIO (FAR)	Floor Area Ratio allowed by-right in the district		Unlimited	FAR		Unlimited	FAR		Unlimited	FAR
	Maximum Floor Area Ratio allowed with bonuses		Unlimited	FAR		Unlimited	FAR		Unlimited	FAR
	Allowable FAR for this project given the bonuses it received		Unlimited	FAR		Unlimited	FAR		Unlimited	FAR
	Proposed Floor Area Ratio of this project		0.64	FAR		0.64	FAR		0.64	FAR
	Resulting Allowable Gross Floor Area for this project		Unlimited	square feet GFA		Unlimited	square feet GFA		Unlimited	square feet GFA
LOT COVERAGE AND BUILDING LENGTH	Proposed building footprint size (based on floorplates)		15,000	square feet		15,000	square feet		15,000	square feet
	Length of front/rear elevation (must fit within setbacks)		156	feet		156	feet		156	feet
	Length of side elevation (must fit within setbacks - p.7)		120	feet		120	feet		120	feet
	Minimum building footprint size (EIA model assumption)		5,000	square feet		5,000	square feet		5,000	square feet
	Lot Coverage of building footprint		10%			10%			10%	
	Maximum Lot Coverage allowed in the district		100%			100%			100%	
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Near Front Lot Line, not set back behind vehicle area?		No	Distance (feet):		No	Distance (feet):		No	Distance (feet):
	Length of Façade near Front Lot Line (feet)		0	90		0	90		0	90
	Near Side Lot Line, not set back behind vehicle area?		No	Distance (feet):		No	Distance (feet):		No	Distance (feet):
	Length of Façade near Side Lot Line (feet)		0	230		0	230		0	230
	Near Other Side Lot Line, not set back behind vehicle area?		No	Distance (feet):		No	Distance (feet):		No	Distance (feet):
	Length of Façade near Other Side Lot Line (feet)		0	244		0	244		0	244
	Near Back Lot Line, not set back behind vehicle area?		Yes	Distance (feet):		Yes	Distance (feet):		Yes	Distance (feet):
	Length of Façade near Back Lot Line (feet)		156	20		156	20		156	20

Parking Requirements: Current Code			
	Use Types	Parking Space requirement per unit area	Spaces Required
233	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
235	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
236	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	5. Hotel Visitor Accommodations	1.00 space per room	-
238	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	225.0 spaces
239	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	9. Restaurant	1.00 space per 3 seats	-
242	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
245	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	15. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
248	16. Manufacturing, small (LT 50,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	17. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	15.0 spaces
250	18. Warehouse, small (LT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
252	Total parking required		240 spaces
253			
254			
255			
256			
257			
258	Parking space distribution	Spaces	Gross Land Area per Space
259	Surface parking		
260	Within building, on ground floor	240	100%
261	Within building, below ground	-	0%
262	Above grade structure	-	0%
263	Below grade structure	-	0%
264	Off-site Parking	-	0%
265	TOTAL	240	100%
266	Total Land Area Required for Parking		
267	Percent of Total Site Area	90,000 square feet	62%
268			
269			

Parking Requirements: Proposed Code													
Available Parking Reductions:		Residences Close to Downtown		Mixed-use, B-1A or R-4A District		Residences in Center City		Adjacency to Transit Service		Affordable or Senior Housing		Transit Pass or Cash-out	
A. Is Project Eligible?		No		No		No		Yes		(enter # of units)		No	
B. Applicable Reduction:		0%		0%		0%		5%		0%		0%	
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)													
Yes													

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Parking and Loading Related Facility Requirements			
Parking Lot Interior Landscaping and Vertical Curb Requirements			
Landscaping and Curb Questions related to Proposed Code: Do landscaped parking lot corners count toward required interior landsc.? No How many parking lot corners to be landscaped? 3 How many such corners will be used for required snow storage (see below)? 0 How many such corners will be used for a refuse receptacle (see below)? 0 Did the actual project install vertical curbing around the parking area? Yes		Number of surface parking spaces Surface parking land area Required landscaping area as a percent of parking area Parking Lot Interior Landscaping Area Requirement Area of landscaped parking lot corners that cannot count Total Area Encumbered by Parking Lot Interior Landsc.	
		Current Code	Proposed Code
		240 spaces 90,000 sf 5.0% 4,500 sf 0 extra sf 4,500 sf	195 spaces 73,125 sf 7.5% 5,484 sf 1,200 extra sf 6,684 sf
Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)			
Select the Type of Snow Storage / Disposal: Owner indicates snow will be removed from site		Type of Use or Facility Parking and Loading for Residential Uses Parking and Loading for Non-residential Uses Other Paved Facilities? (from page 11)	Current Code no minimum no minimum no minimum 0 square feet
		Proposed Code equal to 0% of paved surface area equal to 0% of paved surface area equal to 0% of paved surface area 0 sf 0 sf 0 sf 0 sf	
Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)			
		Current Code	Proposed Code
		90,000 sq ft	73,125 sq ft
Surface parking area to be illuminated:			
Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements			
Required Type of Loading Berth Land Area per Loading Berth Is the loading area visible from a street or non-industrial zoning district? Enter width of mech. equipment within 40 ft of and facing a street		Current Code A 800 square feet 800 square feet Yes 0	Proposed Code Uses #1-4: 0 Uses #5-6: 2 Use #7: 0 Uses #8-14: 0 Uses #15-18: 0 2 berths 2 berths 1,600 square feet 0 square feet 0 square feet 1,600 square feet 2,080 square feet
		Number of Berths Required by Use (uses numbered as on page 3) Total Number of Loading Berths Required Subtotal Loading Area Requirement ...Area required for additional perimeter landscaping ...Area required for mech/electrical equipment screening Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21	
		Current Code	Proposed Code
		Uses #1-4: 0 Uses #5-6: 2 Use #7: 0 Uses #8-14: 0 Uses #15-18: 0 2 berths 2 berths 1,600 square feet 0 square feet 0 square feet 1,600 square feet 2,080 square feet	Uses #1-4: 0 Uses #5-6: 2 Uses #7: 2 Uses #8-14: 0 Uses #15-18: 0 2 berths 2 berths 1,600 square feet 480 square feet 0 square feet 2,080 square feet
Refuse Receptacle Area and Screening Requirements			
Refuse Screening Questions: Are the receptacles within or on same pavement as the parking facility? Would screening be necessary to screen view of containers from street? Does the enclosure need a gate to screen the receptacle from a street?		Type of refuse receptacle Number of Outdoor Refuse Receptacles Number of Refuse Receptacles Stored Indoors Refuse Container Area (incl any Screening Enclosure) % of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street Area Used Exclusively for Refuse Truck Maneuver Space Total Refuse Collection Area Requirement	
		Current Code	Proposed Code
		Dumpster 1 120 sq ft 25% 1,125 sq ft 1,245 sq ft	Dumpster 1 0 120 sq ft 25% 1,125 sq ft 1,245 sq ft

Pedestrian Connections Requirements										Current Code B-3	Proposed Code B-3
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)											
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)		B. Distance between Entrances (ft)		% B. Overlaps A. or a Sidewalk				
On Front Elevation?	No		0	0	0	0%	-	square feet	-	square feet	
On Side (clockwise from front)?	Yes		150	276	50%	50%	-	square feet	1,440	square feet	
On Other Side Elevation?	Yes		150	0	0%	0%	-	square feet	750	square feet	
On Rear Elevation (opposite)?	No		0	0	0%	0%	-	square feet	-	square feet	
Walkway Separating Building Façade from Parking Areas											
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)		Exempted as a loading or service area or queue lane?		% Overlap w/ Other Required Walkways				
Front Elevation	156		156	156	No	100%	624	square feet	-	square feet	
Side (clockwise from front)	120		120	120	No	50%	480	square feet	300	square feet	
Other Side (counter clockwise)	120		120	120	No	50%	480	square feet	300	square feet	
Rear Elevation (opposite)	0		0	0	No	0%	-	square feet	-	square feet	
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)											
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?						
Lot line on the front	No		0	0	Yes		-	square feet	0	square feet	
Lot line on the side	No		0	0	Yes		-	square feet	0	square feet	
Lot line on the other side	No		0	0	Yes		-	square feet	0	square feet	
Lot line on the back	No		0	0	Yes		-	square feet	0	square feet	
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)											
Required in return for a Parking Reduction?											
Is it located along an Arterial class street?											
Additional area for on-site transit facilities											
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)											
Length of Primary Pedestrian Walkway =											
0 sq. ft. of bonus floor area awarded per 1 sq. ft. of primary pedestrian walkway											
TOTAL Pedestrian Connection Facilities Area											
Total On-site Area Used for Pedestrian Connections											
Percent of Total Site Area											
1,584 square feet											
1.1%											
2,790 square feet											
1.9%											

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-3	Proposed Code B-3
444	Residential Private Open Space		No	-	square feet	-
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	2,000
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	-
447	Total Required Private Open Space			-	square feet	2,000
448				-	square feet	-
449				-	square feet	-
450				-	square feet	-
451	Amount actually provided on or in the building(s)			-	sq. ft.	-
452	Amount actually provided on the land			-	sq. ft.	2,000
453	Total Private Open Space Provided			-	sq. ft.	2,000
454	Acres			-	acres	0.05
455	Percent of Site			0.0%		1.4%
456	Excess Private Open Space Provided			-	sq. ft.	-
457				-	sq. ft.	-
458	FAR Bonus potential: Additional Private Open Space			-	sq. ft. of bonus floor area	-
459	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	-
460	1 sq. ft. of additional private open space			-	sq. ft. of bonus floor area	-
461				-	sq. ft. of bonus floor area	-
462				-	sq. ft. of bonus floor area	-
463	Other Facilities or Undeveloped Areas (Optional)			-	sq. ft. of bonus floor area	-
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.			-	sq. ft. of bonus floor area	-
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.			-	sq. ft. of bonus floor area	-
466				-	sq. ft. of bonus floor area	-
467				-	sq. ft. of bonus floor area	-
468	TOTAL AREA			-	square feet	-
469				-	square feet	-

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required				
Site Element	Land Area in Square Feet		Comparison of Proposed to Current	
	Current Code	B-3	Proposed Code B-3	Change in sq. ft. % of Current
Building Footprint	15,000	square feet	15,000	square feet
Parking	90,000	square feet	73,173	square feet
Setbacks, Easements and Perimeter Landscaping	12,380	square feet	13,656	square feet
Parking Lot Interior Landscaping	4,500	square feet	6,684	square feet
Site Enhancement Landscaping	312	square feet	1,512	square feet
Snow Storage Areas	-	square feet	-	square feet
Exterior Lighting	-	square feet	-	square feet
Loading and Utility Areas incl. Screening	1,600	square feet	2,080	square feet
Refuse Collection Areas	1,245	square feet	1,245	square feet
Pedestrian Connections	1,584	square feet	2,790	square feet
Private Open Space	-	square feet	2,000	square feet
TOTAL	126,621	square feet	118,140	square feet
Total Site Usage with "Other Facilities" included	126,621		118,140	square feet
Total Area of Actual Site	144,900	square feet	144,900	square feet
Percent of Total Site Area		Percent of Total Site Area		
Site Element	Current Code	B-3	Proposed Code B-3	
Building Footprint	10.4%	of site area	10.4%	of site area
Parking	62.1%	of site area	50.5%	of site area
Setbacks, Easements and Perimeter Landscaping	8.5%	of site area	9.4%	of site area
Parking Lot Interior Landscaping	3.1%	of site area	4.6%	of site area
Site Enhancement Landscaping	0.2%	of site area	1.0%	of site area
Snow Storage Areas	0.0%	of site area	0.0%	of site area
Exterior Lighting	0.0%	of site area	0.0%	of site area
Loading and Utility Areas incl. Screening	1.1%	of site area	1.4%	of site area
Refuse Collection Areas	0.9%	of site area	0.9%	of site area
Pedestrian Connections	1.1%	of site area	1.9%	of site area
Private Open Space	0.0%	of site area	1.4%	of site area
TOTAL	87.4%	of site area	81.5%	of site area
Total Site Usage with "Other Facilities" included	87.4%	of site area	81.5%	of site area
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built? Answer: (Provide site specific answer if needed)				

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code B-3	Proposed Code B-3	
516	Parking Facilities			
517	Surface parking	\$1,920,000	\$1,560,000	(\$360,000) 81%
518	Within building, above ground	\$0	\$0	
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$4,000	\$4,000
524	Parking Subtotal	\$1,920,000	\$1,564,000	(\$356,000) 81%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping	\$88,600	\$143,400	\$54,800 162%
528	Parking Lot Interior Landscaping	\$35,300	\$64,500	\$29,200 183%
529	Site Enhancement Landscaping	\$400	\$3,000	\$2,600 750%
530	Protective Vertical 6" Concrete Curbs	\$179,200	\$224,200	\$45,000 125%
531	120% Performance Bond	\$0	\$12,700	\$12,700
532	5% insurance fee			
533	Landscaping Subtotal	\$303,500	\$447,800	\$144,300 148%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$0	
537	Exterior (Parking Lot) Lighting	\$7,400	\$7,300	(\$100) 99%
538	Loading Facilities and Mechanical/Electrical Equipment	\$34,100	\$62,000	\$27,900 182%
539	Refuse Collection	\$31,400	\$33,400	\$2,000 106%
540	Service Facilities Subtotal	\$72,900	\$102,700	\$29,800 141%
541				
542	Pedestrian Facilities	\$15,800	\$27,900	\$12,100 177%
543				
544	Private Open Space	\$0	\$24,000	\$24,000
545				
546				
547				
548	A. Total Cost of All Site Elements Above Required by Title 21 (including structured parking)	\$2,312,200	\$2,166,400	(\$145,800) 94%
549				
550				
551	B. Cost of Land Area Needed	\$20 per sf (2010 appraisal data)	\$2,362,800	(\$169,600) 93%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$4,844,600	\$4,529,200	(\$315,400) 93%
553				
554	D. Construction Cost of Building Standards of 21.07:110 and .120 (assumed to add 1.0% to total building cost)	\$0	\$149,000	\$149,000
555				
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$2,312,200	\$2,315,400	\$3,200 100%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$7,156,800	\$6,844,600	(\$312,200) 96%
559				

This page intentionally left blank.

ECONOMIC COST COMPARISON WORKSHEET		
Anchor Municipal Code (AMC) Title 21 Land Use Regulations		
Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
Current Title 21 Zoning District:	B-3	General Business
Proposed Title 21 Zoning District:	RMU	Regional Mixed Use (Midtown)
Name of Project: Alaska USA Federal Credit Union Financial Center Address or Location of Project: 500 West 36th Avenue, on SW corner of 36th and Centerpoint Drive Written Description of Project: A mid-rise (5 story) financial services office building surrounded by surface parking and landscaping. This test reflects that this site in Midtown will be eligible to rezone, with reduced or waived rezoning fees, to RMU (Regional Mixed-Use). RMU is proposed to be modified to accommodate high density in Midtown. This test reflects that Title 21 Rewrite is intended to allow tall buildings in Midtown. Specifically, RMU and B-3 zoned properties in central Midtown are proposed to be exempt from provisionally adopted height limits. Height limits in the rewrite are intended for outlying commercial districts. (Note: MT zoning has yet to be developed, is proposed for deletion, and so is not available for testing.)		
Photographs or Illustrations of Project:		
		
Table of Contents and Navigation of EIA Model Spreadsheet		
Total Site Land Area Requirements Related to Title 21		Page 12
Total Monetary Costs Related to Title 21		Page 13

Table of Contents and Navigation of EIA Cost Comparison Model**Table of Contents of the EIA Worksheet:**

<i>Topic</i>	<i>Page</i>	<i>Topic</i>	<i>Page</i>	<i>Topic</i>	<i>Page</i>
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

Cell Color Codes used in EIA Model Worksheet:

Blue cells require direct input.
Yellow cells are calculated by the model; can be overridden by direct input.
Green cells have drop-down answer menus that require selection of a choice.

Glossary of Terms specific to EIA Model Worksheet:

<i>Term</i>	<i>Definition</i>
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

Site Context: Location, Size and Access																																														
Site Location in Town																																														
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek) 2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill) 3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?																																														
No Yes Yes																																														
Site Dimensions																																														
Perimeter Lot Lines per EIA: <table border="1"> <thead> <tr> <th>Length:</th> <th>Lot Line Definitions (repeated from page 2):</th> </tr> </thead> <tbody> <tr> <td>630 feet</td> <td>Lot line that abuts a street and has primary front setback</td> </tr> <tr> <td>230 feet</td> <td>Lot line located clockwise from "Lot line in the front"</td> </tr> <tr> <td>230 feet</td> <td>Lot line located counter clockwise from "Lot line in the front"</td> </tr> <tr> <td>630 feet</td> <td>Lot line located opposite from "Lot line in the front"</td> </tr> </tbody> </table>										Length:	Lot Line Definitions (repeated from page 2):	630 feet	Lot line that abuts a street and has primary front setback	230 feet	Lot line located clockwise from "Lot line in the front"	230 feet	Lot line located counter clockwise from "Lot line in the front"	630 feet	Lot line located opposite from "Lot line in the front"																											
Length:	Lot Line Definitions (repeated from page 2):																																													
630 feet	Lot line that abuts a street and has primary front setback																																													
230 feet	Lot line located clockwise from "Lot line in the front"																																													
230 feet	Lot line located counter clockwise from "Lot line in the front"																																													
630 feet	Lot line located opposite from "Lot line in the front"																																													
Estimated Land Area of the Site (accept the calculation or enter exact) 144,900 square feet 3.33 acres																																														
Abutting Streets and Site Access																																														
How many streets border this property? Two streets, corner lot																																														
<table border="1"> <thead> <tr> <th>Perimeter Lot Lines per EIA:</th> <th>Type of Street</th> <th>Street Name</th> <th>How Many Driveways?</th> <th>Driveway Width</th> </tr> </thead> <tbody> <tr> <td>Lot line on the front</td> <td>Arterial Street</td> <td>W 36th Avenue</td> <td>2</td> <td>24 feet</td> </tr> <tr> <td>Lot line on the side</td> <td>Local Street</td> <td>Centerpoint Drive</td> <td>1</td> <td>24 feet</td> </tr> <tr> <td>Lot line on the other side</td> <td>Not Applicable</td> <td>None</td> <td>0</td> <td>0 feet</td> </tr> <tr> <td>Lot line on the back</td> <td>Not Applicable</td> <td>None</td> <td>0</td> <td>0 feet</td> </tr> </tbody> </table>										Perimeter Lot Lines per EIA:	Type of Street	Street Name	How Many Driveways?	Driveway Width	Lot line on the front	Arterial Street	W 36th Avenue	2	24 feet	Lot line on the side	Local Street	Centerpoint Drive	1	24 feet	Lot line on the other side	Not Applicable	None	0	0 feet	Lot line on the back	Not Applicable	None	0	0 feet												
Perimeter Lot Lines per EIA:	Type of Street	Street Name	How Many Driveways?	Driveway Width																																										
Lot line on the front	Arterial Street	W 36th Avenue	2	24 feet																																										
Lot line on the side	Local Street	Centerpoint Drive	1	24 feet																																										
Lot line on the other side	Not Applicable	None	0	0 feet																																										
Lot line on the back	Not Applicable	None	0	0 feet																																										
Adjacent and Abutting Properties																																														
<table border="1"> <thead> <tr> <th rowspan="2">Perimeter Lot Lines per EIA:</th> <th rowspan="2">Relationship to Neighboring Lot:</th> <th colspan="2">Adjacent Zoning District:</th> <th rowspan="2">Category of Adjacent District:</th> <th rowspan="2">Adjacent Use Classification:</th> <th rowspan="2">Is Adjacent Use Single Family?</th> </tr> <tr> <th>Current Code</th> <th>Proposed Code</th> </tr> </thead> <tbody> <tr> <td>Lot line on the front</td> <td>Across Major Street</td> <td>B-3</td> <td>B-3</td> <td>Non-Residential</td> <td>Non-Residential</td> <td>No</td> </tr> <tr> <td>Lot line on the side</td> <td>Adjacent</td> <td>B-3</td> <td>B-3</td> <td>Non-Residential</td> <td>Non-Residential</td> <td>No</td> </tr> <tr> <td>Lot line on the other side</td> <td>Abutting</td> <td>B-3</td> <td>B-3</td> <td>Non-Residential</td> <td>Non-Residential</td> <td>No</td> </tr> <tr> <td>Lot line on the back</td> <td>Abutting</td> <td>B-3</td> <td>B-3</td> <td>Non-Residential</td> <td>Non-Residential</td> <td>No</td> </tr> </tbody> </table>										Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:	Adjacent Zoning District:		Category of Adjacent District:	Adjacent Use Classification:	Is Adjacent Use Single Family?	Current Code	Proposed Code	Lot line on the front	Across Major Street	B-3	B-3	Non-Residential	Non-Residential	No	Lot line on the side	Adjacent	B-3	B-3	Non-Residential	Non-Residential	No	Lot line on the other side	Abutting	B-3	B-3	Non-Residential	Non-Residential	No	Lot line on the back	Abutting	B-3	B-3	Non-Residential	Non-Residential	No
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:	Adjacent Zoning District:		Category of Adjacent District:	Adjacent Use Classification:	Is Adjacent Use Single Family?																																								
		Current Code	Proposed Code																																											
Lot line on the front	Across Major Street	B-3	B-3	Non-Residential	Non-Residential	No																																								
Lot line on the side	Adjacent	B-3	B-3	Non-Residential	Non-Residential	No																																								
Lot line on the other side	Abutting	B-3	B-3	Non-Residential	Non-Residential	No																																								
Lot line on the back	Abutting	B-3	B-3	Non-Residential	Non-Residential	No																																								

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

85

Proposed Uses and Floor Area of Each Use Type

RESIDENTIAL	Current Code: B-3	Proposed Code: RMU	
		Dwellings	Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-
Total Residential Dwellings and Square Feet	-	-	-
FAR Bonus Potential:			
Dwellings from above that qualify as affordable			
Efficiency			
1 Bedroom			
2 Bedroom			
3 Bedroom			
TOTAL Affordable Units			
Bonus GFA (up to 0.5 FAR) at 3 sf/bonus per 1 sf			
FAR Bonus Potential:			
Housing in mixed-use districts			
Bonus GFA (up to 0.5 FAR) at 2 sf/bonus per 1 sf			
HOTEL			
5. Hotel Visitor Accommodations			
	Guest Rooms	Square Feet	Guest Rooms
	-	-	-
	Square Feet	Seats (Occup.)	Square Feet
6. Office - business, professional and financial	67,500	-	67,500
7. Office - health and medical	-	-	-
8. Fitness and Health Club	-	-	-
9. Restaurant	-	-	-
10. Restaurant with Drive-through Service	-	-	-
11. Retail - Grocery or Food Store	-	-	-
12. Retail - General and miscellaneous	-	-	-
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-	-
14. Retail - furniture, home appliance, building materials,	-	-	-
15. Manufacturing, small (LT 5,000 sf gfa)	-	-	-
16. Manufacturing, large (GT 5,000 sf gfa)	-	-	-
17. Warehouse, small (LT 50,000 sf gfa)	15,000	-	15,000
18. Warehouse, large (GT 50,000 sf gfa)	-	-	-
19. Accessory mechanical/HVAC area in its own floor or	10,000	-	10,000
Total Commercial and Industrial Square Feet	92,500	-	92,500
STRUCTURED PARKING			
Parking above grade - in the building or a separate structure	-	square feet	square feet
Parking below grade - in the basement or underground structure	-	square feet	square feet
Total floor area of all uses:		92,500	square feet

Proposed Building Dimensions				Current Code Scenario: B-3		Proposed Code Scenario: RMU	
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	15	15,000	1	15	15,000
	Second Floor and/or Mezzanine	1	15	17,500	1	15	17,500
	Third Floor	1	15	17,500	1	15	17,500
	Fourth Floor	1	15	17,500	1	15	17,500
	Fifth Floor	-	0	0	-	0	0
	Number of Additional Floors	-	0	0	-	0	0
	Mechanical Storage Penthouse	1	15	10,000	1	15	10,000
	Attic or Sloping Roof (Above Eave)	-	0		-	0	
	Total Floors Proposed Above Grade	5			5		
	Basement Floors (Below Grade)	1	0	15,000	1	0	15,000
				Current Code: B-3		Proposed Code: RMU	
BUILDING HEIGHT	Height of Proposed Building (using floor heights)		75	feet as proposed		75	feet as proposed
	Max allowable height in the district		Unlimited	feet allowed		Unlimited	feet allowed by-right
	Max allowable height with neighborhood height transition		Unlimited	feet allowed		Unlimited	feet allowed where building is placed
GROSS FLOOR AREA	Gross Floor Area (based on floorplate sizes)		92,500	square feet		92,500	square feet
	Gross Floor Area of proposed uses (from page 3)		92,500	square feet		92,500	square feet
	Gross Floor Area excluding below grade parking		92,500	square feet		92,500	square feet
	Gross Floor Area above grade (excluding any basement)		77,500	square feet		77,500	square feet
	Gross Floor Area excluding all structured parking		92,500	square feet		92,500	square feet
FLOOR AREA RATIO (FAR)	Floor Area Ratio allowed by-right in the district		Unlimited	FAR		1.00	FAR
	Maximum Floor Area Ratio allowed with bonuses		Unlimited	FAR		2.00	FAR
	Allowable FAR for this project given the bonuses it received		Unlimited	FAR		1.00	FAR
	Proposed Floor Area Ratio of this project		0.64	FAR		0.64	FAR
	Resulting Allowable Gross Floor Area for this project		Unlimited	square feet GFA		144,900	square feet GFA
LOT COVERAGE AND BUILDING LENGTH	Proposed building footprint size (based on floorplates)		15,000	square feet		15,000	square feet
	Length of front/rear elevation (must fit within setbacks)		156 feet			156 feet	
	Length of side elevation (must fit within setbacks - p.7)		120 feet			120 feet	
	Minimum building footprint size (EIA model assumption)		5,000	square feet		5,000	square feet
	Lot Coverage of building footprint		10%			10%	
	Maximum Lot Coverage allowed in the district		100%			100%	
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Near Front Lot Line, not set back behind vehicle area?		No	Distance (feet):		Yes	Distance (feet):
	Length of Façade near Front Lot Line (feet)		0	90		156	20
	Near Side Lot Line, not set back behind vehicle area?		No	Distance (feet):		Yes	Distance (feet):
	Length of Façade near Side Lot Line (feet)		0	230		120	20
	Near Other Side Lot Line, not set back behind vehicle area?		No	Distance (feet):		No	Distance (feet):
	Length of Façade near Other Side Lot Line (feet)		0	244		0	454
	Near Back Lot Line, not set back behind vehicle area?		Yes	Distance (feet):		No	Distance (feet):
	Length of Façade near Back Lot Line (feet)		156	20		0	90

Parking Requirements: Current Code			
	Use Types	Parking Space requirement per unit area	Spaces Required
233	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
235	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
236	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	5. Hotel Visitor Accommodations	1.00 space per room	-
238	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	225.0 spaces
239	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	9. Restaurant	1.00 space per 3 seats	-
242	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
245	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	15. Manufacturing, small (LT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
248	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	17. Warehouse, small (LT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	15.0 spaces
250	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
252	Total parking required		240 spaces
253			
254			
255			
256			
257			
258	Parking space distribution	Spaces	Gross Land Area per Space
259	Surface parking	240	375 square feet
260	Within building, on ground floor	-	- square feet
261	Within building, below ground	-	- square feet
262	Above grade structure	-	- square feet
263	Below grade structure	-	- square feet
264	Off-site Parking	-	- square feet
265	TOTAL	240	-
266	Total Land Area Required for Parking		
267	Percent of Total Site Area	90,000 square feet	62%
268			
269			

Parking Requirements: Proposed Code													
Available Parking Reductions:		Residences Close to Downtown		Mixed-use, B-1A or R-4A District		Residences in Center City		Adjacency to Transit Service		Affordable or Senior Housing		Transit Pass or Cash-out	
A. Is Project Eligible?		No		Yes		No		Yes		(enter # of units)		No	
B. Applicable Reduction:		0%		10%		0%		5%		0%		0%	
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)													

Setbacks, Easements, and Perimeter Landscaping Requirements									
Setback Requirements		Minimum Setback Distance		Proposed Code RMU		Proposed Code RMU		Maximum Setback Distance	
Perimeter Lot Lines per EIA:		Current Code	B-3	Proposed Code	RMU	Proposed Code	RMU	Proposed Code	RMU
316	Lot line on the front	Type of Setback:		10 feet	0 feet	40 feet	40 feet		
317	Lot line on the side	Primary front setback		5 feet	0 feet	Unlimited feet	Unlimited feet		
318	Lot line on the other side	Secondary front setback		10 feet	5 feet	Unlimited feet	Unlimited feet		
319	Lot line on the back	Side setback		10 feet	5 feet	Unlimited feet	Unlimited feet		
320		Side setback							
321									
322									
Perimeter Utility Easements		Perimeter Lot Lines per EIA:		Current Code	B-3	Proposed Code	RMU		
323	Linear utility easements along perimeter of site.	Lot line on the front		10 feet	10 feet				
324		Lot line on the side		10 feet	10 feet				
325		Lot line on the other side		20 feet	20 feet				
326		Lot line on the back		10 feet	10 feet				
327									
328									
Site Perimeter Landscaping		Current Code		B-3	Proposed Code	RMU			
Type of Abutting Street or Use (also helps determine parking lot landscaping below):		Adjoining or Adjacent Zoning		Min Perimeter Landscaping Width (feet)	Abutting Zoning		Site Perimeter Landscaping Level	Min Perimeter Landscaping Width (feet)	Landscaping Width with Utility Easement
330	Perimeter Lot Lines per EIA:								
331	Lot line on the front	Arterial Street		B-3	6	B-3	L2	8	8
332	Lot line on the side	Local Street		B-3	0	B-3	L2	8	8
333	Lot line on the other side	Non-Residential		B-3	0	B-3	None	0	0
334	Lot line on the back	Non-Residential		B-3	0	B-3	None	0	0
335									
Parking Lot Perimeter Landscaping		Current Code		B-3	Proposed Code	RMU			
Category of Adjacent Zoning		Required Width of Parking Lot Perimeter Landscaping (feet)		Length of the Parking Lot along the Lot Line (ft)	Length of the Parking Lot along the Lot Line (ft)		Length of the Parking Lot along the Lot Line (ft)	Length of the Parking Lot along the Lot Line (ft)	Length of the Parking Lot along the Lot Line (ft)
337	Perimeter Lot Lines per EIA:								
338	Lot line on the front	Non-Resident Non-Residential		6	630	L2	8	422	8
339	Lot line on the side	Non-Resident Non-Residential		8	216	L2	8	60	8
340	Lot line on the other side	Non-Resident Non-Residential		8	216	L2	8	216	8
341	Lot line on the back	Non-Resident Non-Residential		8	508	L2	8	630	8
342									
Combined Perimeter Landscaping, Easement, and Setback Requirements		Perimeter Lot Lines per EIA:		Current Code	B-3	Proposed Code	RMU		
343	Lot line on the front	Landscaping		Building Setback	Landscaping...	Building Setback	Building Setback	Building Setback	Building Setback
344	Lot line on the side	6		10	8	8	10	10	10
345	Lot line on the other side	8		10	8	8	10	10	10
346	Lot line on the back	8		20	8	8	20	20	20
347	Greater of minimum setback, easement, or landscaping requirements.	8		10	8	8	10	10	10
348									
349									
Total Setback, Easement and Perimeter Landscaping Area Requirements		Current Code		B-3	Proposed Code	RMU			
350	Lot line on the front	3,492 square feet		4,968 square feet					
351	Lot line on the side	1,536 square feet		1,888 square feet					
352	Lot line on the other side	1,728 square feet		1,728 square feet					
353	Lot line on the back	5,624 square feet		5,040 square feet					
354									
355									
356									
357									

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements		Current Code	Proposed Code
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	240 spaces	175 spaces
How many parking lot corners to be landscaped?	2	90,000 sf	65,625 sf
How many such corners will be used for required snow storage (see below)?	0	5.0%	7.5%
How many such corners will be used for a refuse receptacle (see below)?	0	4,500 sf	4,922 sf
Did the actual project install vertical curbing around the parking area?	Yes	0 extra sf	800 extra sf
		4,500 sf	5,722 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal:	Type of Use or Facility	Current Code	Proposed Code
Owner indicates snow will be removed from site	Parking and Loading for Residential Uses	no minimum	0 sf
	Parking and Loading for Non-residential Uses	no minimum	0 sf
	Other Paved Facilities? (from page 11)	no minimum	0 sf
	Total Required Snow Storage Area	0 square feet	0 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Current Code	Proposed Code
Surface parking area to be illuminated:	90,000 sq ft
	65,625 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Current Code	Proposed Code
Required Type of Loading Berth	Uses #1-4: 0
Land Area per Loading Berth	Uses #5-6: 2
Is the loading area visible from a street or non-industrial zoning district?	Use #7: 0
Enter width of mech. equipment within 40 ft of and facing a street	Uses #8-14: 0
	Uses #15-18: 0
	2 berths
	2 berths
	1,600 square feet
	1,600 square feet
	0 square feet
	0 square feet
	0 square feet
	1,600 square feet
	2,080 square feet

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:	Current Code	Proposed Code
Do the receptacles about an alley?	Dumpster	Dumpster
Are the receptacles within or on same pavement as the parking facility?	1	1
Would screening be necessary to screen view of containers from street?	0	0
Does the enclosure need a gate to screen the receptacle from a street?	120 sq ft	120 sq ft
	25%	25%
	1,125 sq ft	1,125 sq ft
	1,245 sq ft	1,245 sq ft

Pedestrian Connections Requirements									
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)					Current Code B-3		Proposed Code RMU		
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk				
On Front Elevation?	No	0	0	0	0%	-	square feet	-	square feet
On Side (clockwise from front)?	Yes	20	276	0	75%	-	square feet	445	square feet
On Other Side Elevation?	Yes	80	0	0	0%	-	square feet	400	square feet
On Rear Elevation (opposite)?	No	0	0	0	0%	-	square feet	-	square feet
Walkway Separating Building Faade from Parking Areas					% Overlap w/ Other Required Walkways				
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)	Exempted as a loading or service area or queue lane?					
Front Elevation		156	0	No	0%	624	square feet	-	square feet
Side (clockwise from front)		120	0	No	0%	480	square feet	-	square feet
Other Side (counter clockwise)		120	120	No	50%	480	square feet	300	square feet
Rear Elevation (opposite)		0	156	No	0%	-	square feet	780	square feet
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)									
Street sidewalk missing?		Yes or No	Sidewalk Length Needed	Room for it in ROW?					
Lot line on the front		No	0	Yes	-	square feet	0	square feet	
Lot line on the side		No	0	Yes	-	square feet	0	square feet	
Lot line on the other side		No	0	Yes	-	square feet	0	square feet	
Lot line on the back		No	0	Yes	-	square feet	0	square feet	
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)									
Required in return for a Parking Reduction?		No (Accept default or enter yes or no)			-	square feet	-	square feet	
Is it located along an Arterial class street?		No (Enter yes or no)			-	square feet	-	square feet	
Additional area for on-site transit facilities		0 square feet			-	square feet	-	square feet	
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)									
Length of Primary Pedestrian Walkway =		linear feet			-	square feet	-	square feet	
0 sq. ft. of bonus floor area awarded per	1 sq. ft. of primary pedestrian walkway			-	square feet	-	square feet		
TOTAL Pedestrian Connection Facilities Area									
Total On-site Area Used for Pedestrian Connections					1,584	square feet	1,925	square feet	
Percent of Total Site Area					1.1%		1.3%		

Private Open Space Requirements			Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-3	Proposed Code	RMU
444	Residential Private Open Space		No		-	square feet	-	square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No		-	square feet	2,000	square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)				-	square feet	-	square feet
447	Total Required Private Open Space				-	square feet	2,000	square feet
448								
449								
450								
451	Amount actually provided on or in the building(s)				-	sq. ft.	-	sq. ft.
452	Amount actually provided on the land				-	sq. ft.	2,000	sq. ft.
453	Total Private Open Space Provided				-	sq. ft.	2,000	sq. ft.
454	Acres				-	acres	0.05	acres
455	Percent of Site				0.0%		1.4%	
456	Excess Private Open Space Provided				-	sq. ft.	-	sq. ft.
457								
458	FAR Bonus potential: Additional Private Open Space							
459	0 sq. ft. of bonus floor area allowed per				-	sq. ft. of bonus floor area		
460	1 sq. ft. of additional private open space							
461								

Other Facilities or Undeveloped Areas (Optional)			Area (sf)	Brief Description of Facility
463	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.			
464	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.			
465				
466				
467				
468	TOTAL AREA		-	square feet
469				

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required				Comparison of Proposed to Current Change in sq. ft. % of Current	
Site Element		Current Code	B-3	Proposed Code RMU	
Building Footprint		15,000	square feet	15,000	square feet
Parking		90,000	square feet	65,673	square feet
Setbacks, Easements and Perimeter Landscaping		12,380	square feet	13,624	square feet
Parking Lot Interior Landscaping		4,500	square feet	5,722	square feet
Site Enhancement Landscaping		312	square feet	1,352	square feet
Snow Storage Areas		-	square feet	-	square feet
Exterior Lighting		-	square feet	-	square feet
Loading and Utility Areas incl. Screening		1,600	square feet	2,080	square feet
Refuse Collection Areas		1,245	square feet	1,245	square feet
Pedestrian Connections		1,584	square feet	1,925	square feet
Private Open Space		-	square feet	2,000	square feet
TOTAL		126,621	square feet	108,621	square feet
Total Site Usage with "Other Facilities" included		126,621		108,621	square feet
Total Area of Actual Site		144,900	square feet	144,900	square feet
Percent of Total Site Area					
Site Element		Current Code	B-3	Proposed Code RMU	
Building Footprint		10.4%	of site area	10.4%	of site area
Parking		62.1%	of site area	45.3%	of site area
Setbacks, Easements and Perimeter Landscaping		8.5%	of site area	9.4%	of site area
Parking Lot Interior Landscaping		3.1%	of site area	3.9%	of site area
Site Enhancement Landscaping		0.2%	of site area	0.9%	of site area
Snow Storage Areas		0.0%	of site area	0.0%	of site area
Exterior Lighting		0.0%	of site area	0.0%	of site area
Loading and Utility Areas incl. Screening		1.1%	of site area	1.4%	of site area
Refuse Collection Areas		0.9%	of site area	0.9%	of site area
Pedestrian Connections		1.1%	of site area	1.3%	of site area
Private Open Space		0.0%	of site area	1.4%	of site area
TOTAL		87.4%	of site area	75.0%	of site area
Total Site Usage with "Other Facilities" included		87.4%	of site area	75.0%	of site area
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?		Answer: (Provide site specific answer if needed)			

Summary, Part 2: Total Monetary Costs Related to Title 21

	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost	% of Current
		Current Code	B-3		
516	Parking Facilities				
517	Surface parking	\$1,920,000		\$1,400,000	73%
518	Within building, above ground	\$0		\$0	
519	Within building, below ground	\$0		\$0	
520	Above grade structure	\$0		\$0	
521	Below grade structure	\$0		\$0	
522	On-street and/or Off-site	\$0		\$0	
523	Bicycle Parking	\$0		\$4,000	
524	Parking Subtotal	\$1,920,000		\$1,404,000	73%
525					
526	Landscaping				
527	Site and Parking Lot Perimeter Landscaping	\$88,600		\$154,500	174%
528	Parking Lot Interior Landscaping	\$35,300		\$22,000	162%
529	Site Enhancement Landscaping	\$400		\$2,700	675%
530	Protective Vertical 6" Concrete Curbs	\$179,200		\$191,100	107%
531	120% Performance Bond	\$0		\$12,900	
532	5% insurance fee				
533	Landscaping Subtotal	\$303,500		\$418,500	138%
534					
535	Service Facilities and Facility Screening				
536	Snow Storage and Disposal	\$0		\$0	
537	Exterior (Parking Lot) Lighting	\$7,400		\$6,500	88%
538	Loading Facilities and Mechanical/Electrical Equipment	\$34,100		\$27,900	182%
539	Refuse Collection	\$31,400		\$33,400	106%
540	Service Facilities Subtotal	\$72,900		\$101,900	140%
541					
542	Pedestrian Facilities				
543	Private Open Space	\$15,800		\$19,300	122%
544		\$0		\$24,000	
545					
546					
547					
548	A. Total Cost of All Site Elements Above Required by Title 21	\$2,312,200		\$1,967,700	85%
549	(including structured parking)				
550					
551	B. Cost of Land Area Needed	\$20 per sf (2010 appraisal data)		\$2,172,400	86%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$4,844,600		\$4,140,100	85%
553					
554	D. Construction Cost of Building Standards of 21.07.110 and .120	\$0		\$149,000	
555	(assumed to add 1.0% to total building cost)				
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$2,312,200		\$2,116,700	92%
557					
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$7,156,800		\$6,256,800	87%
559					

This page intentionally left blank.

1	ECONOMIC COST COMPARISON WORKSHEET		
2	Anchor Municipal Code (AMC) Title 21 Land Use Regulations		
3	Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4			
5	Current Title 21 Zoning District:	B-1A	Local and Neighborhood Business District
6			
7	Proposed Title 21 Zoning District:	B-1A	Local and Neighborhood Business District
8			
9	Name of Project:	New Sagaya's City Market	
10	Address or Location of Project:	900 W 13th Avenue, on SE corner of 13th and I Street	
11	Written Description of Project:	A 15,000 square foot grocery store and restaurant (coffee shop and cafeteria), with surface parking and perimeter landscaping. The development project scenario is based on New Sagaya's City Market. To model the full effects of the minimum setbacks and other zoning regulations, this test overrides the nonconforming building setbacks and other grandfathered features of the pre-existing structure built in 1952. As a result this test estimates the overall effects of current versus provisionally adopted code as if the same sized building and City Market use were newly constructed. To compare apples to apples, it overrides several variances from regulations to which the actual City Market project received entitlement. For simplicity a bump-out on the south side of the building facing the alley is ignored. A bump-out on the west is incorporated to resemble the actual development's main entry facade.	
12			
13			
14			
15			
16			
17			
18	Photographs or Illustrations of Project:		
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2	
37			
38	Total Site Land Area Requirements Related to Title 21	Page 12	
39	Total Monetary Costs Related to Title 21	Page 13	
40			
41			
42			

43 Table of Contents and Navigation of EIA Cost Comparison Model

44 Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

66 EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

76 Cell Color Codes used in EIA Model Worksheet:

- Blue cells require direct input.
- Yellow cells are calculated by the model; can be overridden by direct input.
- Green cells have drop-down answer menus that require selection of a choice.

83 Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

Site Context: Location, Size and Access	
Site Location in Town	
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)	Yes
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)	Yes
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?	No
Site Dimensions	
Perimeter Lot Lines per EIA:	Lot Line Definitions (repeated from page 2):
Lot line on the front	300 feet Lot line that abuts a street and has primary front setback
Lot line on the side	140 feet Lot line located clockwise from "Lot line in the front"
Lot line on the other side	140 feet Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	300 feet Lot line located opposite from "Lot line in the front"
Estimated Land Area of the Site (accept the calculation or enter exact)	42,000 square feet 0.96 acres
Abutting Streets and Site Access	
How many streets border this property? Three streets, along the front and the two sides	
Perimeter Lot Lines per EIA:	Type of Street
Lot line on the front	Local Street
Lot line on the side	Arterial Street
Lot line on the other side	Local Street
Lot line on the back	Alley
Street Name	
W 13th Avenue	1
I Street	0
K Street	0
Alley	1
How Many Driveways?	
24 feet	0 feet
0 feet	0 feet
0 feet	24 feet
Adjacent and Abutting Properties	
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:
Lot line on the front	Adjacent
Lot line on the side	Across Major Street
Lot line on the other side	Adjacent
Lot line on the back	Across Alley
Adjacent Zoning District:	
Current Code	Proposed Code
R-3	R-3
R-2M	R-2M
R-2M	R-2M
R-2M	R-2M
Category of Adjacent District:	
Residential	Residential
Residential	Residential
Residential	Residential
Adjacent Use Classification:	
Residential	Residential
Residential	Residential
Residential	Residential
Is Adjacent Use Single Family?	
No	Yes
Yes	Yes
Yes	Yes

EIA Cost Comparison Model: B-1A to B-1A

3. New Sagaya's City Market with Provisionally Adopted Title 21 Rewrite

Proposed Uses and Floor Area of Each Use Type			
RESIDENTIAL	Current Code: B-1A		Proposed Code: B-1A
	Dwellings	Square Feet	Dwellings Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-
Total Residential Dwellings and Square Feet	-	-	-
FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf			
FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf			0 sq ft
			0 sq ft
HOTEL	Current Code: B-1A		Proposed Code: B-1A
	Guest Rooms	Square Feet	Guest Rooms Square Feet
5. Hotel Visitor Accommodations	-	-	-
	Square Feet	Seats (Occupancy)	Square Feet Seats (Occup.)
6. Office - business, professional and financial	-	-	-
7. Office - health and medical	-	-	-
8. Fitness and Health Club	-	-	-
9. Restaurant	1,850	74	1,850 74
10. Restaurant with Drive-through Service	-	-	-
11. Retail - Grocery or Food Store	10,500	-	10,500
12. Retail - General and miscellaneous	-	-	-
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-	-
14. Retail - furniture, home appliance, building materials,	-	-	-
15. Manufacturing, small (LT 5,000 sf gfa)	-	-	-
16. Manufacturing, large (GT 5,000 sf gfa)	-	-	-
17. Warehouse, small (LT 50,000 sf gfa)	-	-	-
18. Warehouse, large (GT 50,000 sf gfa)	-	-	-
19. Accessory mechanical/HVAC area in its own floor or	2,900	-	2,900
Total Commercial and Industrial Square Feet	15,250	-	15,250
STRUCTURED PARKING			
Parking above grade - in the building or a separate structure	-	square feet	square feet
Parking below grade - in the basement or underground structure	-	square feet	square feet
Total floor area of all uses:	15,250	square feet	15,250 square feet

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

234

235

236

237

238

239

240

241

242

243

244

245

246

247

248

249

250

251

252

253

254

255

256

257

258

259

260

261

262

263

264

265

266

267

268

269

270

271

272

273

274

275

276

277

278

279

280

281

282

283

284

285

286

287

288

289

290

291

292

293

294

295

296

297

298

299

300

301

302

303

304

305

306

307

308

309

310

311

312

313

314

315

316

317

318

319

320

321

322

323

324

325

326

327

328

329

330

331

332

333

334

335

336

337

338

339

340

341

342

343

344

345

346

347

348

349

350

351

352

353

354

355

356

357

358

359

360

361

362

363

364

365

366

367

368

369

370

371

372

373

374

375

376

377

378

379

380

381

382

383

384

385

386

387

388

389

390

391

392

393

394

395

396

397

398

399

400

401

402

403

404

405

406

407

408

409

410

411

412

413

414

415

416

417

418

419

420

421

422

423

424

425

426

427

428

429

430

431

432

433

434

435

436

437

438

439

440

441

442

443

444

445

446

447

448

449

450

451

452

453

454

455

456

457

458

459

460

461

462

463

464

465

466

467

468

469

470

471

472

473

474

475

476

477

478

479

480

481

482

483

484

485

486

487

488

489

490

491

492

493

494

495

496

497

498

499

500

501

502

503

504

505

506

507

508

509

510

511

512

513

514

515

516

517

518

519

520

521

522

523

524

525

526

527

528

529

530

531

532

533

534

535

536

537

538

539

540

541

542

543

544

545

546

547

548

549

550

551

552

553

554

555

556

557

558

559

560

561

562

563

564

565

566

567

568

569

570

571

572

573

574

575

576

577

578

579

580

581

582

583

584

585

586

587

588

589

590

591

592

593

594

595

596

597

598

599

600

601

602

603

604

605

606

607

608

609

610

611

612

613

614

615

616

617

618

619

620

621

622

623

624

625

626

627

628

629

630

631

632

633

634

635

636

637

638

639

640

641

642

643

644

645

646

647

648

649

650

651

652

653

654

655

656

657

658

659

660

661

662

663

664

665

666

667

668

669

670

671

672

673

674

675

676

677

678

679

680

681

682

683

684

685

686

687

688

689

690

691

692

693

694

695

696

697

698

699

700

701

702

703

704

705

706

707

708

709

710

711

712

713

714

715

716

717

718

719

720

721

722

723

724

725

726

727

728

729

730

731

732

733

734

735

736

737

738

739

740

741

742

743

744

745

746

747

748

749

750

751

752

753

754

755

756

757

758

759

760

761

762

763

764

765

766

767

768

769

770

771

772

773

774

775

776

777

778

779

780

781

782

783

784

785

786

787

788

789

790

791

792

793

794

795

796

797

798

799

800

801

802

803

804

805

806

807

808

809

810

811

812

813

814

815

816

817

818

819

820

821

822

823

824

825

826

827

828

829

830

831

832

833

834

835

836

837

838

839

840

841

842

843

844

845

846

847

848

849

850

851

852

853

854

855

856

857

858

859

860

861

862

863

864

865

866

867

868

869

870

871

872

873

874

875

876

877

878

879

880

881

882

883

884

885

886

887

888

889

890

891

892

893

894

895

896

897

898

899

900

901

902

903

904

905

906

907

908

909

910

911

912

913

914

915

916

917

918

919

920

921

922

923

924

925

926

927

928

929

930

931

932

933

934

935

936

937

938

939

940

941

942

943

944

945

946

947

948

949

950

951

952

953

954

955

956

957

958

959

960

961

962

963

964

965

966

967

968

969

970

971

972

973

974

975

976

977

978

979

980

981

982

983

984

985

986

987

988

989

990

991

992

993

994

995

996

997

998

999

1000

1001

1002

1003

1004

1005

1006

1007

1008

1009

1010

1011

1012

1013

1014

1015

1016

1017

1018

1019

1020

1021

1022

1023

1024

1025

1026

1027

1028

1029

1030

1031

1032

1033

1034

1035

1036

1037

1038

1039

1040

1041

1042

1043

1044

1045

1046

1047

1048

1049

1050

1051

1052

1053

1054

1055

1056

1057

1058

1059

1060

1061

1062

1063

1064

1065

1066

1067

1068

1069

1070

1071

1072

1073

1074

1075

1076

1077

1078

1079

1080

1081

1082

1083

1084

1085

1086

1087

1088

1089

1090

1091

1092

1093

1094

1095

1096

1097

1098

1099

1100

1101

1102

1103

1104

1105

1106

1107

1108

1109

1110

1111

1112

1113

1114

1115

1116

1117

1118

1119

1120

1121

1122

1123

1124

1125

1126

1127

1128

1129

1130

1131

1132

1133

1134

1135

1136

1137

1138

1139

1140

1141

1142

1143

1144

1145

1146

1147

1148

1149

1150

1151

1152

1153

1154

1155

1156

1157

1158

1159

1160

1161

1162

1163

1164

1165

1166

1167

1168

1169

1170

1171

1172

1173

1174

1175

1176

1177

1178

1179

1180

1181

1182

1183

1184

1185

1186

1187

1188

1189

1190

1191

1192

1193

1194

1195

1196

1197

1198

1199

1200

1201

1202

1203

1204

1205

1206

1207

1208

1209

1210

1211

1212

1213

1214

1215

1216

1217

1218

1219

1220

1221

1222

1223

1224

1225

1226

1227

1228

1229

1230

1231

1232

1233

1234

1235

1236

1237

1238

1239

1240

1241

1242

1243

1244

1245

1246

1247

1248

1249

1250

1251

1252

1253

1254

1255

1256

1257

1258

1259

1260

1261

1262

1263

1264

1265

1266

1267

1268

1269

1270

1271

1272

1273

1274

1275

1276

1277

1278

1279

1280

1281

1282

1283

1284

1285

1286

1287

1288

1289

1290

1291

1292

1293

1294

1295

1296

1297

1298

1299

1300

1301

1302

1303

1304

1305

1306

1307

1308

1309

1310

1311

1312

1313

1314

1315

1316

1317

1318

1319

1320

1321

1322

1323

1324

1325

1326

1327

1328

1329

1330

1331

1332

1333

1334

1335

1336

1337

1338

1339

1340

1341

1342

1343

1344

1345

1346

1347

1348

1349

1350

1351

1352

1353

1354

1355

1356

1357

1358

1359

1360

1361

1362

1363

1364

1365

1366

1367

1368

1369

1370

1371

1372

1373

1374

1375

1376

1377

1378

1379

1380

1381

1382

1383

1384

1385

1386

1387

1388

1389

1390

1391

1392

1393

1394

1395

1396

1397

1398

1399

1400

1401

1402

1403

1404

1405

1406

1407

1408

1409

1410

1411

1412

1413

1414

1415

1416

1417

1418

1419

1420

1421

1422

1423

1424

1425

1426

1427

1428

1429

1430

1431

1432

1433

1434

1435

1436

1437

1438

1439

1440

1441

1442

1443

1444

1445

1446

1447

1448

1449

1450

1451

1452

1453

1454

1455

1456

1457

1458

1459

1460

1461

1462

1463

1464

1465

1466

1467

1468

1469

1470

1471

1472

1473

1474

1475

1476

1477

1478

1479

1480

1481

1482

1483

1484

1485

1486

1487

1488

1489

1490

1491

1492

1493

1494

1495

1496

1497

1498

1499

1500

1501

1502

1503

1504

1505

1506

1507

1508

1509

1510

1511

1512

1513

1514

1515

1516

1517

1518

1519

1520

1521

1522

1523

1524

1525

1526

1527

1528

1529

1530

1531

1532

1533

1534

1535

1536

1537

1538

1539

1540

1541

1542

1543

1544

1545

1546

1547

1548

1549

1550

1551

1552

1553

1554

1555

1556

1557

1558

1559

1560

1561

1562

1563

1564

1565

1566

1567

1568

1569

1570

1571

1572

1573

1574

1575

1576

1577

1578

1579

1580

1581

1582

1583

1584

1585

1586

1587

1588

1589

1590

1591

1592

1593

1594

1595

1596

1597

1598

1599

1600

1601

1602

1603

1604

1605

1606

1607

1608

1609

1610

1611

1612

1613

1614

1615

1616

1617

1618

1619

1620

1621

1622

1623

1624

1625

1626

1627

1628

1629

1630

1631

1632

1633

1634

1635

1636

1637

1638

1639

1640

1641

1642

1643

1644

1645

1646

1647

1648

1649

1650

1651

EIA Cost Comparison Model: B-1A to B-1A

3. New Sagaya's City Market with Provisionally Adopted Title 21 Rewrite

Parking Requirements: Current Code		Use Types	Parking Space requirement per unit area	Spaces Required
233	234	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
235	236	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
237	238	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
239	240	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
241	242	5. Hotel Visitor Accommodations	1.00 space per room	-
243	244	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
245	246	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
247	248	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
249	250	9. Restaurant	1.00 space per 3 seats	24.7
251	252	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
253	254	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	52.5
255	256	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
257	258	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
259	260	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
261	262	15. Manufacturing, small (L.T 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
263	264	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
265	266	17. Warehouse, small (L.T 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
267	268	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
269		19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
		Total parking required		78 spaces
		Parking space distribution	Spaces	Gross Land Area per Space
258	259	Surface parking	78	100%
260	261	Within building, on ground floor	-	0%
262	263	Within building, below ground	-	0%
264	265	Above grade structure	-	0%
266	267	Below grade structure	-	0%
268	269	Off-site Parking	-	0%
		TOTAL	78	100%
		Total Land Area Required for Parking		
266	267	Percent of Total Site Area	29,250 square feet	70%

Parking Requirements: Proposed Code									
Available Parking Reductions:									
Residences Close to Downtown		Mixed-use, B-1A or R-4A District		Residences in Center City		Adjacency to Transit Service		Affordable or Senior Housing (enter # of units)	
A. Is Project Eligible?		B. Applicable Reduction:		C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)		D. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)		E. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)	
No		Yes		No		Yes		No	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%		0%	
0%		10%		0%		5%			

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code B-1A		Maximum Setback Distance		
			Current Code	B-1A	Proposed Code	B-1A	Proposed Code	B-1A	Proposed Code B-1A
314	Perimeter Lot Lines per EIA:								
315	Lot line on the front	Primary front setback	20 feet	10 feet	10 feet	Unlimited feet			
316	Lot line on the side	Secondary front setback	10 feet	5 feet	5 feet	Unlimited feet			
317	Lot line on the other side	Secondary front setback	10 feet	5 feet	5 feet	Unlimited feet			
318	Lot line on the back	Side setback	20 feet	10 feet	10 feet	Unlimited feet			
319									
320									
321									
322									
323	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
324	Linear utility easements along perimeter of site.	Lot line on the front	0 feet	0 feet	0 feet				
325		Lot line on the side	0 feet	0 feet	0 feet				
326		Lot line on the other side	0 feet	0 feet	0 feet				
327		Lot line on the back	0 feet	0 feet	0 feet				
328									
329	Site Perimeter Landscaping								
330		Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
331	Perimeter Lot Lines per EIA:								
332	Lot line on the front	Local Street	R-3	10	L2	8			
333	Lot line on the side	Arterial Street	R-2M	6	L2	8			
334	Lot line on the other side	Local Street	R-2M	10	L2	8			
335	Lot line on the back	Alley	R-2M	10	None	0			
336									
337	Parking Lot Perimeter Landscaping								
338		Category of Adjacent Zoning							
339	Perimeter Lot Lines per EIA:								
340	Lot line on the front	Residential	10	165	L2	8	165		
341	Lot line on the side	Residential	6	0	L2	8	0		
342	Lot line on the other side	Residential	10	140	L2	8	140		
343	Lot line on the back	Residential	10	165	L2 with fence	8	165		
344									
345	Combined Perimeter Landscaping, Easement, and Setback Requirements								
346	Perimeter Lot Lines per EIA:								
347	Lot line on the front	Residential	10	20	8	8	10		
348	Lot line on the side	Residential	6	10	8	8	8		
349	Lot line on the other side	Residential	10	10	8	8	8		
350	Lot line on the back	Residential	10	20	8	8	10		
351									
352	Total Setback, Easement and Perimeter Landscaping Area Requirements								
353	Lot line on the front		4,160 square feet	2,448 square feet					
354	Lot line on the side		1,240 square feet	1,120 square feet					
355	Lot line on the other side		1,400 square feet	1,120 square feet					
356	Lot line on the back		2,760 square feet	1,128 square feet					
357	TOTAL AREA		9,560 square feet	5,816 square feet					

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements

Landscaping and Curb Questions related to Proposed Code:

Do landscaped parking lot corners count toward required interior landsc.?

No

How many parking lot corners to be landscaped?

0

How many such corners will be used for required snow storage (see below)?

0

How many such corners will be used for a refuse receptacle (see below)?

0

Did the actual project install vertical curbing around the parking area?

No

Number of surface parking spaces

78 spaces

Surface parking land area

29,250 sf

Required landscaping area as a percent of parking area

5.0%

Parking Lot Interior Landscaping Area Requirement

1,463 sf

Area of landscaped parking lot corners that cannot count

0 extra sf

Total Area Encumbered by Parking Lot Interior Landsc.

1,463 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal:

Owner indicates snow will be removed from site

Type of Use or Facility

Parking and Loading for Residential Uses

Parking and Loading for Non-residential Uses

Other Paved Facilities? (from page 11)

Total Required Snow Storage Area

Current Code

no minimum

no minimum

no minimum

0 square feet

Proposed Code

equal to 0% of paved surface area

equal to 0% of paved surface area

equal to 0% of paved surface area

0 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:

Current Code

29,250 sq ft

Proposed Code

19,500 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Required Type of Loading Berth

Land Area per Loading Berth

Is the loading area visible from a street or non-industrial zoning district?

Enter width of mech. equipment within 40 ft of and facing a street

Current Code

B

400 square feet

Yes

0

Proposed Code

B

400 square feet

Yes

0

Number of Berths Required by Use (uses numbered as on page 3)

Uses #1-4: 0

Uses #5-6: 0

Use #7: 0

Uses #8-14: 1

Uses #15-18: 0

Total Number of Loading Berths Required

1 berths

Subtotal Loading Area Requirement

400 square feet

...Area required for additional perimeter landscaping

0 square feet

...Area required for mech/electrical equipment screening

0 square feet

Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21

400 square feet

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:

Do the receptacles about an alley?

Are the receptacles within or on same pavement as the parking facility?

Would screening be necessary to screen view of containers from street?

Does the enclosure need a gate to screen the receptacle from a street?

Yes

Yes

No

No

Type of refuse receptacle

Compactor

Number of Outdoor Refuse Receptacles

1

Number of Refuse Receptacles Stored Indoors

0

Refuse Container Area (incl any Screening Enclosure)

462 sq ft

% of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street

75%

Area Used Exclusively for Refuse Truck Maneuver Space

375 sq ft

Total Refuse Collection Area Requirement

837 sq ft

358

359

360

361

362

363

364

365

366

367

368

369

370

371

372

373

374

375

376

377

378

379

380

381

382

383

384

385

386

387

388

389

390

391

392

393

394

395

396

397

398

399

400

401

402

403

EIA Cost Comparison Model: B-1A to B-1A

3. New Sagaya's City Market with Provisionally Adopted Title 21 Rewrite

Pedestrian Connections Requirements									
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)								Current Code B-1A	Proposed Code B-1A
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk				
On Front Elevation?	No	0	0	0%	- square feet				
On Side (clockwise from front)?	No	0	0	0%	- square feet				
On Other Side Elevation?	Yes	70	0	0%	- square feet				
On Rear Elevation (opposite)?	No	0	0	0%	- square feet				
Walkway Separating Building Façade from Parking Areas									
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)	Exempted as a loading or service area or queue lane?	% Overlap w/ Other Required Walkways				
Front Elevation		0	0	No	0%	- square feet			
Side (clockwise from front)		0	0	No	0%	- square feet			
Other Side (counter clockwise)		100	120	No	50%	400 square feet			
Rear Elevation (opposite)		140	120	Yes	0%	- square feet			
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)									
Street sidewalk missing?		Yes or No	Sidewalk Length Needed	Room for it in ROW?					
Lot line on the front		No	0	Yes	- square feet	0 square feet			
Lot line on the side		No	0	Yes	- square feet	0 square feet			
Lot line on the other side		No	0	Yes	- square feet	0 square feet			
Lot line on the back		No	0	Yes	- square feet	0 square feet			
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)									
Required in return for a Parking Reduction?		No (Accept default or enter yes or no)							
Is it located along an Arterial class street?		No (Enter yes or no)							
Additional area for on-site transit facilities		0 square feet							
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)									
Length of Primary Pedestrian Walkway =		linear feet							
0 sq. ft. of bonus floor area awarded per		1 sq. ft. of primary pedestrian walkway			-	- square feet			
TOTAL Pedestrian Connection Facilities Area									
Total On-site Area Used for Pedestrian Connections					400 square feet	650 square feet			
Percent of Total Site Area					1.0%	1.5%			

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-1A	Proposed Code B-1A
444	Residential Private Open Space		No	-	square feet	- square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	618 square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	- square feet
447	Total Required Private Open Space			-	square feet	618 square feet
448						
449						
450						
451	Amount actually provided on or in the building(s)			-	sq. ft.	- sq. ft.
452	Amount actually provided on the land			-	sq. ft.	618 sq. ft.
453	Total Private Open Space Provided			-	sq. ft.	sq. ft.
454	Acres			-	acres	0.01 acres
455	Percent of Site			0.0%		1.5%
456	Excess Private Open Space Provided			-	sq. ft.	- sq. ft.
457						
458	FAR Bonus potential: Additional Private Open Space					
459	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	
460						
461						
462						
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.					
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,					
466	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily					
467	counting them toward required site enhancement landscaping costs.					
468	TOTAL AREA			-	square feet	
469						

EIA Cost Comparison Model: B-1A to B-1A

3. New Sagaya's City Market with Provisionally Adopted Title 21 Rewrite

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required		Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft. % of Current	
Site Element		Current Code	B-1A	Proposed Code B-1A	
Building Footprint		13,050	square feet	13,050	square feet
Parking		29,250	square feet	19,548	square feet
Setbacks, Easements and Perimeter Landscaping		9,560	square feet	5,816	square feet
Parking Lot Interior Landscaping		1,463	square feet	975	square feet
Site Enhancement Landscaping		1,800	square feet	240	square feet
Snow Storage Areas		-	square feet	-	square feet
Exterior Lighting		-	square feet	-	square feet
Loading and Utility Areas incl. Screening		400	square feet	640	square feet
Refuse Collection Areas		837	square feet	559	square feet
Pedestrian Connections		400	square feet	650	square feet
Private Open Space		-	square feet	618	square feet
TOTAL		56,760	square feet	42,096	square feet
Total Site Usage with "Other Facilities" included		56,760		42,096	square feet
Total Area of Actual Site		42,000	square feet	42,000	square feet
Percent of Total Site Area					
Site Element		Current Code	B-1A	Proposed Code B-1A	
Building Footprint		31.1%	of site area	31.1%	of site area
Parking		69.6%	of site area	46.5%	of site area
Setbacks, Easements and Perimeter Landscaping		22.8%	of site area	13.8%	of site area
Parking Lot Interior Landscaping		3.5%	of site area	2.3%	of site area
Site Enhancement Landscaping		4.3%	of site area	0.6%	of site area
Snow Storage Areas		0.0%	of site area	0.0%	of site area
Exterior Lighting		0.0%	of site area	0.0%	of site area
Loading and Utility Areas incl. Screening		1.0%	of site area	1.5%	of site area
Refuse Collection Areas		2.0%	of site area	1.3%	of site area
Pedestrian Connections		1.0%	of site area	1.5%	of site area
Private Open Space		0.0%	of site area	1.5%	of site area
TOTAL		135.1%	of site area	100.2%	of site area
Total Site Usage with "Other Facilities" included		135.1%	of site area	100.2%	of site area
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?		Answer: Project received variances from regulations.			

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code B-1A	Proposed Code B-1A	
516	Parking Facilities			
517	Surface parking	\$624,000	\$416,000	67%
518	Within building, above ground	\$0	\$0	
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$4,000	
524	Parking Subtotal	\$624,000	\$420,000	67%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping	\$64,600	\$84,000	130%
528	Parking Lot Interior Landscaping	\$11,000	\$11,000	96%
529	Site Enhancement Landscaping	\$2,200	\$500	23%
530	Protective Vertical 6" Concrete Curbs	\$0	\$46,000	
531	120% Performance Bond	\$0	\$5,700	
532	5% insurance fee	\$0	\$5,700	
533	Landscaping Subtotal	\$78,300	\$147,200	188%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$0	
537	Exterior (Parking Lot) Lighting	\$2,400	\$1,900	79%
538	Loading Facilities and Mechanical/Electrical Equipment	\$8,500	\$22,500	265%
539	Refuse Collection	\$24,200	\$11,900	49%
540	Service Facilities Subtotal	\$35,100	\$36,300	103%
541				
542	Pedestrian Facilities	\$4,000	\$6,500	163%
543	Private Open Space	\$0	\$7,400	
544				
545				
546				
547				
548	A. Total Cost of All Site Elements Above Required by Title 21 (including structured parking)	\$741,400	\$617,400	83%
549				
550				
551	B. Cost of Land Area Needed \$25 per sf (2010 appraisal data)	\$1,419,000	\$1,052,400	74%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$2,160,400	\$1,669,800	77%
553				
554	D. Construction Cost of Building Standards of 21.07.110 and .120 (assumed to add 1.0% to total building cost)	\$0	\$25,000	
555				
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$741,400	\$642,400	87%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$2,901,800	\$2,312,200	80%
559				

This page intentionally left blank.

1 ECONOMIC COST COMPARISON WORKSHEET		
2 Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3 Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4		
5	Current Title 21 Zoning District:	B-3 General Business
6		
7	Proposed Title 21 Zoning District:	B-3 General Business
8		
9	Name of Project:	The Bicycle Shop - Dimond Retail Store
10	Address or Location of Project:	1801 W Dimond Blvd
11	Written Description of Project:	A single story retail store with surface parking and perimeter landscaping, located along an arterial street and abutting a residential district. The building is a 6,600 square foot bicycle shop. To simplify testing the western property boundary is assumed to be a straight line. In addition, all abutting properties to the north are assumed to be residentially zoned rather than the mix of residential and commercial lots that exists to the north of the actual site. Therefore, this test emphasizes a scenario with landscaping buffering for residential neighborhood protection.
12		
13		
14		
15		
16		
17		(Note: The shape of the actual lot is a trapezoid rather than a rectangle. Therefore, the model notes that its calculations of building and setback dimensions do not add up to match the lot's dimensions at bottom of page 5.)
18		
19	Photographs or Illustrations of Project:	
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2
37		
38	Total Site Land Area Requirements Related to Title 21	Page 12
39	Total Monetary Costs Related to Title 21	Page 13
40		
41		
42		



Table of Contents and Navigation of EIA Cost Comparison Model			
Table of Contents of the EIA Worksheet:			
<i>Topic</i>	<i>Page</i>	<i>Topic</i>	<i>Page</i>
Site Location, Size, and Access	3	Parking Requirements - Current Code	6
Site Location	3	Parking Requirements - Proposed Code	7
Site Dimensions and Area	3	Bicycle Parking Requirements	7
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8
Proposed Uses	4	Utility Easements	8
Floor Area by Use Type	4	Site Perimeter Landscaping	8
Building Dimensions	5	Parking Lot Perimeter Landscaping	8
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8
Building Height	5	Parking Lot Interior Landscaping	9
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9
Floor Area Ratio (FAR)	5	Snow Storage Areas	9
Lot Coverage and Building Length	5	Exterior Lighting	9
Building Location within the Site	5	Loading and Utility Areas / Screening	9
		Refuse Receptacle Areas / Enclosures	9
EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions			
Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N
Cell Color Codes used in EIA Model Worksheet:			
Blue cells require direct input.			
Yellow cells are calculated by the model; can be overridden by direct input.			
Green cells have drop-down answer menus that require selection of a choice.			
Glossary of Terms specific to EIA Model Worksheet:			
<i>Term</i>	<i>Definition</i>		
Lot line on the front	Lot line that abuts a street and has primary front setback		
Lot line on the side	Lot line located clockwise from "Lot line in the front"		
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"		
Lot line on the back	Lot line located opposite from "Lot line in the front"		

Site Context: Location, Size and Access					
Site Location in Town					
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)	No				
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)	No				
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?	No				
Site Dimensions					
Perimeter Lot Lines per EIA:	Lot Line Definitions (repeated from page 2):				
Lot line on the front	267 feet Lot line that abuts a street and has primary front setback				
Lot line on the side	146 feet Lot line located clockwise from "Lot line in the front"				
Lot line on the other side	30 feet Lot line located counter clockwise from "Lot line in the front"				
Lot line on the back	290 feet Lot line located opposite from "Lot line in the front"				
Estimated Land Area of the Site (accept the calculation or enter exact)	30,000 square feet 0.69 acres				
Abutting Streets and Site Access					
How many streets border this property? Two streets, corner lot					
Perimeter Lot Lines per EIA:	Type of Street				
Lot line on the front	Arterial Street				
Lot line on the side	Local Street				
Lot line on the other side	Not Applicable				
Lot line on the back	Not Applicable				
Street Name					
	W Dimond Blvd				
	Vernye Place				
	None				
	None				
How Many Driveways?					
	0				
	1				
	0				
	0				
Driveway Width					
	0 feet				
	24 feet				
	0 feet				
	0 feet				
Adjacent and Abutting Properties					
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:	Adjacent Zoning District:	Category of Adjacent District:	Adjacent Use Classification:	Is Adjacent Use Single Family?
Lot line on the front	Across Major Street	B-3	Non-Residential	Non-Residential	No
Lot line on the side	Adjacent	B-3	B-3	Non-Residential	No
Lot line on the other side	Abutting	B-3	B-3	Non-Residential	No
Lot line on the back	Abutting	B-3	R-5	Residential	Yes

Proposed Uses and Floor Area of Each Use Type			
RESIDENTIAL	Current Code: B-3		Proposed Code: B-3
	Dwellings	Square Feet	Dwellings Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-
Total Residential Dwellings and Square Feet	-	-	-
FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf			
FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf			0 sq ft
HOTEL	Current Code: B-3		Proposed Code: B-3
	Guest Rooms	Square Feet	Guest Rooms Square Feet
5. Hotel Visitor Accommodations	-	-	-
COMMERCIAL AND INDUSTRIAL	Current Code: B-3		Proposed Code: B-3
	Square Feet	Seats (Occupancy)	Square Feet Seats (Occup.)
6. Office - business, professional and financial	-	-	-
7. Office - health and medical	-	-	-
8. Fitness and Health Club	-	-	-
9. Restaurant	-	-	-
10. Restaurant with Drive-through Service	-	-	-
11. Retail - Grocery or Food Store	6,600	-	6,600
12. Retail - General and miscellaneous	-	-	-
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-	-
14. Retail - furniture, home appliance, building materials,	-	-	-
15. Manufacturing, small (LT 5,000 sf gfa)	-	-	-
16. Manufacturing, large (GT 5,000 sf gfa)	-	-	-
17. Warehouse, small (LT 50,000 sf gfa)	-	-	-
18. Warehouse, large (GT 50,000 sf gfa)	-	-	-
19. Accessory mechanical/HVAC area in its own floor or	-	-	-
Total Commercial and Industrial Square Feet	6,600	-	6,600
STRUCTURED PARKING	Current Code: B-3		Proposed Code: B-3
	Parking above grade - in the building or a separate structure	Parking below grade - in the basement or underground structure	
Parking above grade - in the building or a separate structure	-	-	-
Parking below grade - in the basement or underground structure	-	-	-
Total floor area of all uses:	6,600	square feet	6,600 square feet

Proposed Building Dimensions				Current Code Scenario: B-3				Proposed Code Scenario: B-3			
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	25	6,600	1	25	6,600	1	25	6,600	
	Second Floor and/or Mezzanine	-	0	0	-	0	0	-	0	0	
	Third Floor	-	0	0	-	0	0	-	0	0	
	Fourth Floor	-	0	0	-	0	0	-	0	0	
	Fifth Floor	-	0	0	-	0	0	-	0	0	
	Number of Additional Floors	-	0	0	-	0	0	-	0	0	
	Mechanical Storage Penthouse	-	0	0	-	0	0	-	0	0	
	Attic or Sloping Roof (Above Eave)	-	0	0	-	0	0	-	0	0	
	Total Floors Proposed Above Grade	1	0	0	1	0	0	1	0	0	
	Basement Floors (Below Grade)	-	0	0	-	0	0	-	0	0	
Current Code: B-3											
BUILDING HEIGHT	Height of Proposed Building (using floor heights)	25	feet as proposed		25	feet as proposed		25	feet as proposed		
	Max allowable height in the district	Unlimited	feet allowed		Unlimited	feet allowed		45	feet allowed by-right		
	Max allowable height with neighborhood height transition	Unlimited	feet allowed		Unlimited	feet allowed		36	feet allowed where building is placed		
GROSS FLOOR AREA	Gross Floor Area (based on floorplate sizes)	6,600	square feet		6,600	square feet		6,600	square feet		
	Gross Floor Area of proposed uses (from page 3)	6,600	square feet		6,600	square feet		6,600	square feet		
	Gross Floor Area excluding below grade parking	6,600	square feet		6,600	square feet		6,600	square feet		
	Gross Floor Area above grade (excluding any basement)	6,600	square feet		6,600	square feet		6,600	square feet		
	Gross Floor Area excluding all structured parking	6,600	square feet		6,600	square feet		6,600	square feet		
FLOOR AREA RATIO (FAR)	Floor Area Ratio allowed by-right in the district	Unlimited	FAR		Unlimited	FAR		Unlimited	FAR		
	Maximum Floor Area Ratio allowed with bonuses	Unlimited	FAR		Unlimited	FAR		Unlimited	FAR		
	Allowable FAR for this project given the bonuses it received	Unlimited	FAR		Unlimited	FAR		Unlimited	FAR		
	Proposed Floor Area Ratio of this project	0.22	FAR		0.22	FAR		0.22	FAR		
	Resulting Allowable Gross Floor Area for this project	Unlimited	square feet GFA		Unlimited	square feet GFA		Unlimited	square feet GFA		
LOT COVERAGE AND BUILDING LENGTH	Proposed building footprint size (based on floorplates)	6,600	square feet		6,600	square feet		6,600	square feet		
	Length of front/rear elevation (must fit within setbacks)	110	feet		110	feet		110	feet		
	Length of side elevation (must fit within setbacks - p.7)	60	feet		60	feet		60	feet		
	Minimum building footprint size (EIA model assumption)	1,000	square feet		1,000	square feet		1,000	square feet		
	Lot Coverage of building footprint	22%			22%			22%			
	Maximum Lot Coverage allowed in the district	100%			100%			100%			
BUILDING LOCATION RELATIVE TO PERMETER LOT LINES	Near Front Lot Line, not set back behind vehicle area?	Yes	Distance (feet):		Yes	Distance (feet):		Yes	Distance (feet):		
	Length of Façade near Front Lot Line (feet)	110	11		110	11		110	11		
	Near Side Lot Line, not set back behind vehicle area?	Yes	Distance (feet):		Yes	Distance (feet):		Yes	Distance (feet):		
	Length of Façade near Side Lot Line (feet)	60	22		60	22		60	22		
	Near Other Side Lot Line, not set back behind vehicle area?	No	Distance (feet):		No	Distance (feet):		No	Distance (feet):		
	Length of Façade near Other Side Lot Line (feet)	0	135		0	135		0	135		
	Near Back Lot Line, not set back behind vehicle area?	No	Distance (feet):		No	Distance (feet):		No	Distance (feet):		
	Length of Façade near Back Lot Line (feet)	0	217		0	217		0	217		

Warning: Building elevation and setback dimensions do not add up to match the lot's dimensions.

Parking Requirements: Current Code		Use Types	Parking Space requirement per unit area	Spaces Required
233	234	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
235	236	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
237	238	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
239	240	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
241	242	5. Hotel Visitor Accommodations	1.00 space per room	-
243	244	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
245	246	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
247	248	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
249	250	9. Restaurant	1.00 space per 3 seats	-
251	252	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
253	254	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
255	256	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	22.0 spaces
257	258	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
259	260	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
261	262	15. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
263	264	16. Manufacturing, small (LT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
265	266	17. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
267	268	18. Warehouse, small (LT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
269	269	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
		Total parking required		22 spaces
		Parking space distribution	Spaces	Gross Land Area per Space
258	259	Surface parking	22	100%
260	261	Within building, on ground floor	-	0%
262	263	Within building, below ground	-	0%
264	265	Above grade structure	-	0%
266	267	Below grade structure	-	0%
268	269	Off-site Parking	-	0%
		TOTAL	22	100%
		Total Land Area Required for Parking	8,800 square feet	
		Percent of Total Site Area	29%	

Parking Requirements: Proposed Code									
Available Parking Reductions:									
A. Is Project Eligible?									
B. Applicable Reduction:									
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)									
Use Types									
Residences Close to Downtown									
Mixed-use, B-1A or R-4A District									
Residences in Center City									
Adjacency to Transit Service									
Affordable or Senior Housing									
Transit Pass or Cash-out									
Yes									
5%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0%									
0									

EIA Cost Comparison Model: B-3 to B-3

4. Retail Bicycle Shop (abutting residential) with Provisionally Adopted Title 21 Rewrite

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code B-3		Maximum Setback Distance		
			Current Code	B-3	Proposed Code	B-3	Proposed Code	B-3	
316	Perimeter Lot Lines per EIA:								
317	Lot line on the front	Primary front setback	10 feet	10 feet	10 feet	10 feet	Unlimited feet	Unlimited feet	
318	Lot line on the side	Secondary front setback	5 feet	5 feet	5 feet	5 feet	Unlimited feet	Unlimited feet	
319	Lot line on the other side	Side setback	10 feet	10 feet	10 feet	10 feet	Unlimited feet	Unlimited feet	
320	Lot line on the back	Side setback	10 feet	10 feet	10 feet	10 feet	Unlimited feet	Unlimited feet	
321									
322									
323	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
324	Linear utility easements along perimeter of site.	Lot line on the front	0 feet	0 feet	0 feet	0 feet			
325		Lot line on the side	0 feet	0 feet	0 feet	0 feet			
326		Lot line on the other side	0 feet	0 feet	0 feet	0 feet			
327		Lot line on the back	0 feet	0 feet	0 feet	0 feet			
328									
329	Site Perimeter Landscaping								
330		Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
331	Perimeter Lot Lines per EIA:	Arterial Street	B-3	6	B-3	L2	8	8	
332	Lot line on the front	Local Street	B-3	0	B-3	L2	8	8	
333	Lot line on the side	Non-Residential	B-3	0	B-3	None	0	0	
334	Lot line on the other side	Residential	B-3	10	R-5	L3	15	15	
335	Lot line on the back								
336	Parking Lot Perimeter Landscaping								
337									
338	Category of Adjacent Zoning	Classification of Adjacent Use							
339	Perimeter Lot Lines per EIA:	Non-Residential	Required Width of Parking Lot Landscaping (feet)	Length of the Parking Lot along the Lot Line (ft)	Required Width of Parking Lot Perimeter Landscaping (ft)	Length of the Parking Lot along the Lot Line (ft)	Landscaping Width with Utility Easement		
340	Lot line on the front	Non-Residential	6	80	L2	8	80	8	
341	Lot line on the side	Non-Residential	8	65	L2	8	65	8	
342	Lot line on the other side	Non-Residential	8	0	L2	8	0	8	
343	Lot line on the back	Residential	10	240	L3	15	240	15	
344	Combined Perimeter Landscaping, Easement, and Setback Requirements								
345	Perimeter Lot Lines per EIA:								
346	Lot line on the front	Lot line on the front	Current Code	B-3	Proposed Code B-3	Proposed Code B-3	Proposed Code B-3	Proposed Code B-3	
347	Lot line on the side	Lot line on the side	Landscaping	Building Setback	Landscaping...	...with easements	Building Setback	Building Setback	
348	Lot line on the other side	Lot line on the other side	6	10	8	8	10	10	feet
349	Lot line on the back	Lot line on the back	8	5	8	8	8	8	feet
350	Greater of minimum setback, easement, or landscaping requirements.	Lot line on the other side	0	10	0	0	10	10	feet
351		Lot line on the back	10	10	15	15	15	15	feet
352									
353	Total Setback, Easement and Perimeter Landscaping Area Requirements								
354	Lot line on the front	Lot line on the front	Current Code	B-3	Proposed Code B-3	Proposed Code B-3	Proposed Code B-3	Proposed Code B-3	
355	Lot line on the side	Lot line on the side	2,042 square feet	2,042 square feet	2,356 square feet	2,356 square feet	2,356 square feet	2,356 square feet	
356	Lot line on the other side	Lot line on the other side	628 square feet	628 square feet	784 square feet	784 square feet	784 square feet	784 square feet	
357	Lot line on the back	Lot line on the back	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	
358	TOTAL AREA	TOTAL AREA	2,900 square feet	2,900 square feet	4,350 square feet	4,350 square feet	4,350 square feet	4,350 square feet	
359			5,570 square feet	5,570 square feet	7,490 square feet	7,490 square feet	7,490 square feet	7,490 square feet	

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements		Current Code	Proposed Code
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	22 spaces 8,800 sq ft	18 spaces 7,200 sq ft
How many parking lot corners to be landscaped?	1	0.0%	0.0%
How many such corners will be used for required snow storage (see below)?	0	0 sf	0 sf
How many such corners will be used for a refuse receptacle (see below)?	0	0 extra sf	0 extra sf
Did the actual project install vertical curbing around the parking area?	Yes	0 sf	0 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal:	Type of Use or Facility	Current Code	Proposed Code
Owner indicates snow will be removed from site	Parking and Loading for Residential Uses	no minimum	0 sf
	Parking and Loading for Non-residential Uses	no minimum	0 sf
	Other Paved Facilities? (from page 11)	0 sq ft	0 sf
Total Required Snow Storage Area		0 square feet	0 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:	Current Code	Proposed Code
	8,800 sq ft	7,200 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Required Type of Loading Berth	Current Code	Proposed Code
Land Area per Loading Berth	B 400 square feet	B 400 square feet
Is the loading area visible from a street or non-industrial zoning district?	Yes	Yes
Enter width of mech. equipment within 40 ft of and facing a street	8	8
Total Number of Loading Berths Required		
Subtotal Loading Area Requirement		
...Area required for additional perimeter landscaping		
...Area required for mech/electrical equipment screening		
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21		

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:	Current Code	Proposed Code
Do the receptacles abut an alley?	No	No
Are the receptacles within or on same pavement as the parking facility?	Yes	Yes
Would screening be necessary to screen view of containers from street?	Yes	Yes
Does the enclosure need a gate to screen the receptacle from a street?	No	No
% of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street		
Refuse Container Area (incl any Screening Enclosure)		
Number of Refuse Receptacles Stored Indoors		
Type of refuse receptacle		
Number of Outdoor Refuse Receptacles		
Total Refuse Collection Area Requirement		

Pedestrian Connections Requirements									
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)					Current Code B-3		Proposed Code B-3		
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk				
On Front Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Side (clockwise from front)?	No	No	0	0	0%	-	square feet	-	square feet
On Other Side Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Rear Elevation (opposite)?	Yes	Yes	77	0	0%	-	square feet	385	square feet
Walkway Separating Building Façade from Parking Areas									
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)		% Overlap w/ Other Required Walkways				
Front Elevation		0	0	No	0%	-	square feet	-	square feet
Side (clockwise from front)		0	0	No	0%	-	square feet	-	square feet
Other Side (counter clockwise)		60	60	No	0%	240	square feet	300	square feet
Rear Elevation (opposite)		110	110	No	25%	440	square feet	413	square feet
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)									
Street Sidewalk missing?		Yes or No	Sidewalk Length Needed			Room for it in ROW?			
Lot line on the front		No	0			Yes	-	square feet	0
Lot line on the side		Yes	146			Yes	-	square feet	0
Lot line on the other side		No	0			Yes	-	square feet	0
Lot line on the back		No	0			Yes	-	square feet	0
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)									
Required in return for a Parking Reduction?		No (Accept default or enter yes or no)							
Is it located along an Arterial class street?		No (Enter yes or no)							
Additional area for on-site transit facilities		0 square feet							
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)									
Length of Primary Pedestrian Walkway =		linear feet							
0	sq. ft. of bonus floor area awarded per	1 sq. ft. of primary pedestrian walkway			-	-	square feet	-	square feet
TOTAL Pedestrian Connection Facilities Area									
Total On-site Area Used for Pedestrian Connections						680	square feet	1,098	square feet
Percent of Total Site Area						2.3%		3.7%	

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-3	Proposed Code B-3
444	Residential Private Open Space		No	-	square feet	- square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	330 square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	- square feet
447	Total Required Private Open Space			-	square feet	330 square feet
448						
449						
450						
451	Amount actually provided on or in the building(s)			-	sq. ft.	- sq. ft.
452	Amount actually provided on the land			-	sq. ft.	330 sq. ft.
453	Total Private Open Space Provided			-	sq. ft.	sq. ft.
454	Acres			-	acres	0.01 acres
455	Percent of Site			0.0%		1.1%
456	Excess Private Open Space Provided			-	sq. ft.	- sq. ft.
457						
458	FAR Bonus potential: Additional Private Open Space					
459	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	
460						
461						
462						
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.					
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.					
466						
467						
468	TOTAL AREA			-	square feet	
469						

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required

Site Element	Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft. % of Current
	Current Code B-3	Proposed Code B-3	
Building Footprint	6,600 square feet	6,600 square feet	
Parking	8,800 square feet	7,200 square feet	(1,600) 82%
Setbacks, Easements and Perimeter Landscaping	5,570 square feet	7,490 square feet	1,920 134%
Parking Lot Interior Landscaping	- square feet	- square feet	
Site Enhancement Landscaping	440 square feet	220 square feet	
Snow Storage Areas	- square feet	- square feet	
Exterior Lighting	- square feet	- square feet	
Loading and Utility Areas incl. Screening	- square feet	40 square feet	40 100%
Refuse Collection Areas	120 square feet	120 square feet	
Pedestrian Connections	680 square feet	1,098 square feet	418 161%
Private Open Space	- square feet	330 square feet	330 104%
TOTAL	22,210 square feet	23,098 square feet	888 104%
Total Site Usage with "Other Facilities" included	22,210	23,098 square feet	888 104%
Total Area of Actual Site	30,000	30,000 square feet	

Percent of Total Site Area

Site Element	Percent of Total Site Area	
	Current Code B-3	Proposed Code B-3
Building Footprint	22.0% of site area	22.0% of site area
Parking	29.3% of site area	24.0% of site area
Setbacks, Easements and Perimeter Landscaping	18.6% of site area	25.0% of site area
Parking Lot Interior Landscaping	0.0% of site area	0.0% of site area
Site Enhancement Landscaping	1.5% of site area	0.7% of site area
Snow Storage Areas	0.0% of site area	0.0% of site area
Exterior Lighting	0.0% of site area	0.0% of site area
Loading and Utility Areas incl. Screening	0.0% of site area	0.1% of site area
Refuse Collection Areas	0.4% of site area	0.4% of site area
Pedestrian Connections	2.3% of site area	3.7% of site area
Private Open Space	0.0% of site area	1.1% of site area
TOTAL	74.0% of site area	77.0% of site area
Total Site Usage with "Other Facilities" included	74.0% of site area	77.0% of site area

Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?

Answer: (Provide site specific answer if needed)

516 **Summary, Part 2: Total Monetary Costs Related to Title 21**

	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost	% of Current
		Current Code	Proposed Code B-3		
517	Parking Facilities				
518	Surface parking	\$176,000	\$144,000	(\$32,000)	82%
519	Within building, above ground	\$0	\$0		
520	Within building, below ground	\$0	\$0		
521	Above grade structure	\$0	\$0		
522	Below grade structure	\$0	\$0		
523	On-street and/or Off-site	\$0	\$0		
524	Bicycle Parking	\$0	\$0		
525	Parking Subtotal	\$176,000	\$144,000	(\$32,000)	82%
526					
527	Landscaping				
528	Site and Parking Lot Perimeter Landscaping	\$39,400	\$87,100	\$47,700	221%
529	Parking Lot Interior Landscaping	\$0	\$0	\$0	
530	Site Enhancement Landscaping	\$500	\$400	(\$100)	80%
531	Protective Vertical 6" Concrete Curbs	\$21,200	\$21,200	\$0	100%
532	120% Performance Bond	\$0	\$5,300	\$5,300	
533	5% insurance fee				
534	Landscaping Subtotal	\$61,100	\$114,000	\$52,900	187%
535					
536	Service Facilities and Facility Screening				
537	Snow Storage and Disposal	\$0	\$0	\$0	100%
538	Exterior (Parking Lot) Lighting	\$700	\$700	\$0	
539	Loading Facilities and Mechanical/Electrical Equipment	\$0	\$1,300	\$1,300	
540	Refuse Collection	\$7,400	\$7,400	\$0	100%
541	Service Facilities Subtotal	\$8,100	\$9,400	\$1,300	116%
542					
543	Pedestrian Facilities	\$6,800	\$18,300	\$11,500	269%
544					
545	Private Open Space	\$0	\$4,000	\$4,000	
546					
547					
548	A. Total Cost of All Site Elements Above Required by Title 21	\$252,000	\$289,700	\$37,700	115%
549	(including structured parking)				
550					
551	B. Cost of Land Area Needed	\$444,200	\$462,000	\$17,800	104%
552	\$20 per sf (2010 appraisal data)				
553	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$696,200	\$751,700	\$55,500	108%
554					
555	D. Construction Cost of Building Standards of 21.07.110 and .120	\$0	\$12,000	\$12,000	
556	(assumed to add 1.0% to total building cost)				
557	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$252,000	\$301,700	\$49,700	120%
558					
559	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$948,200	\$1,053,400	\$105,200	111%

This page intentionally left blank.

1	ECONOMIC COST COMPARISON WORKSHEET		
2	Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3	Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4			
5	Current Title 21 Zoning District:	B-3	General Business
6			
7	Proposed Title 21 Zoning District:	NMU	Neighborhood Mixed Use
8			
9	Name of Project:	The Bicycle Shop - Diamond Retail Store	
10	Address or Location of Project:	1801 W Dimond Blvd	
11	Written Description of Project:	A single story retail store with surface parking and perimeter landscaping, located along an arterial street and abutting a residential district. The building is a 6,600 square foot bicycle shop. To simplify testing the western property boundary is assumed to be a straight line. In addition, all abutting properties to the north are assumed to be residentially zoned rather than the mix of residential and commercial lots that exists to the north of the actual site. Therefore, this test emphasizes a scenario with landscaping buffering for residential neighborhood protection.	
12		This site is assumed to be eligible for rezoning to Neighborhood Mixed-use (NMU). (Note: The shape of the lot is a trapezoid rather than a rectangle. Therefore, the model notes that its calculations of building and setback dimensions do not add up to match the lot's dimensions at bottom of page 5.)	
13			
14			
15			
16			
17			
18			
19	Photographs or Illustrations of Project:		
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36	Table of Contents and Navigation of EIA Model Spreadsheet		Page 2
37			
38	Total Site Land Area Requirements Related to Title 21		Page 12
39	Total Monetary Costs Related to Title 21		Page 13
40			
41			
42			

Table of Contents and Navigation of EIA Cost Comparison Model

Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

Cell Color Codes used in EIA Model Worksheet:

Blue cells require direct input.
Yellow cells are calculated by the model; can be overridden by direct input.
Green cells have drop-down answer menus that require selection of a choice.

Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

Site Context: Location, Size and Access					
Site Location in Town					
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)	No				
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)	No				
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?	No				
Site Dimensions					
Perimeter Lot Lines per EIA:	Lot Line Definitions (repeated from page 2):				
Lot line on the front	267 feet Lot line that abuts a street and has primary front setback				
Lot line on the side	146 feet Lot line located clockwise from "Lot line in the front"				
Lot line on the other side	30 feet Lot line located counter clockwise from "Lot line in the front"				
Lot line on the back	290 feet Lot line located opposite from "Lot line in the front"				
Estimated Land Area of the Site (accept the calculation or enter exact)	30,000 square feet 0.69 acres				
Abutting Streets and Site Access					
How many streets border this property? Two streets, corner lot					
Perimeter Lot Lines per EIA:	Type of Street				
Lot line on the front	Arterial Street				
Lot line on the side	Local Street				
Lot line on the other side	Not Applicable				
Lot line on the back	Not Applicable				
Street Name					
	W Dimond Blvd				
	Vernye Place				
	None				
	None				
How Many Driveways?					
	0				
	1				
	0				
	0				
Driveway Width					
	0 feet				
	24 feet				
	0 feet				
	0 feet				
Adjacent and Abutting Properties					
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:	Adjacent Zoning District:	Category of Adjacent District:	Adjacent Use Classification:	Is Adjacent Use Single Family?
Lot line on the front	Across Major Street	B-3	Non-Residential	Non-Residential	No
Lot line on the side	Adjacent	B-3	B-3	Non-Residential	No
Lot line on the other side	Abutting	B-3	B-3	Non-Residential	No
Lot line on the back	Abutting	B-3	R-5	Residential	Yes

Proposed Uses and Floor Area of Each Use Type				
RESIDENTIAL	Current Code: B-3		Proposed Code: NMU	
	Dwellings	Square Feet	Dwellings	Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-	-
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-	-
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-	-
Total Residential Dwellings and Square Feet	-	-	-	-
FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf			Dwellings	Square Feet
FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf				0 sq ft
				0 sq ft
HOTEL	Current Code: B-3		Proposed Code: NMU	
	Guest Rooms	Square Feet	Guest Rooms	Square Feet
5. Hotel Visitor Accommodations	-	-	-	-
COMMERCIAL AND INDUSTRIAL	Current Code: B-3		Proposed Code: NMU	
	Square Feet	Seats (Occupancy)	Square Feet	Seats (Occup.)
6. Office - business, professional and financial	-	-	-	-
7. Office - health and medical	-	-	-	-
8. Fitness and Health Club	-	-	-	-
9. Restaurant	-	-	-	-
10. Restaurant with Drive-through Service	-	-	-	-
11. Retail - Grocery or Food Store	-	-	-	-
12. Retail - General and miscellaneous	6,600	-	6,600	-
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-	-	-
14. Retail - furniture, home appliance, building materials,	-	-	-	-
15. Manufacturing, small (LT 5,000 sf gfa)	-	-	-	-
16. Manufacturing, large (GT 5,000 sf gfa)	-	-	-	-
17. Warehouse, small (LT 50,000 sf gfa)	-	-	-	-
18. Warehouse, large (GT 50,000 sf gfa)	-	-	-	-
19. Accessory mechanical/HVAC area in its own floor or	-	-	-	-
Total Commercial and Industrial Square Feet	6,600	-	6,600	-
STRUCTURED PARKING	Current Code: B-3		Proposed Code: NMU	
	Parking above grade - in the building or a separate structure	Parking below grade - in the basement or underground structure	Parking above grade - in the building or a separate structure	Parking below grade - in the basement or underground structure
	-	-	-	-
Total floor area of all uses:	6,600	square feet	6,600	square feet

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

234

235

236

237

238

239

240

241

242

243

244

245

246

247

248

249

250

251

252

253

254

255

256

257

258

259

260

261

262

263

264

265

266

267

268

269

270

271

272

273

274

275

276

277

278

279

280

281

282

283

284

285

286

287

288

289

290

291

292

293

294

295

296

297

298

299

300

301

302

303

304

305

306

307

308

309

310

311

312

313

314

315

316

317

318

319

320

321

322

323

324

325

326

327

328

329

330

331

332

333

334

335

336

337

338

339

340

341

342

343

344

345

346

347

348

349

350

351

352

353

354

355

356

357

358

359

360

361

362

363

364

365

366

367

368

369

370

371

372

373

374

375

376

377

378

379

380

381

382

383

384

385

386

387

388

389

390

391

392

393

394

395

396

397

398

399

400

401

402

403

404

405

406

407

408

409

410

411

412

413

414

415

416

417

418

419

420

421

422

423

424

425

426

427

428

429

430

431

432

433

434

435

436

437

438

439

440

441

442

443

444

445

446

447

448

449

450

451

452

453

454

455

456

457

458

459

460

461

462

463

464

465

466

467

468

469

470

471

472

473

474

475

476

477

478

479

480

481

482

483

484

485

486

487

488

489

490

491

492

493

494

495

496

497

498

499

500

501

502

503

504

505

506

507

508

509

510

511

512

513

514

515

516

517

518

519

520

521

522

523

524

525

526

527

528

529

530

531

532

533

534

535

536

537

538

539

540

541

542

543

544

545

546

547

548

549

550

551

552

553

554

555

556

557

558

559

560

561

562

563

564

565

566

567

568

569

570

571

572

573

574

575

576

577

578

579

580

581

582

583

584

585

586

587

588

589

590

591

592

593

594

595

596

597

598

599

600

601

602

603

604

605

606

607

608

609

610

611

612

613

614

615

616

617

618

619

620

621

622

623

624

625

626

627

628

629

630

631

632

633

634

635

636

637

638

639

640

641

642

643

644

645

646

647

648

649

650

651

652

653

654

655

656

657

658

659

660

661

662

663

664

665

666

667

668

669

670

671

672

673

674

675

676

677

678

679

680

681

682

683

684

685

686

687

688

689

690

691

692

693

694

695

696

697

698

699

700

701

702

703

704

705

706

707

708

709

710

711

712

713

714

715

716

717

718

719

720

721

722

723

724

725

726

727

728

729

730

731

732

733

734

735

736

737

738

739

740

741

742

743

744

745

746

747

748

749

750

751

752

753

754

755

756

757

758

759

760

761

762

763

764

765

766

767

768

769

770

771

772

773

774

775

776

777

778

779

780

781

782

783

784

785

786

787

788

789

790

791

792

793

794

795

796

797

798

799

800

801

802

803

804

805

806

807

808

809

810

811

812

813

814

815

816

817

818

819

820

821

822

823

824

825

826

827

828

829

830

831

832

833

834

835

836

837

838

839

840

841

842

843

844

845

846

847

848

849

850

851

852

853

854

855

856

857

858

859

860

861

862

863

864

865

866

867

868

869

870

871

872

873

874

875

876

877

878

879

880

881

882

883

884

885

886

887

888

889

890

891

892

893

894

895

896

897

898

899

900

901

902

903

904

905

906

907

908

909

910

911

912

913

914

915

916

917

918

919

920

921

922

923

924

925

926

927

928

929

930

931

932

933

934

935

936

937

938

939

940

941

942

943

944

945

946

947

948

949

950

951

952

953

954

955

956

957

958

959

960

961

962

963

964

965

966

967

968

969

970

971

972

973

974

975

976

977

978

979

980

981

982

983

984

985

986

987

988

989

990

991

992

993

994

995

996

997

998

999

1000

1001

1002

1003

1004

1005

1006

1007

1008

1009

1010

1011

1012

1013

1014

1015

1016

1017

1018

1019

1020

1021

1022

1023

1024

1025

1026

1027

1028

1029

1030

1031

1032

1033

1034

1035

1036

1037

1038

1039

1040

1041

1042

1043

1044

1045

1046

1047

1048

1049

1050

1051

1052

1053

1054

1055

1056

1057

1058

1059

1060

1061

1062

1063

1064

1065

1066

1067

1068

1069

1070

1071

1072

1073

1074

1075

1076

1077

1078

1079

1080

1081

1082

1083

1084

1085

1086

1087

1088

1089

1090

1091

1092

1093

1094

1095

1096

1097

1098

1099

1100

1101

1102

1103

1104

1105

1106

1107

1108

1109

1110

1111

1112

1113

1114

1115

1116

1117

1118

1119

1120

1121

1122

1123

1124

1125

1126

1127

1128

1129

1130

1131

1132

1133

1134

1135

1136

1137

1138

1139

1140

1141

1142

1143

1144

1145

1146

1147

1148

1149

1150

1151

1152

1153

1154

1155

1156

1157

1158

1159

1160

1161

1162

1163

1164

1165

1166

1167

1168

1169

1170

1171

1172

1173

1174

1175

1176

1177

1178

1179

1180

1181

1182

1183

1184

1185

1186

1187

1188

1189

1190

1191

1192

1193

1194

1195

1196

1197

1198

1199

1200

1201

1202

1203

1204

1205

1206

1207

1208

1209

1210

1211

1212

1213

1214

1215

1216

1217

1218

1219

1220

1221

1222

1223

1224

1225

1226

1227

1228

1229

1230

1231

1232

1233

1234

1235

1236

1237

1238

1239

1240

1241

1242

1243

1244

1245

1246

1247

1248

1249

1250

1251

1252

1253

1254

1255

1256

1257

1258

1259

1260

1261

1262

1263

1264

1265

1266

1267

1268

1269

1270

1271

1272

1273

1274

1275

1276

1277

1278

1279

1280

1281

1282

1283

1284

1285

1286

1287

1288

1289

1290

1291

1292

1293

1294

1295

1296

1297

1298

1299

1300

1301

1302

1303

1304

1305

1306

1307

1308

1309

1310

1311

1312

1313

1314

1315

1316

1317

1318

1319

1320

1321

1322

1323

1324

1325

1326

1327

1328

1329

1330

1331

1332

1333

1334

1335

1336

1337

1338

1339

1340

1341

1342

1343

1344

1345

1346

1347

1348

1349

1350

1351

1352

1353

1354

1355

1356

1357

1358

1359

1360

1361

1362

1363

1364

1365

1366

1367

1368

1369

1370

1371

1372

1373

1374

1375

1376

1377

1378

1379

1380

1381

1382

1383

1384

1385

1386

1387

1388

1389

1390

1391

1392

1393

1394

1395

1396

1397

1398

1399

1400

1401

1402

1403

1404

1405

1406

1407

1408

1409

1410

1411

1412

1413

1414

1415

1416

1417

1418

1419

1420

1421

1422

1423

1424

1425

1426

1427

1428

1429

1430

1431

1432

1433

1434

1435

1436

1437

1438

1439

1440

1441

1442

1443

1444

1445

1446

1447

1448

1449

1450

1451

1452

1453

1454

1455

1456

1457

1458

1459

1460

1461

1462

1463

1464

1465

1466

1467

1468

1469

1470

1471

1472

1473

1474

1475

1476

1477

1478

1479

1480

1481

1482

1483

1484

1485

1486

1487

1488

1489

1490

1491

1492

1493

1494

1495

1496

1497

1498

1499

1500

1501

1502

1503

1504

1505

1506

1507

1508

1509

1510

1511

1512

1513

1514

1515

1516

1517

1518

1519

1520

1521

1522

1523

1524

1525

1526

1527

1528

1529

1530

1531

1532

1533

1534

1535

1536

1537

1538

1539

1540

1541

1542

1543

1544

1545

1546

1547

1548

1549

1550

1551

1552

1553

1554

1555

1556

1557

1558

1559

1560

1561

1562

1563

1564

1565

1566

1567

1568

1569

1570

1571

1572

1573

1574

1575

1576

1577

1578

1579

1580

1581

1582

1583

1584

1585

1586

1587

1588

1589

1590

1591

1592

1593

1594

1595

1596

1597

1598

1599

1600

1601

1602

1603

1604

1605

1606

1607

1608

1609

1610

1611

1612

1613

1614

1615

1616

1617

1618

1619

1620

1621

1622

1623

1624

1625

1626

1627

1628

1629

1630

1631

1632

1633

1634

1635

1636

1637

1638

1639

1640

1641

1642

1643

1644

1645

1646

1647

1648

1649

1650

1651

Parking Requirements: Current Code			
	Use Types	Parking Space requirement per unit area	Spaces Required
233	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
235	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
236	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	5. Hotel Visitor Accommodations	1.00 space per room	-
238	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
239	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	9. Restaurant	1.00 space per 3 seats	-
242	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
245	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	22.0 spaces
246	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	15. Manufacturing, small (L.T 5,000 sf gfa)	3.33 spaces per 1,000 gross square feet	-
248	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	17. Warehouse, small (L.T 50,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
250	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	19. Accessory mechanical/HVAC area in its own floor or penthouse	1.00 space per 1,000 gross square feet	-
252	Total parking required		22 spaces
253			
254			
255			
256			
257			
258	Parking space distribution	Spaces	Gross Land Area per Space
259	Surface parking		
260	Within building, on ground floor	22	100%
261	Within building, below ground	-	0%
262	Above grade structure	-	0%
263	Below grade structure	-	0%
264	Off-site Parking	-	0%
265	TOTAL	22	100%
266	Total Land Area Required for Parking		
267	8,800 square feet		
268	Percent of Total Site Area		
269	29%		

Parking Requirements: Proposed Code									
Available Parking Reductions:		Residences Close to Downtown	Mixed-use, B-1A or R-4A District	Residences in Center City	Adjacency to Transit Service	Affordable or Senior Housing	Transit Pass or Cash-out		
Is Project Eligible?		No	Yes	No	Yes	(enter # of units)	No		
Applicable % Reduction:		0%	10%	0%	5%	0%	0%		
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)									
Use Types		Parking Space Requirement per Unit Area		Spaces Required before Reductions		Applicable Reduction		Spaces Required after Reductions	
1. Dwellings, Multifamily or Mixed-use - Efficiency		1.10 per dwelling unit		-		-		-	
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom		1.10 per dwelling unit		-		-		-	
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom		1.60 per dwelling unit		-		-		-	
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom		2.10 per dwelling unit		-		-		-	
5. Hotel Visitor Accommodations		0.90 per guest room		-		-		-	
6. Office - business, professional and financial		2.86 per 1,000 sf gfa		-		-		-	
7. Office - health and medical		3.33 per 1,000 sf gfa		-		-		-	
8. Fitness and Health Club		3.33 per 1,000 sf gfa		-		-		-	
9. Restaurant		10.00 per 1,000 sf gfa		-		-		-	
10. Restaurant with Drive-through Service		8.00 per 1,000 sf gfa		-		-		-	
11. Retail - Grocery or Food Store		4.00 per 1,000 sf gfa		-		-		-	
12. Retail - General and miscellaneous		2.86 per 1,000 sf gfa		-		-		-	
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts		2.50 per 1,000 sf gfa		16.50		(2.39)		14.11	
14. Retail - furniture, home appliance, building materials, wholesale stores		1.25 per 1,000 sf gfa		-		-		-	
15. Manufacturing, small (LT 5,000 sf gfa)		1.00 per 1,000 sf gfa		-		-		-	
16. Manufacturing, large (GT 5,000 sf gfa)		0.67 per 1,000 sf gfa		-		-		-	
17. Warehouse, small (LT 50,000 sf gfa)		0.80 per 1,000 sf gfa		-		-		-	
18. Warehouse, large (GT 50,000 sf gfa)		0.67 per 1,000 sf gfa		-		-		-	
19. Accessory mechanical/HVAC area in its own floor or penthouse		0.00 per 1,000 sf gfa		-		-		-	
Total parking required				16.50		(2.39)		14 spaces	
Parking space distribution		Levels of Structured Parking: (Enter "1" for 0 or 1 levels)		Spaces		Gross Land Area per Space			
Surface parking		Number of levels:		14		100%		400 square feet	
Within building, on ground floor		1		-		0%		square feet	
Within building, below ground		1		-		0%		square feet	
Above grade structure		1		-		0%		square feet	
Below grade structure		1		-		0%		square feet	
On-street and/or Off-site Parking		No		-		0%		square feet	
Total parking spaces				14		100%		-	
Total Land Area Required for Parking		5,600 square feet (including bicycle parking)		0 spaces required		12 sf per space		0 square feet	
Percent of Total Site Area		18.7%							
FAR Bonus Potential: Below Ground Parking		0 sq. ft. additional building floor area allowed per sq. ft. of below ground parking		-		sq. ft. of below ground / below grade parking: additional square feet of floor area allowed (up to 0.5 added FAR)		-	

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code NMU		Maximum Setback Distance		NMU
			Current Code	B-3	Proposed Code	NMU	Proposed Code	NMU	
314	Perimeter Lot Lines per EIA:	Primary front setback	10 feet		0 feet		40 feet		
315		Secondary front setback	5 feet		0 feet		Unlimited feet		
316		Side setback	10 feet		5 feet		Unlimited feet		
317		Side setback	10 feet		15 feet		Unlimited feet		
318	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
319		Lot line on the front		B-3	0 feet				
320		Lot line on the side			0 feet				
321		Lot line on the back			0 feet				
322	Site Perimeter Landscaping	Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
323		Arterial Street	B-3	6	B-3	L2	8	8	
324		Local Street	B-3	0	B-3	L2	8	8	
325		Non-Residential	B-3	0	B-3	None	0	0	
326	Parking Lot Perimeter Landscaping	Residential	B-3	10	R-5	L3	15	15	
327		Category of Adjacent Zoning							
328		Classification of Adjacent Use							
329		Required Width of Parking Lot Landscaping (feet)							
330	Combined Perimeter Landscaping, Easement, and Setback Requirements	Perimeter Lot Lines per EIA:							
331		Lot line on the front	6	80	L2	8	80	8	
332		Lot line on the side	8	65	L2	8	65	8	
333		Lot line on the back	10	240	L3	15	240	15	
334	Total Setback, Easement and Perimeter Landscaping Area Requirements	Perimeter Lot Lines per EIA:							
335		Lot line on the front	6	10	8	8	8	8	
336		Lot line on the side	8	5	8	8	8	8	
337		Lot line on the back	10	10	15	15	15	15	
338	TOTAL AREA	Perimeter Lot Lines per EIA:							
339		Lot line on the front	2,042 square feet		2,136 square feet				
340		Lot line on the side	628 square feet		784 square feet				
341		Lot line on the back	2,900 square feet		4,350 square feet				
342			5,570 square feet		7,270 square feet				

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements		Current Code	Proposed Code
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	22 spaces 8,800 sq ft	14 spaces 5,600 sq ft
How many parking lot corners to be landscaped?	1	0.0%	0.0%
How many such corners will be used for required snow storage (see below)?	0	0 sf	0 sf
How many such corners will be used for a refuse receptacle (see below)?	0	0 extra sf	0 extra sf
Did the actual project install vertical curbing around the parking area?	Yes	0 sf	0 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal:	Type of Use or Facility	Current Code	Proposed Code
Owner indicates snow will be removed from site	Parking and Loading for Residential Uses	no minimum	equal to 0% of paved surface area 0 sf
	Parking and Loading for Non-residential Uses	no minimum	equal to 0% of paved surface area 0 sf
	Other Paved Facilities? (from page 11)	0 sq ft	equal to 0% of paved surface area 0 sf
Total Required Snow Storage Area		0 square feet	0 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:	Current Code	Proposed Code
	8,800 sq ft	5,600 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Required Type of Loading Berth	Current Code	Proposed Code
Land Area per Loading Berth	B 400 square feet	Uses #1-4: 0 Uses #5-6: 0 Use #7: 0 Uses #8-14: 0 Uses #15-18: 0
Is the loading area visible from a street or non-industrial zoning district?	B 400 square feet	0 berths
Enter width of mech. equipment within 40 ft of and facing a street	Yes	0 berths
Total Number of Loading Berths Required		0 berths
Subtotal Loading Area Requirement		0 square feet
...Area required for additional perimeter landscaping		0 square feet
...Area required for mech/electrical equipment screening		0 square feet
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21		0 square feet

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:	Current Code	Proposed Code
Do the receptacles abut an alley?	No	Dumpster
Are the receptacles within or on same pavement as the parking facility?	Yes	1
Would screening be necessary to screen view of containers from street?	Yes	0
Does the enclosure need a gate to screen the receptacle from a street?	No	120 sq ft
Type of refuse receptacle		Dumpster
Number of Outdoor Refuse Receptacles		1
Number of Refuse Receptacles Stored Indoors		0
Refuse Container Area (incl any Screening Enclosure)		120 sq ft
Number of Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street		100%
Area Used Exclusively for Refuse Truck Maneuver Space		0 sq ft
Total Refuse Collection Area Requirement		120 sq ft

Pedestrian Connections Requirements									
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)					Current Code B-3		Proposed Code NMU		
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk				
On Front Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Side (clockwise from front)?	No	No	0	0	0%	-	square feet	-	square feet
On Other Side Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Rear Elevation (opposite)?	Yes	Yes	77	0	0%	-	square feet	385	square feet
Walkway Separating Building Façade from Parking Areas									
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)	Exempted as a loading or service area or queue lane?		% Overlap w/ Other Required Walkways			
Front Elevation		0	0	No	0%	-	square feet	-	square feet
Side (clockwise from front)		0	0	No	0%	-	square feet	-	square feet
Other Side (counter clockwise)		60	60	No	0%	240	square feet	300	square feet
Rear Elevation (opposite)		110	110	No	25%	440	square feet	413	square feet
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)									
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?				
Lot line on the front		No	0		Yes	-	square feet	0	square feet
Lot line on the side		Yes	146		Yes	-	square feet	0	square feet
Lot line on the other side		No	0		Yes	-	square feet	0	square feet
Lot line on the back		No	0		Yes	-	square feet	0	square feet
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)									
Required in return for a Parking Reduction?		No (Accept default or enter yes or no)							
Is it located along an Arterial class street?		No (Enter yes or no)							
Additional area for on-site transit facilities		0 square feet							
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)									
Length of Primary Pedestrian Walkway =		linear feet							
0 sq. ft. of bonus floor area awarded per		1 sq. ft. of primary pedestrian walkway							
TOTAL Pedestrian Connection Facilities Area									
Total On-site Area Used for Pedestrian Connections						680	square feet	1,098	square feet
Percent of Total Site Area						2.3%		3.7%	

444	Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?				Current Code	B-3	Proposed Code NMU
445	Residential Private Open Space		No	-	-	square feet	-	square feet	
446	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	-	square feet	-	square feet	
447	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	-	square feet	-	square feet	
448	Total Required Private Open Space			-	-	square feet	-	square feet	
449									
450									
451									
452									
453									
454									
455									
456									
457									
458									
459									
460									
461									
462									
463									
464									
465									
466									
467									
468									
469									

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required

Site Element	Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft. % of Current
	Current Code B-3	Proposed Code NMU	
Building Footprint	6,600 square feet	6,600 square feet	
Parking	8,800 square feet	5,600 square feet	(3,200) 64%
Setbacks, Easements and Perimeter Landscaping	5,570 square feet	7,270 square feet	1,700 131%
Parking Lot Interior Landscaping	- square feet	- square feet	
Site Enhancement Landscaping	440 square feet	- square feet	
Snow Storage Areas	- square feet	- square feet	
Exterior Lighting	- square feet	- square feet	
Loading and Utility Areas incl. Screening	- square feet	40 square feet	40 100%
Refuse Collection Areas	120 square feet	120 square feet	
Pedestrian Connections	680 square feet	1,098 square feet	418 161%
Private Open Space	- square feet	330 square feet	330 95%
TOTAL	22,210 square feet	21,058 square feet	(1,153) 95%
Total Site Usage with "Other Facilities" included	22,210	21,058 square feet	(1,153) 95%
Total Area of Actual Site	30,000	30,000 square feet	

Percent of Total Site Area

Site Element	Percent of Total Site Area	
	Current Code B-3	Proposed Code NMU
Building Footprint	22.0% of site area	22.0% of site area
Parking	29.3% of site area	18.7% of site area
Setbacks, Easements and Perimeter Landscaping	18.6% of site area	24.2% of site area
Parking Lot Interior Landscaping	0.0% of site area	0.0% of site area
Site Enhancement Landscaping	1.5% of site area	0.0% of site area
Snow Storage Areas	0.0% of site area	0.0% of site area
Exterior Lighting	0.0% of site area	0.0% of site area
Loading and Utility Areas incl. Screening	0.0% of site area	0.1% of site area
Refuse Collection Areas	0.4% of site area	0.4% of site area
Pedestrian Connections	2.3% of site area	3.7% of site area
Private Open Space	0.0% of site area	1.1% of site area
TOTAL	74.0% of site area	70.2% of site area
Total Site Usage with "Other Facilities" included	74.0% of site area	70.2% of site area

Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?

Answer: (Provide site specific answer if needed)

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code B-3	Proposed Code NMU	
516	Parking Facilities			
517	Surface parking	\$176,000	\$112,000	
518	Within building, above ground	\$0	\$0	64%
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$0	
524	Parking Subtotal	\$176,000	\$112,000	64%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping	\$39,400	\$87,100	
528	Parking Lot Interior Landscaping	\$0	\$0	221%
529	Site Enhancement Landscaping	\$500	\$0	0%
530	Protective Vertical 6" Concrete Curbs	\$21,200	\$21,200	100%
531	120% Performance Bond	\$0	\$5,200	
532	5% insurance fee			
533	Landscaping Subtotal	\$61,100	\$113,500	186%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$0	
537	Exterior (Parking Lot) Lighting	\$700	\$600	86%
538	Loading Facilities and Mechanical/Electrical Equipment	\$0	\$1,300	
539	Refuse Collection	\$7,400	\$7,400	100%
540	Service Facilities Subtotal	\$8,100	\$9,300	115%
541				
542	Pedestrian Facilities	\$6,800	\$18,300	
543				269%
544	Private Open Space	\$0	\$4,000	
545				
546				
547				
548	A. Total Cost of All Site Elements Above Required by Title 21 (including structured parking)	\$252,000	\$257,100	102%
549				
550				
551	B. Cost of Land Area Needed \$20 per sf (2010 appraisal data)	\$444,200	\$421,200	95%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$696,200	\$678,300	97%
553				
554	D. Construction Cost of Building Standards of 21.07.110 and .120 (assumed to add 1.0% to total building cost)	\$0	\$12,000	
555				
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$252,000	\$269,100	107%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$948,200	\$947,400	100%
559				

This page intentionally left blank.

1	ECONOMIC COST COMPARISON WORKSHEET		
2	Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3	Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4			
5	Current Title 21 Zoning District:	B-3	General Business
6			
7	Proposed Title 21 Zoning District:	B-3	General Business
8			
9	Name of Project:	The Bicycle Shop - Dimond Retail Store	
10	Address or Location of Project:	1801 W Dimond Blvd	
11	Written Description of Project:	A 6,000 square foot, single story retail store with surface parking and perimeter landscaping. This scenario assumes the site is within a commercial area and not abutting a residential district, to reflect that only non-residential uses about the lot, and to focus on the Rewrite's impacts where neighborhood protection buffering is not a primary feature. All abutting properties to the north are assumed to be commercially zoned rather than the mix of residential and commercial lots that exists to the north of the actual site.	
12		To simplify testing the western property boundary is assumed to be a straight line. (Note: The shape of the actual lot is a trapezoid rather than a rectangle. So the model notes that its calculations of building and setback dimensions do not add up to match the lot's dimensions at bottom of page 5.)	
13			
14			
15			
16			
17			
18			
19	Photographs or Illustrations of Project:		
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2	
	Total Site Land Area Requirements Related to Title 21	Page 12	
	Total Monetary Costs Related to Title 21	Page 13	

Table of Contents and Navigation of EIA Cost Comparison Model			
Table of Contents of the EIA Worksheet:			
Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6
Site Location	3	Parking Requirements - Proposed Code	7
Site Dimensions and Area	3	Bicycle Parking Requirements	7
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8
Proposed Uses	4	Utility Easements	8
Floor Area by Use Type	4	Site Perimeter Landscaping	8
Building Dimensions	5	Parking Lot Perimeter Landscaping	8
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8
Building Height	5	Parking Lot Interior Landscaping	9
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9
Floor Area Ratio (FAR)	5	Snow Storage Areas	9
Lot Coverage and Building Length	5	Exterior Lighting	9
Building Location within the Site	5	Loading and Utility Areas / Screening	9
		Refuse Receptacle Areas / Enclosures	9
EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions			
Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N
Cell Color Codes used in EIA Model Worksheet:			
Blue cells require direct input.			
Yellow cells are calculated by the model; can be overridden by direct input.			
Green cells have drop-down answer menus that require selection of a choice.			
Glossary of Terms specific to EIA Model Worksheet:			
Term	Definition		
Lot line on the front	Lot line that abuts a street and has primary front setback		
Lot line on the side	Lot line located clockwise from "Lot line in the front"		
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"		
Lot line on the back	Lot line located opposite from "Lot line in the front"		

Site Context: Location, Size and Access					
Site Location in Town					
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)	No				
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)	No				
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?	No				
Site Dimensions					
Perimeter Lot Lines per EIA:	Lot Line Definitions (repeated from page 2):				
Lot line on the front	267 feet Lot line that abuts a street and has primary front setback				
Lot line on the side	146 feet Lot line located clockwise from "Lot line in the front"				
Lot line on the other side	30 feet Lot line located counter clockwise from "Lot line in the front"				
Lot line on the back	290 feet Lot line located opposite from "Lot line in the front"				
Estimated Land Area of the Site (accept the calculation or enter exact)	30,000 square feet 0.69 acres				
Abutting Streets and Site Access					
How many streets border this property? Two streets, corner lot					
Perimeter Lot Lines per EIA:	Type of Street				
Lot line on the front	Arterial Street				
Lot line on the side	Local Street				
Lot line on the other side	Not Applicable				
Lot line on the back	Not Applicable				
Street Name					
	W Dimond Blvd				
	Vernye Place				
	None				
	None				
How Many Driveways?					
	0				
	1				
	0				
	0				
Driveway Width					
	0 feet				
	24 feet				
	0 feet				
	0 feet				
Adjacent and Abutting Properties					
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:	Adjacent Zoning District:	Category of Adjacent District:	Adjacent Use Classification:	Is Adjacent Use Single Family?
Lot line on the front	Across Major Street	B-3	Non-Residential	Non-Residential	No
Lot line on the side	Adjacent	B-3	Non-Residential	Non-Residential	No
Lot line on the other side	Abutting	B-3	Non-Residential	Non-Residential	No
Lot line on the back	Abutting	B-3	Non-Residential	Non-Residential	No

Proposed Uses and Floor Area of Each Use Type			
RESIDENTIAL	Current Code: B-3		Proposed Code: B-3
	Dwellings	Square Feet	Dwellings Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-
Total Residential Dwellings and Square Feet	-	-	-
FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf			
FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf			0 sq ft
			0 sq ft
HOTEL	Current Code: B-3		Proposed Code: B-3
	Guest Rooms	Square Feet	Guest Rooms Square Feet
5. Hotel Visitor Accommodations	-	-	-
COMMERCIAL AND INDUSTRIAL	Current Code: B-3		Proposed Code: B-3
	Square Feet	Seats (Occupancy)	Square Feet Seats (Occup.)
6. Office - business, professional and financial	-	-	-
7. Office - health and medical	-	-	-
8. Fitness and Health Club	-	-	-
9. Restaurant	-	-	-
10. Restaurant with Drive-through Service	-	-	-
11. Retail - Grocery or Food Store	6,600	-	6,600
12. Retail - General and miscellaneous	-	-	-
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-	-
14. Retail - furniture, home appliance, building materials,	-	-	-
15. Manufacturing, small (LT 5,000 sf gfa)	-	-	-
16. Manufacturing, large (GT 5,000 sf gfa)	-	-	-
17. Warehouse, small (LT 50,000 sf gfa)	-	-	-
18. Warehouse, large (GT 50,000 sf gfa)	-	-	-
19. Accessory mechanical/HVAC area in its own floor or	-	-	-
Total Commercial and Industrial Square Feet	6,600	-	6,600
STRUCTURED PARKING	Current Code: B-3		Proposed Code: B-3
	Parking above grade - in the building or a separate structure	Parking below grade - in the basement or underground structure	
	-	-	-
	-	-	-
Total floor area of all uses:	6,600	square feet	6,600

Proposed Building Dimensions				Current Code Scenario: B-3				Proposed Code Scenario: B-3			
FLOORS				Number of Floors	Floor Height (ft)	Floorplate Size (sf)		Number of Floors	Floor Height (ft)	Floorplate Size (sf)	
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor			1	25	6,600		1	25	6,600	
	Second Floor and/or Mezzanine			-	0	0		-	0	0	
	Third Floor			-	0	0		-	0	0	
	Fourth Floor			-	0	0		-	0	0	
	Fifth Floor			-	0	0		-	0	0	
	Number of Additional Floors			-	0	0		-	0	0	
	Mechanical Storage Penthouse			-	0	0		-	0	0	
	Attic or Sloping Roof (Above Eave)			-	0	0		-	0	0	
	Total Floors Proposed Above Grade			1				1			
	Basement Floors (Below Grade)			-	0	0		-	0	0	
BUILDING HEIGHT				Current Code: B-3				Proposed Code: B-3			
Height of Proposed Building (using floor heights)	Max allowable height in the district				25	feet as proposed			25	feet as proposed	
	Max allowable height with neighborhood height transition				Unlimited	feet allowed			45	feet allowed by-right	
					Unlimited	feet allowed			36	feet allowed where building is placed	
GROSS FLOOR AREA											
Gross Floor Area (based on floorplate sizes)	Gross Floor Area of proposed uses (from page 3)				6,600	square feet			6,600	square feet	
	Gross Floor Area excluding below grade parking				6,600	square feet			6,600	square feet	
	Gross Floor Area above grade (excluding any basement)				6,600	square feet			6,600	square feet	
	Gross Floor Area excluding all structured parking				6,600	square feet			6,600	square feet	
FLOOR AREA RATIO (FAR)											
Floor Area Ratio allowed by-right in the district	Maximum Floor Area Ratio allowed with bonuses				Unlimited	FAR			Unlimited	FAR	
	Allowable FAR for this project given the bonuses it received				Unlimited	FAR			Unlimited	FAR	
	Proposed Floor Area Ratio of this project				0.22	FAR			0.22	FAR	
	Resulting Allowable Gross Floor Area for this project				Unlimited	square feet GFA			Unlimited	square feet GFA	
LOT COVERAGE AND BUILDING LENGTH											
Proposed building footprint size (based on floorplates)	Length of front/rear elevation (must fit within setbacks)				6,600	square feet			6,600	square feet	
	Length of side elevation (must fit within setbacks - p.7)				110	feet			110	feet	
	Minimum building footprint size (EIA model assumption)				60	feet			60	feet	
	Lot Coverage of building footprint				1,000	square feet			1,000	square feet	
	Maximum Lot Coverage allowed in the district				22%				22%		
					100%				100%		
BUILDING LOCATION RELATIVE TO PERMETER LOT LINES											
Warning: Building elevation and setback dimensions do not add up to match the lot's dimensions.	Near Front Lot Line, not set back behind vehicle area?			Yes	Distance (feet):			Yes	Distance (feet):		
	Length of Façade near Front Lot Line (feet)			110	11			110	11		
	Near Side Lot Line, not set back behind vehicle area?			Yes	Distance (feet):			Yes	Distance (feet):		
	Length of Façade near Side Lot Line (feet)			60	22			60	22		
	Near Other Side Lot Line, not set back behind vehicle area?			No	Distance (feet):			No	Distance (feet):		
	Length of Façade near Other Side Lot Line (feet)			0	135			0	135		
Near Back Lot Line, not set back behind vehicle area?	Length of Façade near Back Lot Line (feet)			No	Distance (feet):			No	Distance (feet):		
	Length of Façade near Back Lot Line (feet)			0	217			0	217		

Parking Requirements: Current Code			
	Use Types	Parking Space requirement per unit area	Spaces Required
233	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
235	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
236	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	5. Hotel Visitor Accommodations	1.00 space per room	-
238	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
239	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	9. Restaurant	1.00 space per 3 seats	-
242	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	22.0 spaces
245	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	15. Manufacturing, small (L.T 5,000 sf gfa)	3.33 spaces per 1,000 gross square feet	-
248	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	17. Warehouse, small (L.T 50,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
250	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	19. Accessory mechanical/HVAC area in its own floor or penthouse	1.00 space per 1,000 gross square feet	-
252	Total parking required		22 spaces
253			
254			
255			
256			
257			
258	Parking space distribution	Spaces	Gross Land Area per Space
259	Surface parking		
260	Within building, on ground floor	22	100%
261	Within building, below ground	-	0%
262	Above grade structure	-	0%
263	Below grade structure	-	0%
264	Off-site Parking	-	0%
265	TOTAL	22	100%
266			
267			
268			
269			
Total Land Area Required for Parking		8,800 square feet	
Percent of Total Site Area		29%	

Parking Requirements: Proposed Code													
Available Parking Reductions:		Residences Close to Downtown		Mixed-use, B-1A or R-4A District		Residences in Center City		Adjacency to Transit Service		Affordable or Senior Housing		Transit Pass or Cash-out	
A. Is Project Eligible?		No		No		No		Yes		(enter # of units)		No	
B. Applicable Reduction:		0%		0%		0%		5%		0%		0%	
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)										Yes			
Use Types		Parking Space Requirement per Unit Area		Spaces Required before Reductions		Applicable Reduction		Spaces Required after Reductions					
1. Dwellings, Multifamily or Mixed-use - Efficiency		1.10 per dwelling unit		-		-		-				-	
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom		1.10 per dwelling unit		-		-		-				-	
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom		1.60 per dwelling unit		-		-		-				-	
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom		2.10 per dwelling unit		-		-		-				-	
5. Hotel Visitor Accommodations		0.90 per guest room		-		-		-				-	
6. Office - business, professional and financial		2.86 per 1,000 sf gfa		-		-		-				-	
7. Office - health and medical		3.33 per 1,000 sf gfa		-		-		-				-	
8. Fitness and Health Club		3.33 per 1,000 sf gfa		-		-		-				-	
9. Restaurant		10.00 per 1,000 sf gfa		-		-		-				-	
10. Restaurant with Drive-through Service		8.00 per 1,000 sf gfa		-		-		-				-	
11. Retail - Grocery or Food Store		4.00 per 1,000 sf gfa		-		-		-				-	
12. Retail - General and miscellaneous		2.86 per 1,000 sf gfa		18.88		(0.94)		-		17.93		spaces	
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts		2.50 per 1,000 sf gfa		-		-		-				-	
14. Retail - furniture, home appliance, building materials, wholesale stores		1.25 per 1,000 sf gfa		-		-		-				-	
15. Manufacturing, small (LT 5,000 sf gfa)		1.00 per 1,000 sf gfa		-		-		-				-	
16. Manufacturing, large (GT 5,000 sf gfa)		0.67 per 1,000 sf gfa		-		-		-				-	
17. Warehouse, small (LT 50,000 sf gfa)		0.80 per 1,000 sf gfa		-		-		-				-	
18. Warehouse, large (GT 50,000 sf gfa)		0.67 per 1,000 sf gfa		-		-		-				-	
19. Accessory mechanical/HVAC area in its own floor or penthouse		0.00 per 1,000 sf gfa		-		-		-				-	
Total parking required				18.88		(0.94)		-		18		spaces	
Parking space distribution				Spaces				Gross Land Area per Space					
Surface parking		Levels of Structured Parking: (Enter "1" for 0 or 1 levels)		18		100%		400		square feet		square feet	
Within building, on ground floor		Number of levels:		1		0%		-		square feet		square feet	
Within building, below ground		Number of levels:		1		0%		-		square feet		square feet	
Above grade structure		Number of levels:		1		0%		-		square feet		square feet	
Below grade structure		Number of levels:		1		0%		-		square feet		square feet	
On-street and/or Off-site Parking		Spaces constructed already?		No		0%		-		square feet		square feet	
Total parking spaces				18		100%		-					
Total Land Area Required for Parking		7,200 square feet (including bicycle parking)		0 spaces required		12 sf per space		0 square feet					
Percent of Total Site Area		24.0%											
FAR Bonus Potential: Below Ground Parking		0 sq. ft. additional building floor area allowed per sq. ft. of below ground parking		-		sq. ft. of below ground / below grade parking: additional square feet of floor area allowed (up to 0.5 added FAR)							

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code B-3		Maximum Setback Distance		Proposed Code B-3
			Current Code	B-3	Proposed Code	B-3	Proposed Code	B-3	
316	Perimeter Lot Lines per EIA:								
317	Lot line on the front	Primary front setback		10 feet	10 feet		Unlimited feet		
318	Lot line on the side	Secondary front setback		5 feet	5 feet		Unlimited feet		
319	Lot line on the other side	Side setback		10 feet	10 feet		Unlimited feet		
320	Lot line on the back	Side setback		10 feet	10 feet		Unlimited feet		
321									
322									
323	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
324	Linear utility easements along perimeter of site.	Lot line on the front		0 feet	0 feet				
325		Lot line on the side		0 feet	0 feet				
326		Lot line on the other side		0 feet	0 feet				
327		Lot line on the back		0 feet	0 feet				
328									
329	Site Perimeter Landscaping								
330		Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
331	Perimeter Lot Lines per EIA:	Arterial Street		6	B-3	L2	8		
332	Lot line on the front	Local Street		0	B-3	L2	8		
333	Lot line on the side	Non-Residential		0	B-3	None	0		
334	Lot line on the other side	Non-Residential		0	B-3	None	0		
335	Lot line on the back	Non-Residential		0	B-3	None	0		
336									
337	Parking Lot Perimeter Landscaping								
338		Category of Adjacent Zoning							
339	Perimeter Lot Lines per EIA:	Non-Resident Non-Residential		80	L2	8	80		
340	Lot line on the front	Non-Resident Non-Residential		65	L2	8	65		
341	Lot line on the side	Non-Resident Non-Residential		0	L2	8	0		
342	Lot line on the other side	Non-Resident Non-Residential		240	L2	8	240		
343	Lot line on the back	Non-Resident Non-Residential							
344	Combined Perimeter Landscaping, Easement, and Setback Requirements								
345		Perimeter Lot Lines per EIA:							
346	Lot line on the front	Lot line on the front		6	8	8	10		
347	Lot line on the side	Lot line on the side		8	8	8	8		
348	Lot line on the other side	Lot line on the other side		0	0	0	10		
349	Lot line on the back	Lot line on the back		8	8	8	10		
350	Total Setback, Easement and Perimeter Landscaping Area Requirements								
351	Lot line on the front	Lot line on the front		2,042 square feet	2,356 square feet				
352	Lot line on the side	Lot line on the side		628 square feet	784 square feet				
353	Lot line on the other side	Lot line on the other side		0 square feet	0 square feet				
354	Lot line on the back	Lot line on the back		1,920 square feet	1,920 square feet				
355	TOTAL AREA			4,590 square feet	5,060 square feet				
356									
357									

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements		Current Code	Proposed Code
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	22 spaces 8,800 sq ft	18 spaces 7,200 sq ft
How many parking lot corners to be landscaped?	1	0.0%	0.0%
How many such corners will be used for required snow storage (see below)?	0	0 sf	0 sf
How many such corners will be used for a refuse receptacle (see below)?	0	0 extra sf	0 extra sf
Did the actual project install vertical curbing around the parking area?	Yes	0 sf	0 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal: Owner indicates snow will be removed from site	Type of Use or Facility	Current Code	Proposed Code
	Parking and Loading for Residential Uses	no minimum	equal to 0% of paved surface area 0 sf
	Parking and Loading for Non-Residential Uses	no minimum	equal to 0% of paved surface area 0 sf
	Other Paved Facilities? (from page 11)	0 sq ft	equal to 0% of paved surface area 0 sf
	Total Required Snow Storage Area	0 square feet	0 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:	Current Code	Proposed Code
	8,800 sq ft	7,200 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Required Type of Loading Berth	Current Code	Proposed Code
Land Area per Loading Berth	B 400 square feet	Uses #1-4: 0 Uses #5-6: 0 Use #7: 0 Uses #8-14: 0 Uses #15-18: 0
Is the loading area visible from a street or non-industrial zoning district?	B 400 square feet	0 berths
Enter width of mech. equipment within 40 ft of and facing a street	Yes	0 square feet
	8	0 square feet
Total Number of Loading Berths Required	0 berths	0 berths
Subtotal Loading Area Requirement	0 square feet	0 square feet
...Area required for additional perimeter landscaping	0 square feet	0 square feet
...Area required for mech/electrical equipment screening	0 square feet	40 square feet
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21	0 square feet	40 square feet

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:	Current Code	Proposed Code
Do the receptacles abut an alley?	Dumpster	Dumpster
Are the receptacles within or on same pavement as the parking facility?	1	1
Would screening be necessary to screen view of containers from street?	0	0
Does the enclosure need a gate to screen the receptacle from a street?	120 sq ft	120 sq ft
	100%	100%
% of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street	0 sq ft	0 sq ft
Area Used Exclusively for Refuse Truck Maneuver Space	0 sq ft	0 sq ft
Total Refuse Collection Area Requirement	120 sq ft	120 sq ft

EIA Cost Comparison Model: B-3 to B-3

5. Retail Bicycle Shop (Not abutting residential) with Provisionally Adopted Title 21 Rewrite

Pedestrian Connections Requirements									
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)					Current Code B-3		Proposed Code B-3		
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk				
On Front Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Side (clockwise from front)?	No	No	0	0	0%	-	square feet	-	square feet
On Other Side Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Rear Elevation (opposite)?	Yes	Yes	77	0	0%	-	square feet	385	square feet
Walkway Separating Building Façade from Parking Areas									
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)		% Overlap w/ or service area or queue lane?	Other Required Walkways			
Front Elevation		0		0	No	0%	-	square feet	-
Side (clockwise from front)		0		0	No	0%	-	square feet	-
Other Side (counter clockwise)		60		60	No	0%	240	square feet	300
Rear Elevation (opposite)		110		110	No	25%	440	square feet	413
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)									
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?				
Lot line on the front		No		0		Yes	-	square feet	0
Lot line on the side		Yes		146		Yes	-	square feet	0
Lot line on the other side		No		0		Yes	-	square feet	0
Lot line on the back		No		0		Yes	-	square feet	0
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)									
Required in return for a Parking Reduction?			No (Accept default or enter yes or no)						
Is it located along an Arterial class street?			No (Enter yes or no)						
Additional area for on-site transit facilities			0		square feet				
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)									
Length of Primary Pedestrian Walkway =					linear feet				
0	sq. ft. of bonus floor area awarded per		1		sq. ft. of primary pedestrian walkway		-	square feet	-
TOTAL Pedestrian Connection Facilities Area									
Total On-site Area Used for Pedestrian Connections							680	square feet	
Percent of Total Site Area							2.3%		
							1,098	square feet	
							3.7%		

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-3	Proposed Code B-3
444	Residential Private Open Space		No	-	square feet	- square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	330 square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	- square feet
447	Total Required Private Open Space			-	square feet	330 square feet
448						
449						
450						
451	Amount actually provided on or in the building(s)			-	sq. ft.	- sq. ft.
452	Amount actually provided on the land			-	sq. ft.	330 sq. ft.
453	Total Private Open Space Provided			-	sq. ft.	sq. ft.
454	Acres			-	acres	0.01 acres
455	Percent of Site			0.0%		1.1%
456	Excess Private Open Space Provided			-	sq. ft.	- sq. ft.
457						
458	FAR Bonus potential: Additional Private Open Space					
459	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	
460						
461						
462						
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.					
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage, loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily counting them toward required site enhancement landscaping costs.					
466						
467						
468	TOTAL AREA			-	square feet	
469						

EIA Cost Comparison Model: B-3 to B-3

5. Retail Bicycle Shop (Not abutting residential) with Provisionally Adopted Title 21 Rewrite

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required

Site Element	Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft. % of Current
	Current Code B-3	Proposed Code B-3	
Building Footprint	6,600 square feet	6,600 square feet	
Parking	8,800 square feet	7,200 square feet	82%
Setbacks, Easements and Perimeter Landscaping	4,590 square feet	5,060 square feet	110%
Parking Lot Interior Landscaping	- square feet	- square feet	
Site Enhancement Landscaping	440 square feet	220 square feet	
Snow Storage Areas	- square feet	- square feet	
Exterior Lighting	- square feet	- square feet	
Loading and Utility Areas incl. Screening	- square feet	40 square feet	
Refuse Collection Areas	120 square feet	120 square feet	100%
Pedestrian Connections	680 square feet	1,098 square feet	161%
Private Open Space	- square feet	330 square feet	
TOTAL	21,230 square feet	20,668 square feet	97%
Total Site Usage with "Other Facilities" included	21,230	20,668 square feet	97%
Total Area of Actual Site	30,000	30,000 square feet	

Percent of Total Site Area

Site Element	Percent of Total Site Area	
	Current Code B-3	Proposed Code B-3
Building Footprint	22.0% of site area	22.0% of site area
Parking	29.3% of site area	24.0% of site area
Setbacks, Easements and Perimeter Landscaping	15.3% of site area	16.9% of site area
Parking Lot Interior Landscaping	0.0% of site area	0.0% of site area
Site Enhancement Landscaping	1.5% of site area	0.7% of site area
Snow Storage Areas	0.0% of site area	0.0% of site area
Exterior Lighting	0.0% of site area	0.0% of site area
Loading and Utility Areas incl. Screening	0.0% of site area	0.1% of site area
Refuse Collection Areas	0.4% of site area	0.4% of site area
Pedestrian Connections	2.3% of site area	3.7% of site area
Private Open Space	0.0% of site area	1.1% of site area
TOTAL	70.8% of site area	68.9% of site area
Total Site Usage with "Other Facilities" included	70.8% of site area	68.9% of site area

Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?

Answer: (Provide site specific answer if needed)

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code B-3	Proposed Code B-3	
516	Parking Facilities			
517	Surface parking	\$176,000	\$144,000	
518	Within building, above ground	\$0	\$0	82%
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$0	
524	Parking Subtotal	\$176,000	\$144,000	
525				
526				
527				
528	Landscaping			
529	Site and Parking Lot Perimeter Landscaping			
530	Parking Lot Interior Landscaping	\$31,700	\$59,600	188%
531	Site Enhancement Landscaping	\$0	\$0	
532	Protective Vertical 6" Concrete Curbs	\$500	\$400	80%
533	120% Performance Bond	\$21,200	\$21,200	100%
534	5% insurance fee	\$0	\$3,600	
535	Landscaping Subtotal	\$53,400	\$84,800	159%
536				
537	Service Facilities and Facility Screening			
538	Snow Storage and Disposal	\$0	\$0	
539	Exterior (Parking Lot) Lighting	\$700	\$700	100%
540	Loading Facilities and Mechanical/Electrical Equipment	\$0	\$1,300	
541	Refuse Collection	\$7,400	\$7,400	100%
542	Service Facilities Subtotal	\$8,100	\$9,400	116%
543				
544	Pedestrian Facilities	\$6,800	\$18,300	269%
545				
546	Private Open Space	\$0	\$4,000	
547				
548	A. Total Cost of All Site Elements Above Required by Title 21 (including structured parking)	\$244,300	\$260,500	107%
549				
550				
551	B. Cost of Land Area Needed \$20 per sf (2010 appraisal data)	\$424,600	\$413,400	97%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$668,900	\$673,900	101%
553				
554	D. Construction Cost of Building Standards of 21.07.110 and .120 (assumed to add 1.0% to total building cost)	\$0	\$12,000	
555				
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$244,300	\$272,500	112%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$913,200	\$946,400	104%
559				

This page intentionally left blank.

1	ECONOMIC COST COMPARISON WORKSHEET		
2	Anchor Municipal Code (AMC) Title 21 Land Use Regulations		
3	Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4			
5	Current Title 21 Zoning District:	B-3	General Business
6			
7	Proposed Title 21 Zoning District:	NMU	Neighborhood Mixed Use
8			
9	Name of Project:	The Bicycle Shop - Diamond Retail Store	
10	Address or Location of Project:	1801 W Dimond Blvd	
11	Written Description of Project:	A 6,000 square foot, single story retail store with surface parking and perimeter landscaping. This scenario assumes the site is within a commercial area and not abutting a residential district, to reflect that only non-residential uses about the lot, and to focus on the Rewrite's impacts where neighborhood protection buffering is not a primary feature. All abutting properties to the north are assumed to be commercially zoned rather than the mix of residential and commercial lots that exists to the north of the actual site. This test reflects that the site would be eligible for rezoning to Neighborhood Mixed-use (NMU).	
12		To simplify testing the western property boundary is assumed to be a straight line. (Note: The shape of the actual lot is a trapezoid rather than a rectangle. So the model notes that its calculations of building and setback dimensions do not add up to match the lot's dimensions at bottom of page 5.)	
13			
14			
15			
16			
17			
18			
19	Photographs or Illustrations of Project:		
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2	
37			
38	Total Site Land Area Requirements Related to Title 21	Page 12	
39	Total Monetary Costs Related to Title 21	Page 13	
40			
41			
42			

Table of Contents and Navigation of EIA Cost Comparison Model

Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

Cell Color Codes used in EIA Model Worksheet:

Blue cells require direct input.
Yellow cells are calculated by the model; can be overridden by direct input.
Green cells have drop-down answer menus that require selection of a choice.

Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

Site Context: Location, Size and Access					
Site Location in Town					
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)	No				
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)	No				
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?	No				
Site Dimensions					
Perimeter Lot Lines per EIA:	Lot Line Definitions (repeated from page 2):				
Lot line on the front	267 feet Lot line that abuts a street and has primary front setback				
Lot line on the side	146 feet Lot line located clockwise from "Lot line in the front"				
Lot line on the other side	30 feet Lot line located counter clockwise from "Lot line in the front"				
Lot line on the back	290 feet Lot line located opposite from "Lot line in the front"				
Estimated Land Area of the Site (accept the calculation or enter exact)	30,000 square feet 0.69 acres				
Abutting Streets and Site Access					
How many streets border this property? Two streets, corner lot					
Perimeter Lot Lines per EIA:	Type of Street				
Lot line on the front	Arterial Street				
Lot line on the side	Local Street				
Lot line on the other side	Not Applicable				
Lot line on the back	Not Applicable				
Street Name					
W Dimond Blvd	0				
Vernye Place	1				
None	0				
None	0				
How Many Driveways?					
0	0 feet				
1	24 feet				
0	0 feet				
0	0 feet				
Adjacent and Abutting Properties					
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:	Adjacent Zoning District:	Category of Adjacent District:	Adjacent Use Classification:	Is Adjacent Use Single Family?
Lot line on the front	Across Major Street	B-3	Non-Residential	Non-Residential	No
Lot line on the side	Adjacent	B-3	Non-Residential	Non-Residential	No
Lot line on the other side	Abutting	B-3	Non-Residential	Non-Residential	No
Lot line on the back	Abutting	B-3	Non-Residential	Non-Residential	No

Proposed Uses and Floor Area of Each Use Type			
RESIDENTIAL	Current Code: B-3		Proposed Code: NMU
	Dwellings	Square Feet	Dwellings Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-
Total Residential Dwellings and Square Feet	-	-	-
FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf			
FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf			0 sq ft
			0 sq ft
HOTEL	Current Code: B-3		Proposed Code: NMU
	Guest Rooms	Square Feet	Guest Rooms Square Feet
5. Hotel Visitor Accommodations	-	-	-
COMMERCIAL AND INDUSTRIAL			
6. Office - business, professional and financial	-	-	-
7. Office - health and medical	-	-	-
8. Fitness and Health Club	-	-	-
9. Restaurant	-	-	-
10. Restaurant with Drive-through Service	-	-	-
11. Retail - Grocery or Food Store	-	-	-
12. Retail - General and miscellaneous	-	-	-
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-	-
14. Retail - furniture, home appliance, building materials,	-	-	-
15. Manufacturing, small (LT 5,000 sf gfa)	6,600	6,600	6,600
16. Manufacturing, large (GT 5,000 sf gfa)	-	-	-
17. Warehouse, small (LT 50,000 sf gfa)	-	-	-
18. Warehouse, large (GT 50,000 sf gfa)	-	-	-
19. Accessory mechanical/HVAC area in its own floor or	-	-	-
Total Commercial and Industrial Square Feet	6,600	6,600	6,600
STRUCTURED PARKING			
Parking above grade - in the building or a separate structure	-	square feet	square feet
Parking below grade - in the basement or underground structure	-	square feet	square feet
Total floor area of all uses:	6,600	square feet	6,600 square feet

186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232

Parking Requirements: Current Code				
	Use Types	Parking Space requirement per unit area	Spaces Required	
233	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-	
234	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-	
235	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-	
236	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-	
237	5. Hotel Visitor Accommodations	1.00 space per room	-	
238	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-	
239	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-	
240	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-	
241	9. Restaurant	1.00 space per 3 seats	-	
242	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-	
243	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-	
244	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-	
245	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-	
246	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	22.0 spaces	
247	15. Manufacturing, small (LT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-	
248	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-	
249	17. Warehouse, small (LT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-	
250	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-	
251	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-	
252	Total parking required			22 spaces
253				
254				
255				
256				
257				
258	Parking space distribution			
259	Surface parking	Levels of Structured Parking: (Enter "1" for 0 or 1 levels)	Spaces	Gross Land Area per Space
260	Within building, on ground floor	Number of levels: 1	22	100%
261	Within building, below ground	Number of levels: 1	-	0%
262	Above grade structure	Number of levels: 1	-	0%
263	Below grade structure	Number of levels: 1	-	0%
264	Off-site Parking		-	0%
265	TOTAL		22	100%
266				
267	Total Land Area Required for Parking 8,800 square feet			
268	Percent of Total Site Area 29%			

sq. ft. of below ground / below grade parking:
additional square feet of floor area allowed (up to 100,000 sq. ft.)

Setbacks, Easements, and Perimeter Landscaping Requirements									
Setback Requirements			Minimum Setback Distance				Maximum Setback Distance		
Perimeter Lot Lines per EIA:		Type of Setback:	Current Code	B-3	Proposed Code	NMU	Proposed Code	NMU	
317	Lot line on the front	Primary front setback	10 feet	0 feet	0 feet	40 feet			
319	Lot line on the side	Secondary front setback	5 feet	0 feet	0 feet	Unlimited feet			
320	Lot line on the other side	Side setback	10 feet	0 feet	5 feet	Unlimited feet			
321	Lot line on the back	Side setback	10 feet	0 feet	5 feet	Unlimited feet			
322									
Perimeter Utility Easements			Proposed Code NMU						
324	Linear utility easements along perimeter of site.		Current Code	B-3	0 feet	0 feet			
325	Lot line on the front		0 feet	0 feet	0 feet	0 feet			
326	Lot line on the side		0 feet	0 feet	0 feet	0 feet			
327	Lot line on the other side		0 feet	0 feet	0 feet	0 feet			
328	Lot line on the back		0 feet	0 feet	0 feet	0 feet			
329			Proposed Code NMU						
Site Perimeter Landscaping			Current Code	B-3					
Type of Abutting Street or Use (also helps determine parking lot landscaping below):			Adjoining or Adjacent Zoning	Min Perimeter Landscaping Width (feet)	Site Perimeter Landscaping Level	Min Perimeter Landscaping Width (feet)	Landscaping Width with Utility Easement		
331	Perimeter Lot Lines per EIA:	Arterial Street	B-3	6	B-3	L2	8	8	8
332	Lot line on the front	Local Street	B-3	0	B-3	L2	8	8	8
333	Lot line on the side	Non-Residential	B-3	0	B-3	None	0	0	0
334	Lot line on the other side	Non-Residential	B-3	0	B-3	None	0	0	0
335	Lot line on the back	Non-Residential	B-3	0	B-3	None	0	0	0
336			Proposed Code NMU						
Parking Lot Perimeter Landscaping			Current Code	B-3					
Category of Adjacent Zoning			Required Width of Parking Lot Perimeter Landscaping (feet)	Length of the Parking Lot along the Lot Line (ft)	Required Width of Parking Lot Perimeter Landscaping (ft)	Length of the Parking Lot along the Lot Line (ft)	Landscaping Width with Utility Easement		
337	Perimeter Lot Lines per EIA:	Non-Resident Non-Residential	6	80	L2	8	80	8	8
338	Lot line on the front	Non-Resident Non-Residential	8	65	L2	8	65	8	8
339	Lot line on the side	Non-Resident Non-Residential	8	0	L2	8	0	8	8
340	Lot line on the other side	Non-Resident Non-Residential	8	240	L2	8	240	8	8
341	Lot line on the back	Non-Resident Non-Residential	8		L2	8		8	8
342			Proposed Code NMU						
Combined Perimeter Landscaping, Easement, and Setback Requirements			Current Code	B-3	Proposed Code NMU		Building Setback		
343	Perimeter Lot Lines per EIA:	Lot line on the front	Landscaping	Building Setback	Landscaping...		feet		
344	Lot line on the front	Lot line on the front	6	10	8	8	8	8	feet
345	Lot line on the side	Lot line on the side	8	5	8	8	8	8	feet
346	Lot line on the other side	Lot line on the other side	0	10	0	0	5	5	feet
347	Lot line on the back	Lot line on the back	8	10	8	8	5	5	feet
348			Proposed Code NMU						
349			Proposed Code NMU						
Total Setback, Easement and Perimeter Landscaping Area Requirements			Current Code	B-3	Proposed Code NMU				
350	Lot line on the front	Lot line on the front	2,042 square feet	2,136 square feet	feet				
351	Lot line on the side	Lot line on the side	628 square feet	784 square feet	feet				
352	Lot line on the other side	Lot line on the other side	0 square feet	0 square feet	feet				
353	Lot line on the back	Lot line on the back	1,920 square feet	1,920 square feet	feet				
354			Proposed Code NMU						
355			Proposed Code NMU						
356			Proposed Code NMU						
357			Proposed Code NMU						

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements			
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	Number of surface parking spaces	22 spaces
How many parking lot corners to be landscaped?	1	Surface parking land area	8,800 sq ft
How many such corners will be used for required snow storage (see below)?	0	Required landscaping area as a percent of parking area	0.0%
How many such corners will be used for a refuse receptacle (see below)?	0	Parking Lot Interior Landscaping Area Requirement	0 sf
Did the actual project install vertical curbing around the parking area?	Yes	Area of landscaped parking lot corners that cannot count	0 extra sf
		Total Area Encumbered by Parking Lot Interior Landsc.	0 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal:	Type of Use or Facility	Current Code	Proposed Code
Owner indicates snow will be removed from site	Parking and Loading for Residential Uses	no minimum	equal to 0% of paved surface area
	Parking and Loading for Non-residential Uses	no minimum	equal to 0% of paved surface area
	Other Paved Facilities? (from page 11)	0 sq ft	equal to 0% of paved surface area
	Total Required Snow Storage Area	0 square feet	0 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:	Current Code	Proposed Code
	8,800 sq ft	5,600 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Required Type of Loading Berth	Current Code	Proposed Code
Land Area per Loading Berth	400 square feet	400 square feet
Is the loading area visible from a street or non-industrial zoning district?	Yes	Yes
Enter width of mech. equipment within 40 ft of and facing a street	8	8
Number of Berths Required by Use (uses numbered as on page 3)		
Uses #1-4:	0	Uses #1-4: 0
Uses #5-6:	0	Uses #5-7: 0
Use #7:	0	Uses #8-14: 0
Uses #8-14:	0	Uses #15-18: 0
Uses #15-18:	0	Uses #15-18: 0
Total Number of Loading Berths Required	0 berths	0 berths
Subtotal Loading Area Requirement	0 square feet	0 square feet
...Area required for additional perimeter landscaping	0 square feet	0 square feet
...Area required for mech/electrical equipment screening	0 square feet	40 square feet
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21	0 square feet	40 square feet

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:	Current Code	Proposed Code
Do the receptacles abut an alley?	No	Dumpster
Are the receptacles within or on same pavement as the parking facility?	Yes	1
Would screening be necessary to screen view of containers from street?	Yes	0
Does the enclosure need a gate to screen the receptacle from a street?	No	120 sq ft
Type of refuse receptacle		
Number of Outdoor Refuse Receptacles		
Number of Refuse Receptacles Stored Indoors		
Refuse Container Area (incl any Screening Enclosure)		
Number of Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street		
Area Used Exclusively for Refuse Truck Maneuver Space		
Total Refuse Collection Area Requirement		

Pedestrian Connections Requirements									
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)					Current Code B-3		Proposed Code NMU		
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk				
On Front Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Side (clockwise from front)?	No	No	0	0	0%	-	square feet	-	square feet
On Other Side Elevation?	No	No	0	0	0%	-	square feet	-	square feet
On Rear Elevation (opposite)?	Yes	Yes	77	0	0%	-	square feet	385	square feet
Walkway Separating Building Façade from Parking Areas									
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)	Exempted as a loading or service area or queue lane?		% Overlap w/ Other Required Walkways			
Front Elevation		0	0	No	Yes	0%	-	square feet	-
Side (clockwise from front)		0	0	No	No	0%	-	square feet	-
Other Side (counter clockwise)		60	60	No	No	0%	240	square feet	300
Rear Elevation (opposite)		110	110	No	No	25%	440	square feet	413
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)									
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?				
Lot line on the front		No	0		Yes		-	square feet	0
Lot line on the side		Yes	146		Yes		-	square feet	0
Lot line on the other side		No	0		Yes		-	square feet	0
Lot line on the back		No	0		Yes		-	square feet	0
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)									
Required in return for a Parking Reduction?		No (Accept default or enter yes or no)							
Is it located along an Arterial class street?		No (Enter yes or no)							
Additional area for on-site transit facilities		0 square feet							
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)									
Length of Primary Pedestrian Walkway =		linear feet							
0 sq. ft. of bonus floor area awarded per		1 sq. ft. of primary pedestrian walkway			-	-	square feet	-	square feet
TOTAL Pedestrian Connection Facilities Area									
Total On-site Area Used for Pedestrian Connections					680	square feet	1,098	square feet	
Percent of Total Site Area					2.3%		3.7%		

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-3	Proposed Code NMU
444	Residential Private Open Space		No	-	square feet	- square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	330 square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	- square feet
447	Total Required Private Open Space			-	square feet	330 square feet
448				-		
449				-		
450				-		
451	Amount actually provided on or in the building(s)			-	sq. ft.	- sq. ft.
452	Amount actually provided on the land			-	sq. ft.	330 sq. ft.
453	Total Private Open Space Provided			-	sq. ft.	sq. ft.
454	Acres			-	acres	0.01 acres
455	Percent of Site			0.0%		1.1%
456	Excess Private Open Space Provided			-	sq. ft.	- sq. ft.
457				-		
458	FAR Bonus potential: Additional Private Open Space					
459	0 sq. ft. of bonus floor area allowed per		-		sq. ft. of bonus floor area	
460	1 sq. ft. of additional private open space					
461						
462						
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.					
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,					
466	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily					
467	counting them toward required site enhancement landscaping costs.					
468	TOTAL AREA		-		square feet	
469						

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required

Site Element	Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft. % of Current
	Current Code B-3	Proposed Code NMU	
Building Footprint	6,600 square feet	6,600 square feet	
Parking	8,800 square feet	5,600 square feet	(3,200) 64%
Setbacks, Easements and Perimeter Landscaping	4,590 square feet	4,840 square feet	250 105%
Parking Lot Interior Landscaping	- square feet	- square feet	
Site Enhancement Landscaping	440 square feet	- square feet	
Snow Storage Areas	- square feet	- square feet	
Exterior Lighting	- square feet	- square feet	
Loading and Utility Areas incl. Screening	- square feet	40 square feet	40 100%
Refuse Collection Areas	120 square feet	120 square feet	
Pedestrian Connections	680 square feet	1,098 square feet	418 161%
Private Open Space	- square feet	330 square feet	330 100%
TOTAL	21,230 square feet	18,628 square feet	(2,603) 88%
Total Site Usage with "Other Facilities" included	21,230	18,628 square feet	(2,603) 88%
Total Area of Actual Site	30,000	30,000 square feet	

Percent of Total Site Area

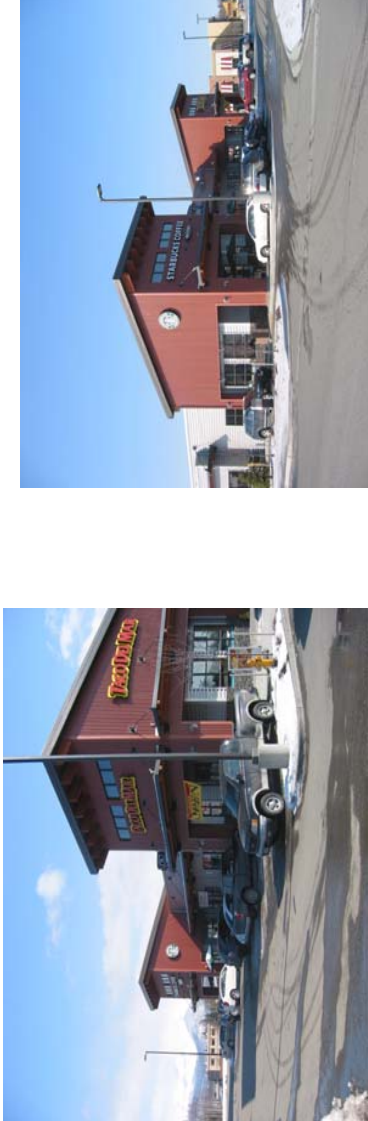
Site Element	Percent of Total Site Area	
	Current Code B-3	Proposed Code NMU
Building Footprint	22.0% of site area	22.0% of site area
Parking	29.3% of site area	18.7% of site area
Setbacks, Easements and Perimeter Landscaping	15.3% of site area	16.1% of site area
Parking Lot Interior Landscaping	0.0% of site area	0.0% of site area
Site Enhancement Landscaping	1.5% of site area	0.0% of site area
Snow Storage Areas	0.0% of site area	0.0% of site area
Exterior Lighting	0.0% of site area	0.0% of site area
Loading and Utility Areas incl. Screening	0.0% of site area	0.1% of site area
Refuse Collection Areas	0.4% of site area	0.4% of site area
Pedestrian Connections	2.3% of site area	3.7% of site area
Private Open Space	0.0% of site area	1.1% of site area
TOTAL	70.8% of site area	62.1% of site area
Total Site Usage with "Other Facilities" included	70.8% of site area	62.1% of site area

Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?

Answer: (Provide site specific answer if needed)

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code B-3	Proposed Code NMU	
516	Parking Facilities			
517	Surface parking	\$176,000	\$112,000	
518	Within building, above ground	\$0	\$0	64%
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$0	
524	Parking Subtotal	\$176,000	\$112,000	64%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping			
528	Parking Lot Interior Landscaping	\$31,700	\$59,600	188%
529	Site Enhancement Landscaping	\$0	\$0	
530	Protective Vertical 6" Concrete Curbs	\$500	\$0	0%
531	120% Performance Bond	\$21,200	\$21,200	100%
532	5% insurance fee	\$0	\$3,600	
533	Landscaping Subtotal	\$33,400	\$84,400	158%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$0	
537	Exterior (Parking Lot) Lighting	\$700	\$600	86%
538	Loading Facilities and Mechanical/Electrical Equipment	\$0	\$1,300	
539	Refuse Collection	\$7,400	\$7,400	100%
540	Service Facilities Subtotal	\$8,100	\$9,300	115%
541				
542	Pedestrian Facilities	\$6,800	\$18,300	269%
543				
544	Private Open Space	\$0	\$4,000	
545				
546				
547				
548	A. Total Cost of All Site Elements Above Required by Title 21 (including structured parking)	\$244,300	\$228,000	93%
549				
550				
551	B. Cost of Land Area Needed \$20 per sf (2010 appraisal data)	\$424,600	\$372,600	88%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$668,900	\$600,600	90%
553				
554	D. Construction Cost of Building Standards of 21.07.110 and .120 (assumed to add 1.0% to total building cost)	\$0	\$12,000	
555				
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$244,300	\$240,000	98%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$913,200	\$840,600	92%
559				

This page intentionally left blank.

1 ECONOMIC COST COMPARISON WORKSHEET		
2 Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3 Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4		
5	Current Title 21 Zoning District:	B-3 General Business
6		
7	Proposed Title 21 Zoning District:	B-3 General Business
8		
9	The Shops Building 110 W Tudor Road, one block east of SE corner of Tudor and C Street A single-story, multi-tenant retail strip mall with surface parking, drive-through queuing aisle and perimeter landscaping. The building is 7,700 square feet and includes the following establishments: two restaurant uses including a coffee shop (3,380 sf); and three general retail tenant spaces (4,320 sf). The restaurants in this particular development emphasize drive-thru and take-out service so have a relatively low density of restaurant seating per floor area. To simplify testing using the EIA model, a 20 foot wide utility easement along the west property line was ignored, since the majority of this easement overlaps with a shared access easement that was constructed as a shared access driveway for this and other developments in the area. The area being used for the shared access driveway appears under the "Other Facilities" section below.	
10	Name of Project:	
11	Address or Location of Project:	
12	Written Description of Project:	
13		
14		
15		
16		
17		
18	Photographs or Illustrations of Project: 	
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2
37		
38	Total Site Land Area Requirements Related to Title 21	Page 12
39	Total Monetary Costs Related to Title 21	Page 13
40		
41		
42		

43 Table of Contents and Navigation of EIA Cost Comparison Model

44 Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

67 EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

76 Cell Color Codes used in EIA Model Worksheet:

- Blue cells require direct input.
- Yellow cells are calculated by the model; can be overridden by direct input.
- Green cells have drop-down answer menus that require selection of a choice.

83 Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

9293949596979899100101102103104105106107108109110111112113114115116117118119120121122123124125126127128129130131132133134135136

Site Context: Location, Size and Access

Site Location in Town

1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)

No

2. If not, then is it in a "Center City Neighborhood" ?

No

(north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)

No

3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?

No

Site Dimensions

Perimeter Lot Lines per EIA:

Lot line on the front

223

feet

Lot line on the side

180

feet

Lot line on the other side

180

feet

Lot line on the back

223

feet

Estimated Land Area of the Site

(accept the calculation or enter exact)

40,140

square feet

0.92

acres

Lot Line Definitions (repeated from page 2):

Lot line that abuts a street and has primary front setback

Lot line located clockwise from "Lot line in the front"

Lot line located counter clockwise from "Lot line in the front"

Lot line located opposite from "Lot line in the front"

Abutting Streets and Site Access

How many streets border this property?

Two streets, corner lot

Perimeter Lot Lines per EIA:

Lot line on the front

Arterial Street

Lot line on the side

Local Street

Lot line on the other side

Not Applicable

Lot line on the back

Not Applicable

Type of Street

W Tudor Road

A Street

Driveway Easement

None

How Many Driveways?

0

1

1

0

Driveway Width

0 feet

24 feet

24 feet

0 feet

Adjacent and Abutting Properties

Perimeter Lot Lines per EIA:

Lot line on the front

Across Major Street

Lot line on the side

Adjacent

Lot line on the other side

Abutting

Lot line on the back

Abutting

Relationship to Neighboring Lot:

B-3

RO

B-3

B-3

Adjacent Zoning District:

Current Code

Proposed Code

B-3

RO

B-3

B-3

B-3

RO

B-3

B-3

Category of Adjacent District:

Non-Residential

Non-Residential

Non-Residential

Non-Residential

Adjacent Use Classification:

Non-Residential

Non-Residential

Non-Residential

Non-Residential

Is Adjacent Use Single Family?

No

No

No

No

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

185

Proposed Uses and Floor Area of Each Use Type				
RESIDENTIAL	Current Code: B-3		Proposed Code: B-3	
	Dwellings	Square Feet	Dwellings	Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-	-	-
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-	-	-
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-	-
Total Residential Dwellings and Square Feet	-	-	-	-
FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf				
FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf				0 sq ft
				0 sq ft
HOTEL	Current Code: B-3		Proposed Code: B-3	
	Guest Rooms	Square Feet	Guest Rooms	Square Feet
5. Hotel Visitor Accommodations	-	-	-	-
COMMERCIAL AND INDUSTRIAL	Current Code: B-3		Proposed Code: B-3	
	Square Feet	Seats (Occupancy)	Square Feet	Seats (Occup.)
6. Office - business, professional and financial	-	-	-	-
7. Office - health and medical	1,440	-	1,440	-
8. Fitness and Health Club	-	-	-	-
9. Restaurant	1,600	41	1,600	41
10. Restaurant with Drive-through Service	1,780	41	1,780	41
11. Retail - Grocery or Food Store	-	-	-	-
12. Retail - General and miscellaneous	2,880	-	2,880	-
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-	-	-
14. Retail - furniture, home appliance, building materials,	-	-	-	-
15. Manufacturing, small (LT 5,000 sf gfa)	-	-	-	-
16. Manufacturing, large (GT 5,000 sf gfa)	-	-	-	-
17. Warehouse, small (LT 50,000 sf gfa)	-	-	-	-
18. Warehouse, large (GT 50,000 sf gfa)	-	-	-	-
19. Accessory mechanical/HVAC area in its own floor or	-	-	-	-
Total Commercial and Industrial Square Feet	7,700	-	7,700	-
STRUCTURED PARKING	Current Code: B-3		Proposed Code: B-3	
	Parking above grade - in the building or a separate structure	Parking below grade - in the basement or underground structure	Parking above grade - in the building or a separate structure	Parking below grade - in the basement or underground structure
	-	-	-	-
Total floor area of all uses:		7,700 square feet	7,700 square feet	7,700 square feet

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

234

235

236

237

238

239

240

241

242

243

244

245

246

247

248

249

250

251

252

253

254

255

256

257

258

259

260

261

262

263

264

265

266

267

268

269

270

271

272

273

274

275

276

277

278

279

280

281

282

283

284

285

286

287

288

289

290

291

292

293

294

295

296

297

298

299

300

301

302

303

304

305

306

307

308

309

310

311

312

313

314

315

316

317

318

319

320

321

322

323

324

325

326

327

328

329

330

331

332

333

334

335

336

337

338

339

340

341

342

343

344

345

346

347

348

349

350

351

352

353

354

355

356

357

358

359

360

361

362

363

364

365

366

367

368

369

370

371

372

373

374

375

376

377

378

379

380

381

382

383

384

385

386

387

388

389

390

391

392

393

394

395

396

397

398

399

400

401

402

403

404

405

406

407

408

409

410

411

412

413

414

415

416

417

418

419

420

421

422

423

424

425

426

427

428

429

430

431

432

433

434

435

436

437

438

439

440

441

442

443

444

445

446

447

448

449

450

451

452

453

454

455

456

457

458

459

460

461

462

463

464

465

466

467

468

469

470

471

472

473

474

475

476

477

478

479

480

481

482

483

484

485

486

487

488

489

490

491

492

493

494

495

496

497

498

499

500

501

502

503

504

505

506

507

508

509

510

511

512

513

514

515

516

517

518

519

520

521

522

523

524

525

526

527

528

529

530

531

532

533

534

535

536

537

538

539

540

541

542

543

544

545

546

547

548

549

550

551

552

553

554

555

556

557

558

559

560

561

562

563

564

565

566

567

568

569

570

571

572

573

574

575

576

577

578

579

580

581

582

583

584

585

586

587

588

589

590

591

592

593

594

595

596

597

598

599

600

601

602

603

604

605

606

607

608

609

610

611

612

613

614

615

616

617

618

619

620

621

622

623

624

625

626

627

628

629

630

631

632

633

634

635

636

637

638

639

640

641

642

643

644

645

646

647

648

649

650

651

652

653

654

655

656

657

658

659

660

661

662

663

664

665

666

667

668

669

670

671

672

673

674

675

676

677

678

679

680

681

682

683

684

685

686

687

688

689

690

691

692

693

694

695

696

697

698

699

700

701

702

703

704

705

706

707

708

709

710

711

712

713

714

715

716

717

718

719

720

721

722

723

724

725

726

727

728

729

730

731

732

733

734

735

736

737

738

739

740

741

742

743

744

745

746

747

748

749

750

751

752

753

754

755

756

757

758

759

760

761

762

763

764

765

766

767

768

769

770

771

772

773

774

775

776

777

778

779

780

781

782

783

784

785

786

787

788

789

790

791

792

793

794

795

796

797

798

799

800

801

802

803

804

805

806

807

808

809

810

811

812

813

814

815

816

817

818

819

820

821

822

823

824

825

826

827

828

829

830

831

832

833

834

835

836

837

838

839

840

841

842

843

844

845

846

847

848

849

850

851

852

853

854

855

856

857

858

859

860

861

862

863

864

865

866

867

868

869

870

871

872

873

874

875

876

877

878

879

880

881

882

883

884

885

886

887

888

889

890

891

892

893

894

895

896

897

898

899

900

901

902

903

904

905

906

907

908

909

910

911

912

913

914

915

916

917

918

919

920

921

922

923

924

925

926

927

928

929

930

931

932

933

934

935

936

937

938

939

940

941

942

943

944

945

946

947

948

949

950

951

952

953

954

955

956

957

958

959

960

961

962

963

964

965

966

967

968

969

970

971

972

973

974

975

976

977

978

979

980

981

982

983

984

985

986

987

988

989

990

991

992

993

994

995

996

997

998

999

1000

1001

1002

1003

1004

1005

1006

1007

1008

1009

1010

1011

1012

1013

1014

1015

1016

1017

1018

1019

1020

1021

1022

1023

1024

1025

1026

1027

1028

1029

1030

1031

1032

1033

1034

1035

1036

1037

1038

1039

1040

1041

1042

1043

1044

1045

1046

1047

1048

1049

1050

1051

1052

1053

1054

1055

1056

1057

1058

1059

1060

1061

1062

1063

1064

1065

1066

1067

1068

1069

1070

1071

1072

1073

1074

1075

1076

1077

1078

1079

1080

1081

1082

1083

1084

1085

1086

1087

1088

1089

1090

1091

1092

1093

1094

1095

1096

1097

1098

1099

1100

1101

1102

1103

1104

1105

1106

1107

1108

1109

1110

1111

1112

1113

1114

1115

1116

1117

1118

1119

1120

1121

1122

1123

1124

1125

1126

1127

1128

1129

1130

1131

1132

1133

1134

1135

1136

1137

1138

1139

1140

1141

1142

1143

1144

1145

1146

1147

1148

1149

1150

1151

1152

1153

1154

1155

1156

1157

1158

1159

1160

1161

1162

1163

1164

1165

1166

1167

1168

1169

1170

1171

1172

1173

1174

1175

1176

1177

1178

1179

1180

1181

1182

1183

1184

1185

1186

1187

1188

1189

1190

1191

1192

1193

1194

1195

1196

1197

1198

1199

1200

1201

1202

1203

1204

1205

1206

1207

1208

1209

1210

1211

1212

1213

1214

1215

1216

1217

1218

1219

1220

1221

1222

1223

1224

1225

1226

1227

1228

1229

1230

1231

1232

1233

1234

1235

1236

1237

1238

1239

1240

1241

1242

1243

1244

1245

1246

1247

1248

1249

1250

1251

1252

1253

1254

1255

1256

1257

1258

1259

1260

1261

1262

1263

1264

1265

1266

1267

1268

1269

1270

1271

1272

1273

1274

1275

1276

1277

1278

1279

1280

1281

1282

1283

1284

1285

1286

1287

1288

1289

1290

1291

1292

1293

1294

1295

1296

1297

1298

1299

1300

1301

1302

1303

1304

1305

1306

1307

1308

1309

1310

1311

1312

1313

1314

1315

1316

1317

1318

1319

1320

1321

1322

1323

1324

1325

1326

1327

1328

1329

1330

1331

1332

1333

1334

1335

1336

1337

1338

1339

1340

1341

1342

1343

1344

1345

1346

1347

1348

1349

1350

1351

1352

1353

1354

1355

1356

1357

1358

1359

1360

1361

1362

1363

1364

1365

1366

1367

1368

1369

1370

1371

1372

1373

1374

1375

1376

1377

1378

1379

1380

1381

1382

1383

1384

1385

1386

1387

1388

1389

1390

1391

1392

1393

1394

1395

1396

1397

1398

1399

1400

1401

1402

1403

1404

1405

1406

1407

1408

1409

1410

1411

1412

1413

1414

1415

1416

1417

1418

1419

1420

1421

1422

1423

1424

1425

1426

1427

1428

1429

1430

1431

1432

1433

1434

1435

1436

1437

1438

1439

1440

1441

1442

1443

1444

1445

1446

1447

1448

1449

1450

1451

1452

1453

1454

1455

1456

1457

1458

1459

1460

1461

1462

1463

1464

1465

1466

1467

1468

1469

1470

1471

1472

1473

1474

1475

1476

1477

1478

1479

1480

1481

1482

1483

1484

1485

1486

1487

1488

1489

1490

1491

1492

1493

1494

1495

1496

1497

1498

1499

1500

1501

1502

1503

1504

1505

1506

1507

1508

1509

1510

1511

1512

1513

1514

1515

1516

1517

1518

1519

1520

1521

1522

1523

1524

1525

1526

1527

1528

1529

1530

1531

1532

1533

1534

1535

1536

1537

1538

1539

1540

1541

1542

1543

1544

1545

1546

1547

1548

1549

1550

1551

1552

1553

1554

1555

1556

1557

1558

1559

1560

1561

1562

1563

1564

1565

1566

1567

1568

1569

1570

1571

1572

1573

1574

1575

1576

1577

1578

1579

1580

1581

1582

1583

1584

1585

1586

1587

1588

1589

1590

1591

1592

1593

1594

1595

1596

1597

1598

1599

1600

1601

1602

1603

1604

1605

1606

1607

1608

1609

1610

1611

1612

1613

1614

1615

1616

1617

1618

1619

1620

1621

1622

1623

1624

1625

1626

1627

1628

1629

1630

1631

1632

1633

1634

1635

1636

1637

1638

1639

1640

1641

1642

1643

1644

1645

1646

1647

1648

1649

1650

1651

Parking Requirements: Current Code		Use Types	Parking Space requirement per unit area	Spaces Required
233	235	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	236	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
235	237	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
236	238	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	239	5. Hotel Visitor Accommodations	1.00 space per room	-
238	240	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
239	241	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	5.8 spaces
240	242	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	243	9. Restaurant	1.00 space per 3 seats	13.7 spaces
242	244	10. Restaurant with Drive-through Service	1.00 space per 3 seats	13.7 spaces
243	245	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	246	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	9.6 spaces
245	247	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	248	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	249	15. Manufacturing, small (L.T 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
248	250	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	251	17. Warehouse, small (L.T 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
250	252	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	253	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
252	254	Total parking required		43 spaces
253	255			
254	256			
255	257	Parking space distribution	Spaces	Gross Land Area per Space
256	258	Surface parking	43	400 square feet
257	259	Levels of Structured Parking: (Enter "1" for 0 or 1 levels)		
258	260	Number of levels:	1	0% square feet
259	261	Number of levels:	1	0% square feet
260	262	Number of levels:	1	0% square feet
261	263	Number of levels:	1	0% square feet
262	264	Off-site Parking	-	0% square feet
263	265	TOTAL	43	100% square feet
264	266	Total Land Area Required for Parking	17,200 square feet	
265	267	Percent of Total Site Area	43%	
266	268			
267	269			

Parking Requirements: Proposed Code									
Available Parking Reductions:									
A. Is Project Eligible?		No		No		No		Yes	
B. Applicable Reduction:		0%		0%		0%		5%	
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)									
Yes									
Use Types									
1. Dwellings, Multifamily or Mixed-use - Efficiency		1.10 per dwelling unit		-		-		-	
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom		1.10 per dwelling unit		-		-		-	
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom		1.60 per dwelling unit		-		-		-	
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom		2.10 per dwelling unit		-		-		-	
5. Hotel Visitor Accommodations		0.90 per guest room		-		-		-	
6. Office - business, professional and financial		2.86 per 1,000 sf gfa		-		-		-	
7. Office - health and medical		3.33 per 1,000 sf gfa		4.80		(0.24)		4.56 spaces	
8. Fitness and Health Club		3.33 per 1,000 sf gfa		-		-		-	
9. Restaurant		10.00 per 1,000 sf gfa		16.00		(0.80)		15.20 spaces	
10. Restaurant with Drive-through Service		8.00 per 1,000 sf gfa		14.24		(0.71)		13.53 spaces	
11. Retail - Grocery or Food Store		4.00 per 1,000 sf gfa		8.24		(0.41)		7.82 spaces	
12. Retail - General and miscellaneous		2.86 per 1,000 sf gfa		-		-		-	
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts		2.50 per 1,000 sf gfa		-		-		-	
14. Retail - furniture, home appliance, building materials, wholesale stores		1.25 per 1,000 sf gfa		-		-		-	
15. Manufacturing, small (LT 5,000 sf gfa)		1.00 per 1,000 sf gfa		-		-		-	
16. Manufacturing, large (GT 5,000 sf gfa)		0.67 per 1,000 sf gfa		-		-		-	
17. Warehouse, small (LT 50,000 sf gfa)		0.80 per 1,000 sf gfa		-		-		-	
18. Warehouse, large (GT 50,000 sf gfa)		0.67 per 1,000 sf gfa		-		-		-	
19. Accessory mechanical/HVAC area in its own floor or penthouse		0.00 per 1,000 sf gfa		-		-		-	
Total parking required				43.27		(2.16)		41 spaces	
Parking space distribution									
Surface parking		Levels of Structured Parking: (Enter "1" for 0 or 1 levels)		Spaces		Gross Land Area per Space			
Within building, on ground floor		Number of levels: 1		41		100%		400 square feet	
Within building, below ground		Number of levels: 1		-		0%		square feet	
Above grade structure		Number of levels: 1		-		0%		square feet	
Below grade structure		Number of levels: 1		-		0%		square feet	
On-street and/or Off-site Parking		Spaces constructed already? No		-		0%		square feet	
Total parking spaces				41		100%		-	
Total Land Area Required for Parking									
Percent of Total Site Area		16,448 square feet (including bicycle parking)		4 spaces required		12 sf per space		48 square feet	
FAR Bonus Potential: Below Ground Parking									
0 sq. ft. additional building floor area allowed per sq. ft. of below ground parking		-		-		sq. ft. of below ground / below grade parking: additional square feet of floor area allowed (up to 0.5 added FAR)			

314 Setbacks, Easements, and Perimeter Landscaping Requirements									
315	316	Setback Requirements	Type of Setback:	Minimum Setback Distance		Maximum Setback Distance		Proposed Code	B-3
				Current Code	B-3	Proposed Code	B-3		
317	318	Perimeter Lot Lines per EIA:	Primary front setback	10 feet	10 feet	10 feet	Unlimited feet		
319	320	Lot line on the side	Secondary front setback	5 feet	5 feet	5 feet	Unlimited feet		
321	322	Lot line on the other side	Side setback	10 feet	10 feet	10 feet	Unlimited feet		
323	324	Lot line on the back	Side setback	10 feet	10 feet	10 feet	Unlimited feet		
325	326	Perimeter Utility Easements	Perimeter Lot Lines per EIA:	Current Code	B-3	Proposed Code	B-3		
327	328	Linear utility easements along perimeter of site.	Lot line on the front	0 feet	0 feet	0 feet	0 feet		
329	330	Lot line on the side	Lot line on the side	20 feet	20 feet	20 feet	20 feet		
331	332	Lot line on the other side	Lot line on the other side	0 feet	0 feet	0 feet	0 feet		
333	334	Lot line on the back	Lot line on the back	10 feet	10 feet	10 feet	10 feet		
335	336	Site Perimeter Landscaping	Type of Abutting Street or Use (also helps determine parking lot landscaping below):	Current Code	B-3	Proposed Code	B-3		
337	338	Perimeter Lot Lines per EIA:	Arterial Street	6	6	6	6		
339	340	Lot line on the front	Local Street	0	0	0	0		
341	342	Lot line on the side	Non-Residential	0	0	0	0		
343	344	Lot line on the other side	Non-Residential	0	0	0	0		
345	346	Lot line on the back	Non-Residential	0	0	0	0		
347	348	Parking Lot Perimeter Landscaping	Category of Adjacent Zoning	Current Code	B-3	Proposed Code	B-3		
349	350	Perimeter Lot Lines per EIA:	Non-Resident Non-Residential	6	6	6	6		
351	352	Lot line on the front	Non-Resident Non-Residential	8	8	8	8		
353	354	Lot line on the side	Non-Resident Non-Residential	8	8	8	8		
355	356	Lot line on the other side	Non-Resident Non-Residential	8	8	8	8		
357	358	Lot line on the back	Non-Resident Non-Residential	8	8	8	8		
359	360	Combined Perimeter Landscaping, Easement, and Setback Requirements	Perimeter Lot Lines per EIA:	Current Code	B-3	Proposed Code	B-3		
361	362	Lot line on the front	Lot line on the front	6	6	6	6		
363	364	Lot line on the side	Lot line on the side	8	8	8	8		
365	366	Lot line on the other side	Lot line on the other side	8	8	8	8		
367	368	Lot line on the back	Lot line on the back	8	8	8	8		
369	370	Greater of minimum setback, easement, or landscaping requirements.	Lot line on the front	6	6	6	6		
371	372		Lot line on the side	8	8	8	8		
373	374		Lot line on the other side	8	8	8	8		
375	376		Lot line on the back	8	8	8	8		
377	378	Total Setback, Easement and Perimeter Landscaping Area Requirements	Current Code	B-3	Proposed Code	B-3	Proposed Code	B-3	
379	380	Lot line on the front	Lot line on the front	1,338 square feet	1,338 square feet	1,338 square feet	1,338 square feet		
381	382	Lot line on the side	Lot line on the side	1,168 square feet	1,168 square feet	1,168 square feet	1,168 square feet		
383	384	Lot line on the other side	Lot line on the other side	1,168 square feet	1,168 square feet	1,168 square feet	1,168 square feet		
385	386	Lot line on the back	Lot line on the back	1,784 square feet	1,784 square feet	1,784 square feet	1,784 square feet		
387	388	TOTAL AREA	TOTAL AREA	5,458 square feet	5,458 square feet	5,458 square feet	5,458 square feet		

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Pedestrian Connections Requirements											
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)										Current Code B-3	Proposed Code B-3
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk						
On Front Elevation?	Yes		74	100	50%					-	square feet
On Side (clockwise from front)?	No		0	0	0%					-	square feet
On Other Side Elevation?	Yes		114	0	0%					-	square feet
On Rear Elevation (opposite)?	No		0	0	0%					-	square feet
Walkway Separating Building Façade from Parking Areas											
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)		Exempted as a loading or service area or queue lane?		% Overlap w/ Other Required Walkways				
Front Elevation		120		120	No		50%		480	square feet	
Side (clockwise from front)		80		80	Yes		0%		-	square feet	
Other Side (counter clockwise)		80		80	No		50%		320	square feet	
Rear Elevation (opposite)		120		120	Yes		0%		-	square feet	
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, commercial and Mixed-use districts)											
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?						
Lot line on the front		No		0	Yes						
Lot line on the side		No		0	Yes						
Lot line on the other side		No		0	Yes						
Lot line on the back		No		0	Yes						
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)											
Required in return for a Parking Reduction?				No	(Accept default or enter yes or no)						
Is it located along an Arterial class street?				No	(Enter yes or no)						
Additional area for on-site transit facilities				0	square feet						
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)											
Length of Primary Pedestrian Walkway =					linear feet						
0	sq. ft. of bonus floor area awarded per			1	sq. ft. of primary pedestrian walkway		-				
TOTAL Pedestrian Connection Facilities Area											
Total On-site Area Used for Pedestrian Connections										800	square feet
Percent of Total Site Area										2.0%	4.2%

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-3	Proposed Code B-3
444	Residential Private Open Space		No	-	square feet	- square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	385 square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	- square feet
447	Total Required Private Open Space			-	square feet	385 square feet
448						
449						
450						
451	Amount actually provided on or in the building(s)			-	sq. ft.	- sq. ft.
452	Amount actually provided on the land			-	sq. ft.	385 sq. ft.
453	Total Private Open Space Provided			-	sq. ft.	385 sq. ft.
454	Acres			-	acres	0.01 acres
455	Percent of Site			0.0%		1.0%
456	Excess Private Open Space Provided			-	sq. ft.	- sq. ft.
457						
458	FAR Bonus potential: Additional Private Open Space					
459	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	
460						
461						
462						
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.			2,480	Union Square Drive- private access drive shared with TGI Fridays, etc.	
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,			3,900	Drive through aisle - queuing for restaurant tenant space	
466	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily					
467	counting them toward required site enhancement landscaping costs.					
468	TOTAL AREA			6,380	square feet	
469						

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required		Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft. % of Current	
Site Element		Current Code	B-3	Proposed Code B-3	% of Current
Building Footprint Parking Setbacks, Easements and Perimeter Landscaping Parking Lot Interior Landscaping Site Enhancement Landscaping Snow Storage Areas Exterior Lighting Loading and Utility Areas incl. Screening Refuse Collection Areas Pedestrian Connections Private Open Space TOTAL	Building Footprint	7,700	square feet	7,700	square feet
	Parking	17,200	square feet	16,448	square feet
	Setbacks, Easements and Perimeter Landscaping	5,458	square feet	5,984	square feet
	Parking Lot Interior Landscaping	-	square feet	820	square feet
	Site Enhancement Landscaping	-	square feet	-	square feet
	Snow Storage Areas	-	square feet	-	square feet
	Exterior Lighting	-	square feet	-	square feet
	Loading and Utility Areas incl. Screening	-	square feet	-	square feet
	Refuse Collection Areas	120	square feet	120	square feet
	Pedestrian Connections	800	square feet	1,690	square feet
	Private Open Space	-	square feet	385	square feet
TOTAL		31,278	square feet	33,147	square feet
Total Site Usage with "Other Facilities" included		37,658		39,527	square feet
Total Area of Actual Site		40,140	square feet	40,140	square feet
Percent of Total Site Area					
Site Element		Current Code	B-3	Proposed Code B-3	
Building Footprint Parking Setbacks, Easements and Perimeter Landscaping Parking Lot Interior Landscaping Site Enhancement Landscaping Snow Storage Areas Exterior Lighting Loading and Utility Areas incl. Screening Refuse Collection Areas Pedestrian Connections Private Open Space TOTAL	Building Footprint	19.2%	of site area	19.2%	of site area
	Parking	42.9%	of site area	41.0%	of site area
	Setbacks, Easements and Perimeter Landscaping	13.6%	of site area	14.9%	of site area
	Parking Lot Interior Landscaping	0.0%	of site area	2.0%	of site area
	Site Enhancement Landscaping	0.0%	of site area	0.0%	of site area
	Snow Storage Areas	0.0%	of site area	0.0%	of site area
	Exterior Lighting	0.0%	of site area	0.0%	of site area
	Loading and Utility Areas incl. Screening	0.0%	of site area	0.0%	of site area
	Refuse Collection Areas	0.3%	of site area	0.3%	of site area
	Pedestrian Connections	2.0%	of site area	4.2%	of site area
	Private Open Space	0.0%	of site area	1.0%	of site area
TOTAL		77.9%	of site area	82.6%	of site area
Total Site Usage with "Other Facilities" included		93.8%	of site area	98.5%	of site area
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?		Answer: (Provide site specific answer if needed)			

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code B-3	Proposed Code B-3	
516	Parking Facilities			
517	Surface parking	\$344,000	\$328,000	
518	Within building, above ground	\$0	\$0	95%
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$4,000	
524	Parking Subtotal	\$344,000	\$332,000	\$4,000
525				97%
526				
527	Landscaping			
528	Site and Parking Lot Perimeter Landscaping	\$45,800	\$72,100	
529	Parking Lot Interior Landscaping	\$0	\$9,300	157%
530	Site Enhancement Landscaping	\$0	\$0	
531	Protective Vertical 6" Concrete Curbs	\$42,000	\$58,900	
532	120% Performance Bond	\$0	\$4,900	140%
533	5% insurance fee			
534	Landscaping Subtotal	\$87,800	\$145,200	\$57,400
535				165%
536				
537	Service Facilities and Facility Screening			
538	Snow Storage and Disposal	\$0	\$0	
539	Exterior (Parking Lot) Lighting	\$1,400	\$1,600	\$200
540	Loading Facilities and Mechanical/Electrical Equipment	\$0	\$0	114%
541	Refuse Collection	\$7,400	\$9,400	\$2,000
542	Service Facilities Subtotal	\$8,800	\$11,000	\$2,200
543				125%
544	Pedestrian Facilities	\$8,000	\$16,900	\$8,900
545				211%
546	Private Open Space	\$0	\$4,600	\$4,600
547				
548	A. Total Cost of All Site Elements Above Required by Title 21	\$448,600	\$509,700	\$61,100
549	(including structured parking)			114%
550				
551	B. Cost of Land Area Needed	\$20 per sf (2010 appraisal data)	\$625,900	\$37,300
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$1,074,200	\$1,172,600	\$98,400
553				109%
554	D. Construction Cost of Building Standards of 21.07.110 and .120	\$0	\$15,000	\$15,000
555	(assumed to add 1.0% to total building cost)			
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$448,600	\$524,700	\$76,100
557				117%
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$1,522,800	\$1,697,300	\$174,500
559				111%

This page intentionally left blank.

1ECONOMIC COST COMPARISON WORKSHEET		
2Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4		
5	Current Title 21 Zoning District:	B-3 General Business
6		
7	Proposed Title 21 Zoning District:	B-3 General Business
8		
9	The Shops Building	
10	110 W Tudor Road, one block east of SE corner of Tudor and C Street	
11	A single-story, 7,700 sf multi-tenant retail strip mall with surface parking, drive-through queuing aisle and perimeter landscaping. This test case reflects how the building	
12	was actually permitted and approved -- as a retail building without restaurant-based amount of required parking (although restaurants later moved in). Therefore this is a test	
13	of how a retail (non-restaurant) building would fare under current versus new title 21. To simplify testing using the EIA model, a 20 foot wide utility easement along the	
14	west property line was ignored, since the majority of this easement overlaps with a shared access easement that was constructed as a shared access driveway for this and	
15	other developments in the area. The area being used for the shared access driveway appears under the "Other Facilities" section below.	
16		
17		
18	Photographs or Illustrations of Project:	
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2
37		
38	Total Site Land Area Requirements Related to Title 21	Page 12
39	Total Monetary Costs Related to Title 21	Page 13
40		
41		
42		

Table of Contents and Navigation of EIA Cost Comparison Model

Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

Cell Color Codes used in EIA Model Worksheet:

Blue cells require direct input.
Yellow cells are calculated by the model; can be overridden by direct input.
Green cells have drop-down answer menus that require selection of a choice.

Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

92 Site Context: Location, Size and Access									
93 Site Location in Town									
94									
95									
96 1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)									
97 No									
98 2. If not, then is it in a "Center City Neighborhood" ?									
99 (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)									
100 No									
101 3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?									
102 No									
103 Site Dimensions									
104									
105									
106 Perimeter Lot Lines per EIA: Lot Line Definitions (repeated from page 2):									
107 Length: 223 feet Lot line that abuts a street and has primary front setback									
108 180 feet Lot line located clockwise from "Lot line in the front"									
109 180 feet Lot line located counter clockwise from "Lot line in the front"									
110 223 feet Lot line located opposite from "Lot line in the front"									
111									
112 Estimated Land Area of the Site 40,140 square feet									
113 (accept the calculation or enter exact) 0.92 acres									
114									
115 Abutting Streets and Site Access									
116									
117 How many streets border this property?									
118 Two streets, corner lot									
119									
120 Perimeter Lot Lines per EIA: Type of Street Street Name How Many Driveways? Driveway Width									
121 Lot line on the front Arterial Street W Tudor Road 0 0 feet									
122 Lot line on the side Local Street A Street 1 24 feet									
123 Lot line on the other side Not Applicable Driveway Easement 1 24 feet									
124 Lot line on the back Not Applicable None 0 0 feet									
125									
126 Adjacent and Abutting Properties									
127									
128									
129 Perimeter Lot Lines per EIA: Relationship to Neighboring Lot: Adjacent Zoning District: Category of Adjacent District: Adjacent Use Classification: Is Adjacent Use Single Family?									
130 Lot line on the front Across Major Street B-3 B-3 Non-Residential Non-Residential No									
131 Lot line on the side Adjacent RO B-3 Non-Residential Non-Residential No									
132 Lot line on the other side Abutting B-3 B-3 Non-Residential Non-Residential No									
133 Lot line on the back Abutting B-3 B-3 Non-Residential Non-Residential No									
134									
135									
136									

EIA Cost Comparison Model: B-3 to B-3

7. Shops Building on Tudor (retail-only case) with Provisionally Adopted Title 21

Proposed Uses and Floor Area of Each Use Type				Current Code: B-3		Proposed Code: B-3	
RESIDENTIAL				Dwellings	Square Feet	Dwellings	Square Feet
				-	-	-	-
	1. Dwellings, Multifamily or Mixed-use - Efficiency			-	-	-	-
	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom			-	-	-	-
	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom			-	-	-	-
	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom			-	-	-	-
	Total Residential Dwellings and Square Feet			-	-	-	-
	FAR Bonus Potential:						
	Dwellings from above that qualify as affordable						
	Efficiency			-	-	-	-
	1 Bedroom			-	-	-	-
	2 Bedroom			-	-	-	-
	3 Bedroom			-	-	-	-
	TOTAL Affordable Units			-	-	-	-
	Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf						0 sq ft
	FAR Bonus Potential:						
	Housing in mixed-use districts						
	Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf						0 sq ft
HOTEL				Current Code: B-3		Proposed Code: B-3	
				Guest Rooms	Square Feet	Guest Rooms	Square Feet
	5. Hotel Visitor Accommodations			-	-	-	-
COMMERCIAL AND INDUSTRIAL	6. Office - business, professional and financial			Square Feet	Seats (Occupancy)	Square Feet	Seats (Occup.)
	7. Office - health and medical			-	-	-	-
	8. Fitness and Health Club			-	-	-	-
	9. Restaurant			-	-	-	-
	10. Restaurant with Drive-through Service			-	-	-	-
	11. Retail - Grocery or Food Store			-	-	-	-
	12. Retail - General and miscellaneous			7,700	7,700	7,700	7,700
	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts			-	-	-	-
	14. Retail - furniture, home appliance, building materials,			-	-	-	-
	15. Manufacturing, small (LT 5,000 sf gfa)			-	-	-	-
	16. Manufacturing, large (GT 5,000 sf gfa)			-	-	-	-
	17. Warehouse, small (LT 50,000 sf gfa)			-	-	-	-
	18. Warehouse, large (GT 50,000 sf gfa)			-	-	-	-
	19. Accessory mechanical/HVAC area in its own floor or			-	-	-	-
	Total Commercial and Industrial Square Feet			7,700	7,700	7,700	7,700
STRUCTURED PARKING				-	-	-	-
				-	-	-	-
	Parking above grade - in the building or a separate structure			-	-	-	-
	Parking below grade - in the basement or underground structure			-	-	-	-
	Total floor area of all uses:			7,700	7,700	7,700	7,700

Proposed Building Dimensions

Current Code Scenario: B-3				Proposed Code Scenario: B-3			
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	18	7,700	1	18	7,700
	Second Floor and/or Mezzanine	-	0	0	-	0	0
	Third Floor	-	0	0	-	0	0
	Fourth Floor	-	0	0	-	0	0
	Fifth Floor	-	0	0	-	0	0
	Number of Additional Floors	-	0	0	-	0	0
	Mechanical Storage Penthouse	-	0	0	-	0	0
	Attic or Sloping Roof (Above Eave)	1	6	7,700	1	6	7,700
	Total Floors Proposed Above Grade	1			1		
	Basement Floors (Below Grade)	-	0	0	-	0	0
				Current Code: B-3			
BUILDING HEIGHT	Height of Proposed Building (using floor heights)		24 feet as proposed		24 feet as proposed		
	Max allowable height in the district		Unlimited		50 feet adjusted by AMC 21.60.030D.7		
	Max allowable height with neighborhood height transition		Unlimited		Unlimited		feet allowed where building is placed
GROSS FLOOR AREA	Gross Floor Area (based on floorplate sizes)		7,700 square feet		7,700 square feet		
	Gross Floor Area of proposed uses (from page 3)		7,700 square feet		7,700 square feet		
	Gross Floor Area excluding below grade parking		7,700 square feet		7,700 square feet		
	Gross Floor Area above grade (excluding any basement)		7,700 square feet		7,700 square feet		
	Gross Floor Area excluding all structured parking		7,700 square feet		7,700 square feet		
FLOOR AREA RATIO (FAR)	Floor Area Ratio allowed by-right in the district		Unlimited FAR		Unlimited FAR		
	Maximum Floor Area Ratio allowed with bonuses		Unlimited FAR		Unlimited FAR		
	Allowable FAR for this project given the bonuses it received		Unlimited FAR		Unlimited FAR		
	Proposed Floor Area Ratio of this project		0.19 FAR		0.19 FAR		
	Resulting Allowable Gross Floor Area for this project		Unlimited		square feet GFA		
LOT COVERAGE AND BUILDING LENGTH	Proposed building footprint size (based on floorplates)		7,700 square feet		7,700 square feet		
	Length of front/rear elevation (must fit within setbacks)		120 feet		120 feet		
	Length of side elevation (must fit within setbacks - p.7)		80 feet		80 feet		
	Minimum building footprint size (EIA model assumption)		1,000 square feet		1,000 square feet		
	Lot Coverage of building footprint		19%		19%		
	Maximum Lot Coverage allowed in the district		100%		100%		
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Near Front Lot Line, not set back behind vehicle area?		No	Distance (feet):	No	Distance (feet):	
	Length of Façade near Front Lot Line (feet)		0	74	0	74	
	Near Side Lot Line, not set back behind vehicle area?		No	Distance (feet):	No	Distance (feet):	
	Length of Façade near Side Lot Line (feet)		0	25	0	25	
	Near Other Side Lot Line, not set back behind vehicle area?		No	Distance (feet):	No	Distance (feet):	
	Length of Façade near Other Side Lot Line (feet)		0	78	0	78	
	Near Back Lot Line, not set back behind vehicle area?		No	Distance (feet):	No	Distance (feet):	
	Length of Façade near Back Lot Line (feet)		0	26	0	26	

Parking Requirements: Current Code		Use Types	Parking Space requirement per unit area	Spaces Required
233	235	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	236	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
235	237	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
236	238	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	239	5. Hotel Visitor Accommodations	1.00 space per room	-
238	240	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
239	241	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	242	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	243	9. Restaurant	1.00 space per 3 seats	-
242	244	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	245	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	246	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	25.7 spaces
245	247	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	248	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	249	15. Manufacturing, small (L.T 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
248	250	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	251	17. Warehouse, small (L.T 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
250	252	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	253	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
252	254	Total parking required		26 spaces
253	255			
254	256			
255	257	Parking space distribution	Spaces	Gross Land Area per Space
256	258	Surface parking		
257	259	Within building, on ground floor	26	100%
258	260	Within building, below ground	-	0%
259	261	Above grade structure	-	0%
260	262	Below grade structure	-	0%
261	263	Off-site Parking	-	0%
262	264	TOTAL	26	100%
263	265			
264	266	Total Land Area Required for Parking	10,400 square feet	
265	267	<i>Percent of Total Site Area</i>	26%	
266	268			
267	269			

Parking Requirements: Proposed Code													
Available Parking Reductions:		Residences Close to Downtown		Mixed-use, B-1A or R-4A District		Residences in Center City		Adjacency to Transit Service		Affordable or Senior Housing (enter # of units)		Transit Pass or Cash-out	
A. Is Project Eligible?		No		No		No		Yes		(enter # of units)		No	
B. Applicable Reduction:		0%		0%		0%		5%		0%		0%	
C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)													

EIA Cost Comparison Model: B-3 to B-3

7. Shops Building on Tudor (retail-only case) with Provisionally Adopted Title 21

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code B-3		Maximum Setback Distance		
			Current Code	B-3	Proposed Code	B-3	Proposed Code	B-3	
316	Perimeter Lot Lines per EIA:								
317	Lot line on the front	Primary front setback		10 feet	10 feet		Unlimited feet		
318	Lot line on the side	Secondary front setback		5 feet	5 feet		Unlimited feet		
319	Lot line on the other side	Side setback		10 feet	10 feet		Unlimited feet		
320	Lot line on the back	Side setback		10 feet	10 feet		Unlimited feet		
321									
322	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
323	Linear utility easements along perimeter of site.	Lot line on the front	Current Code	B-3	Proposed Code	B-3			
324		Lot line on the side		0 feet	0 feet				
325		Lot line on the other side		20 feet	20 feet				
326		Lot line on the other side		0 feet	0 feet				
327		Lot line on the back		10 feet	10 feet				
328									
329	Site Perimeter Landscaping								
330		Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
331	Perimeter Lot Lines per EIA:								
332	Lot line on the front	Arterial Street	B-3	6	B-3	L2	8	8	
333	Lot line on the side	Local Street	RO	0	RO	L2	8	8	
334	Lot line on the other side	Non-Residential	B-3	0	B-3	None	0	0	
335	Lot line on the back	Non-Residential	B-3	0	B-3	None	0	0	
336	Parking Lot Perimeter Landscaping								
337			Current Code	B-3	Proposed Code	B-3			
338		Category of Adjacent Zoning							
339	Perimeter Lot Lines per EIA:								
340	Lot line on the front	Non-Residential Non-Residential		Required Width of Parking Lot Perimeter Landscaping (feet)		Length of the Parking Lot along the Lot Line (ft)		Landscaping Width with Utility Easement	
341	Lot line on the side	Non-Residential Non-Residential	6	200	L2	8	200	8	
342	Lot line on the other side	Non-Residential Non-Residential	8	170	L2	8	170	8	
343	Lot line on the back	Non-Residential Non-Residential	8	170	L2	8	170	8	
344			8	223	L2	8	223	8	
345	Combined Perimeter Landscaping, Easement, and Setback Requirements								
346	Perimeter Lot Lines per EIA:								
347	Lot line on the front	Perimeter Lot Lines per EIA:	Current Code	B-3	Proposed Code	B-3			
348	Lot line on the side	Lot line on the front	Landscaping	Building Setback	Landscaping... with easements	Building Setback			
349	Lot line on the other side	Lot line on the side	6	10	8	8	10	feet	
350	Lot line on the back	Lot line on the other side	8	20	8	20	feet		
351		Lot line on the other side	8	10	8	10	feet		
352		Lot line on the back	8	10	8	10	feet		
353									
354									
355									
356									
357									

358 **Parking and Loading Related Facility Requirements**

Parking Lot Interior Landscaping and Vertical Curb Requirements	
Landscaping and Curb Questions related to Proposed Code:	
Do landscaped parking lot corners count toward required interior landsc.?	No
How many parking lot corners to be landscaped?	0
How many such corners will be used for required snow storage (see below)?	0
How many such corners will be used for a refuse receptacle (see below)?	0
Did the actual project install vertical curbing around the parking area?	Yes
Number of surface parking spaces Surface parking land area Required landscaping area as a percent of parking area Parking Lot Interior Landscaping Area Requirement Area of landscaped parking lot corners that cannot count Total Area Encumbered by Parking Lot Interior Landsc.	
Current Code	26 spaces 10,400 sf 0.0% 0 sf 0 extra sf 0 sf
Proposed Code	21 spaces 8,400 sf 0.0% 0 sf 0 extra sf 0 sf

367 **Snow Storage Area Requirements** (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal: Owner indicates snow will be removed from site	Type of Use or Facility		Current Code	Proposed Code
	Parking and Loading for Residential Uses	Parking and Loading for Non-residential Uses		
		Other Paved Facilities? (from page 11)	no minimum no minimum no minimum	equal to 0% of paved surface area equal to 0% of paved surface area equal to 0% of paved surface area
	Total Required Snow Storage Area		0 square feet	0 sf

376 **Exterior Lighting Requirements** (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:	Current Code	Proposed Code
	10,400 sq ft	8,400 sq ft

380 **Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements**

Required Type of Loading Berth Land Area per Loading Berth Is the loading area visible from a street or non-industrial zoning district? Enter width of mech. equipment within 40 ft of and facing a street	Current Code		Proposed Code	
	B	B	Uses #1-4: 0 Uses #5-6: 0 Use #7: 0 Uses #8-14: 1 Uses #15-18: 0	Uses #1-4: 0 Uses #5-7: 0 Uses #8-14: 0 Uses #15-18: 0
	400 square feet	400 square feet	0	0
	Yes	Yes	0	0
	0	0	0	0
Total Number of Loading Berths Required Subtotal Loading Area Requirement ...Area required for additional perimeter landscaping ...Area required for mech/electrical equipment screening ...Area required for mech/electrical equipment screening Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21				
	400 square feet	400 square feet	0 square feet	0 square feet
	0 square feet	0 square feet	0 square feet	0 square feet
	0 square feet	0 square feet	0 square feet	0 square feet

392 **Refuse Receptacle Area and Screening Requirements**

Refuse Screening Questions:		Current Code		Proposed Code	
Do the receptacles abut an alley?		Dumpster	1	Dumpster	1
Are the receptacles within or on same pavement as the parking facility?			0		0
Would screening be necessary to screen view of containers from street?			0		0
Does the enclosure need a gate to screen the receptacle from a street?			0		0
% of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street Area Used Exclusively for Refuse Truck Maneuver Space Total Refuse Collection Area Requirement					
		120 sq ft	100%	120 sq ft	100%
		0 sq ft	0	0 sq ft	0
		120 sq ft	120 sq ft	120 sq ft	120 sq ft

EIA Cost Comparison Model: B-3 to B-3

7. Shops Building on Tudor (retail-only case) with Provisionally Adopted Title 21

Pedestrian Connections Requirements										Current Code B-3	Proposed Code B-3
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)											
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk						
On Front Elevation?		Yes	74	100	50%						
On Side (clockwise from front)?		No	0	0	0%	square feet					
On Other Side Elevation?		Yes	114	0	0%	square feet					
On Rear Elevation (opposite)?		No	0	0	0%	square feet					
Walkway Separating Building Façade from Parking Areas											
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)	Exempted as a loading or service area or queue lane?		% Overlap w/ Other Required Walkways					
Front Elevation		120	120	No	Yes	50%	480	300	square feet		
Side (clockwise from front)		80	80	Yes	No	0%	-	-	square feet		
Other Side (counter clockwise)		80	80	No	Yes	50%	320	200	square feet		
Rear Elevation (opposite)		120	120	Yes	No	0%	-	-	square feet		
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, commercial and Mixed-use districts)											
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?						
Lot line on the front		No	0		Yes						
Lot line on the side		No	0		Yes		square feet				
Lot line on the other side		No	0		Yes		square feet				
Lot line on the back		No	0		Yes		square feet				
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)											
Required in return for a Parking Reduction?		No		No (Accept default or enter yes or no)							
Is it located along an Arterial class street?		No		No (Enter yes or no)							
Additional area for on-site transit facilities		0		square feet							
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)											
Length of Primary Pedestrian Walkway =		linear feet									
0 sq. ft. of bonus floor area awarded per		1 sq. ft. of primary pedestrian walkway				-		square feet			
TOTAL Pedestrian Connection Facilities Area											
Total On-site Area Used for Pedestrian Connections		800		square feet		2.0%		1,690 square feet			
								4.2%			

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	B-3	Proposed Code B-3
444	Residential Private Open Space		No	-	square feet	- square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	385 square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	- square feet
447	Total Required Private Open Space			-	square feet	385 square feet
448						
449						
450						
451	Amount actually provided on or in the building(s)			-	sq. ft.	- sq. ft.
452	Amount actually provided on the land			-	sq. ft.	385 sq. ft.
453	Total Private Open Space Provided			-	sq. ft.	385 sq. ft.
454	Acres			-	acres	0.01 acres
455	Percent of Site			0.0%		1.0%
456	Excess Private Open Space Provided			-	sq. ft.	- sq. ft.
457						
458	FAR Bonus potential: Additional Private Open Space					
459	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	
460						
461						
462						
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.			2,480	Union Square Drive- private access drive shared with TGI Fridays, etc.	
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,			3,900	Drive through aisle - queuing for restaurant tenant space	
466	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily					
467	counting them toward required site enhancement landscaping costs.					
468	TOTAL AREA			6,380	square feet	
469						

EIA Cost Comparison Model: B-3 to B-3

7. Shops Building on Tudor (retail-only case) with Provisionally Adopted Title 21

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required		Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft.	
Site Element		Current Code	B-3	Proposed Code B-3	% of Current
Building Footprint Parking Setbacks, Easements and Perimeter Landscaping Parking Lot Interior Landscaping Site Enhancement Landscaping Snow Storage Areas Exterior Lighting Loading and Utility Areas incl. Screening Refuse Collection Areas Pedestrian Connections Private Open Space TOTAL	Building Footprint	7,700	square feet	7,700	square feet
	Parking	10,400	square feet	8,400	square feet
	Setbacks, Easements and Perimeter Landscaping	5,458	square feet	5,984	square feet
	Parking Lot Interior Landscaping	-	square feet	-	square feet
	Site Enhancement Landscaping	-	square feet	-	square feet
	Snow Storage Areas	-	square feet	-	square feet
	Exterior Lighting	-	square feet	-	square feet
	Loading and Utility Areas incl. Screening	400	square feet	-	square feet
	Refuse Collection Areas	120	square feet	120	square feet
	Pedestrian Connections	800	square feet	1,690	square feet
Total Site Usage with "Other Facilities" included	Private Open Space	-	square feet	385	square feet
	TOTAL	24,878	square feet	24,279	square feet
				(599)	98%
Total Area of Actual Site		31,258	square feet	30,659	square feet
Percent of Total Site Area		40,140	square feet	40,140	square feet
Percent of Total Site Area					
Site Element		Current Code	B-3	Proposed Code B-3	
Building Footprint Parking Setbacks, Easements and Perimeter Landscaping Parking Lot Interior Landscaping Site Enhancement Landscaping Snow Storage Areas Exterior Lighting Loading and Utility Areas incl. Screening Refuse Collection Areas Pedestrian Connections Private Open Space TOTAL	Building Footprint	19.2%	of site area	19.2%	of site area
	Parking	25.9%	of site area	20.9%	of site area
	Setbacks, Easements and Perimeter Landscaping	13.6%	of site area	14.9%	of site area
	Parking Lot Interior Landscaping	0.0%	of site area	0.0%	of site area
	Site Enhancement Landscaping	0.0%	of site area	0.0%	of site area
	Snow Storage Areas	0.0%	of site area	0.0%	of site area
	Exterior Lighting	0.0%	of site area	0.0%	of site area
	Loading and Utility Areas incl. Screening	1.0%	of site area	0.0%	of site area
	Refuse Collection Areas	0.3%	of site area	0.3%	of site area
	Pedestrian Connections	2.0%	of site area	4.2%	of site area
Total Site Usage with "Other Facilities" included	Private Open Space	0.0%	of site area	1.0%	of site area
	TOTAL	62.0%	of site area	60.5%	of site area
Total Site Usage with "Other Facilities" included		77.9%	of site area	76.4%	of site area
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?		Answer: (Provide site specific answer if needed)			

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code B-3	Proposed Code B-3	
516	Parking Facilities			
517	Surface parking	\$208,000	\$168,000	81%
518	Within building, above ground	\$0	\$0	
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$0	
524	Parking Subtotal	\$208,000	\$168,000	81%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping			
528	Parking Lot Interior Landscaping	\$45,800	\$72,100	157%
529	Site Enhancement Landscaping	\$0	\$0	
530	Protective Vertical 6" Concrete Curbs	\$0	\$0	
531	120% Performance Bond	\$42,000	\$42,000	100%
532	5% insurance fee	\$0	\$4,300	
533	Landscaping Subtotal	\$87,800	\$118,400	135%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$0	
537	Exterior (Parking Lot) Lighting	\$900	\$800	89%
538	Loading Facilities and Mechanical/Electrical Equipment	\$8,500	\$0	0%
539	Refuse Collection	\$7,400	\$9,400	127%
540	Service Facilities Subtotal	\$16,800	\$10,200	61%
541				
542	Pedestrian Facilities	\$8,000	\$16,900	211%
543				
544	Private Open Space	\$0	\$4,600	
545				
546				
547				
548	A. Total Cost of All Site Elements Above Required by Title 21 (including structured parking)	\$320,600	\$318,100	99%
549				
550				
551	B. Cost of Land Area Needed \$20 per sf (2010 appraisal data)	\$497,600	\$485,600	98%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$818,200	\$803,700	98%
553				
554	D. Construction Cost of Building Standards of 21.07.110 and .120 (assumed to add 1.0% to total building cost)	\$0	\$14,000	
555				
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$320,600	\$332,100	104%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$1,138,800	\$1,135,800	100%
559				

This page intentionally left blank.

1	ECONOMIC COST COMPARISON WORKSHEET		
2	Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3	Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4			
5	Current Title 21 Zoning District:	I-1	Light Industrial
6			
7	Proposed Title 21 Zoning District:	I-1	Light Industrial
8			
9	Name of Project:	Carr Gottstein Distribution Warehouse	
10	Address or Location of Project:	6441 C Street, on the SE corner of C St. and W 64th Ave.	
11	Written Description of Project:	This is a large cold storage facility and distribution warehouse, containing accessory office and vehicle parts and maintenance facilities within the building as well. To simplify testing, the shape of the parcel has been generalized to a rectangle by squaring off the south diagonal lot line along the Alaska Railroad utility corridor and simplifying the east property boundary. Likewise, the area and general proportions of the site, the configuration of uses and facilities, and the surrounding context are generalizations of the actual development.	
12			
13			
14			
15			
16			
17			
18	Photographs or Illustrations of Project:		
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2	
37			
38	Total Site Land Area Requirements Related to Title 21	Page 12	
39	Total Monetary Costs Related to Title 21	Page 13	
40			
41			
42			

43 Table of Contents and Navigation of EIA Cost Comparison Model

44 Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

66 EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

76 Cell Color Codes used in EIA Model Worksheet:

- Blue cells require direct input.
- Yellow cells are calculated by the model; can be overridden by direct input.
- Green cells have drop-down answer menus that require selection of a choice.

83 Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

Site Context: Location, Size and Access											
Site Location in Town											
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek) 2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill) 3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?											
No No No											
Site Dimensions											
Perimeter Lot Lines per EIA:		Length:		Lot Line Definitions (repeated from page 2):							
Lot line on the front		1,220 feet		Lot line that abuts a street and has primary front setback							
Lot line on the side		520 feet		Lot line located clockwise from "Lot line in the front"							
Lot line on the other side		520 feet		Lot line located counter clockwise from "Lot line in the front"							
Lot line on the back		1,220 feet		Lot line located opposite from "Lot line in the front"							
Estimated Land Area of the Site (accept the calculation or enter exact)		634,400 square feet 14.56 acres									
Abutting Streets and Site Access											
How many streets border this property?											
Two streets, corner lot											
Perimeter Lot Lines per EIA:		Type of Street		Street Name		How Many Driveways?		Driveway Width			
Lot line on the front		Arterial Street		C Street		0		0 feet			
Lot line on the side		Local Street		W 64th Avenue		2		24 feet			
Lot line on the other side		Not Applicable		None		0		0 feet			
Lot line on the back		Not Applicable		None		0		0 feet			
Adjacent and Abutting Properties											
Perimeter Lot Lines per EIA:		Relationship to Neighboring Lot:		Adjacent Zoning District:		Category of Adjacent District:		Adjacent Use Classification:		Is Adjacent Use Single Family?	
Lot line on the front		Across Major Street		I-1		Non-Residential		Non-Residential		No	
Lot line on the side		Adjacent		I-1		Non-Residential		Non-Residential		No	
Lot line on the other side		Abutting		I-2		Non-Residential		Non-Residential		No	
Lot line on the back		Abutting		I-1		Non-Residential		Non-Residential		No	

Proposed Uses and Floor Area of Each Use Type			
		Current Code: I-1	
		Dwellings	Square Feet
RESIDENTIAL	1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-
	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	-	-
	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	-	-
	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-
	Total Residential Dwellings and Square Feet	-	-
	FAR Bonus Potential: Dwellings from above that qualify as affordable		
	Efficiency	-	-
	1 Bedroom	-	-
	2 Bedroom	-	-
	3 Bedroom	-	-
	TOTAL Affordable Units	-	-
	Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf		0 sq ft
	FAR Bonus Potential: Housing in mixed-use districts		
	Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf		0 sq ft
		Proposed Code: I-1	
		Guest Rooms	Square Feet
HOTEL	5. Hotel Visitor Accommodations	-	-
	6. Office - business, professional and financial	Square Feet	Seats (Occup.)
	7. Office - health and medical	6,000	6,000
COMMERCIAL AND INDUSTRIAL	8. Fitness and Health Club	-	-
	9. Restaurant	-	-
	10. Restaurant with Drive-through Service	-	-
	11. Retail - Grocery or Food Store	-	-
	12. Retail - General and miscellaneous	-	-
	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	-	-
	14. Retail - furniture, home appliance, building materials,	-	-
	15. Manufacturing, small (LT 5,000 sf gfa)	-	-
	16. Manufacturing, large (GT 5,000 sf gfa)	-	-
	17. Warehouse, small (LT 50,000 sf gfa)	234,000	234,000
	18. Warehouse, large (GT 50,000 sf gfa)	-	-
	19. Accessory mechanical/HVAC area in its own floor or	-	-
	Total Commercial and Industrial Square Feet	240,000	240,000
STRUCTURED PARKING	Parking above grade - in the building or a separate structure	-	square feet
	Parking below grade - in the basement or underground structure	-	square feet
	Total floor area of all uses:	240,000	240,000 square feet

Proposed Building Dimensions				Current Code Scenario: I-1		Proposed Code Scenario: I-1	
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	25	234,000	1	25	234,000
	Second Floor and/or Mezzanine	1	15	6,000	1	15	6,000
	Third Floor	-	0	0	-	0	0
	Fourth Floor	-	0	0	-	0	0
	Fifth Floor	-	0	0	-	0	0
	Number of Additional Floors	-	0	0	-	0	0
	Mechanical Storage Penthouse	-	0	0	-	0	0
	Attic or Sloping Roof (Above Eave)	-	0	0	-	0	0
	Total Floors Proposed Above Grade	2			2		
	Basement Floors (Below Grade)	-	0	0	-	0	0
				Current Code: I-1		Proposed Code: I-1	
BUILDING HEIGHT	Height of Proposed Building (using floor heights)	40	feet as proposed	40	feet as proposed	40	feet as proposed
	Max allowable height in the district	Unlimited	feet allowed	Unlimited	feet allowed by-right	50	feet allowed by-right
GROSS FLOOR AREA	Max allowable height with neighborhood height transition	Unlimited	feet allowed	Unlimited	feet allowed where building is placed	Unlimited	feet allowed where building is placed
	Gross Floor Area (based on floorplate sizes)	240,000	square feet	240,000	square feet	240,000	square feet
	Gross Floor Area of proposed uses (from page 3)	240,000	square feet	240,000	square feet	240,000	square feet
	Gross Floor Area excluding below grade parking	240,000	square feet	240,000	square feet	240,000	square feet
	Gross Floor Area above grade (excluding any basement)	240,000	square feet	240,000	square feet	240,000	square feet
FLOOR AREA RATIO (FAR)	Gross Floor Area excluding all structured parking	240,000	square feet	240,000	square feet	240,000	square feet
	Floor Area Ratio allowed by-right in the district	Unlimited	FAR	Unlimited	FAR	Unlimited	FAR
	Maximum Floor Area Ratio allowed with bonuses	Unlimited	FAR	Unlimited	FAR	Unlimited	FAR
	Allowable FAR for this project given the bonuses it received	Unlimited	FAR	Unlimited	FAR	Unlimited	FAR
LOT COVERAGE AND BUILDING LENGTH	Proposed Floor Area Ratio of this project	0.38	FAR	0.38	FAR	0.38	FAR
	Resulting Allowable Gross Floor Area for this project	Unlimited	square feet GFA	Unlimited	square feet GFA	Unlimited	square feet GFA
	Proposed building footprint size (based on floorplates)	234,000	square feet	234,000	square feet	234,000	square feet
	Length of front/rear elevation (must fit within setbacks)	708	feet	708	feet	708	feet
	Length of side elevation (must fit within setbacks - p.7)	330	feet	330	feet	330	feet
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Minimum building footprint size (EIA model assumption)	5,000	square feet	5,000	square feet	5,000	square feet
	Lot Coverage of building footprint	37%		37%		37%	
	Maximum Lot Coverage allowed in the district	100%		100%		100%	
	Near Front Lot Line, not set back behind vehicle area?	No	Distance (feet):	No	Distance (feet):	No	Distance (feet):
	Length of Façade near Front Lot Line (feet)	0	170	0	170	0	170
	Near Side Lot Line, not set back behind vehicle area?	No	Distance (feet):	No	Distance (feet):	No	Distance (feet):
	Length of Façade near Side Lot Line (feet)	0	300	0	300	0	300
	Near Other Side Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	Yes	Distance (feet):
	Length of Façade near Other Side Lot Line (feet)	330	212	330	212	330	212
	Near Back Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	Yes	Distance (feet):
	Length of Façade near Back Lot Line (feet)	708	20	708	20	708	20

Parking Requirements: Current Code			
	Use Types	Parking Space requirement per unit area	Spaces Required
233	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	-
235	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	-
236	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	5. Hotel Visitor Accommodations	1.00 space per room	-
238	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	20.0 spaces
239	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	9. Restaurant	1.00 space per 3 seats	-
242	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
245	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	15. Manufacturing, small (L.T 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
248	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	17. Warehouse, small (L.T 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
250	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	234.0 spaces
251	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
252	Total parking required		
253			254 spaces
254			
255			
256			
257	Parking space distribution	Spaces	Gross Land Area per Space
258	Surface parking		
259	Within building, on ground floor	254	100%
260	Within building, below ground	-	0%
261	Above grade structure	-	0%
262	Below grade structure	-	0%
263	Off-site Parking	-	0%
264	TOTAL	254	100%
265			
266	Total Land Area Required for Parking	95,250	square feet
267	Percent of Total Site Area	15%	
268			
269			

Parking Requirements: Proposed Code		Available Parking Reductions:						
	Use Types	Residences Close to Downtown	Mixed-use, B-1A or R-4A District	Residences in Center City	Adjacency to Transit Service	Affordable or Senior Housing (enter # of units)	Transit Pass or Cash-out	
270		No	No	No	No			
271		0%	0%	0%	0%	0%	0%	
272		C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)						
273								
274								
275								
276								
277								
278								
279								
280								
281								
282								
283								
284								
285								
286								
287								
288								
289								
290								
291								
292								
293								
294								
295								
296								
297								
298								
299								
300								
301								
302								
303								
304								
305								
306								
307								
308								
309								
310								
311								
312								
313								

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code		Maximum Setback Distance		
			Current Code	I-1	I-1	I-1	Proposed Code	I-1	
314	Perimeter Lot Lines per EIA:	Primary front setback	10 feet	10 feet	10 feet	10 feet	Unlimited feet	Unlimited feet	
315		Secondary front setback	5 feet	5 feet	5 feet	5 feet	Unlimited feet	Unlimited feet	
316		Side setback	5 feet	5 feet	5 feet	5 feet	Unlimited feet	Unlimited feet	
317		Side setback	5 feet	5 feet	5 feet	5 feet	Unlimited feet	Unlimited feet	
318	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
319		Lot line on the front	25 feet	25 feet	25 feet	25 feet			
320		Lot line on the side	0 feet	0 feet	0 feet	0 feet			
321		Lot line on the other side	10 feet	10 feet	10 feet	10 feet			
322	Site Perimeter Landscaping	Lot line on the back	0 feet	0 feet	0 feet	0 feet			
323		Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
324		Arterial Street	I-1	8	I-1	8			
325		Local Street	I-1	0	I-1	8			
326	Parking Lot Perimeter Landscaping	Non-Residential	I-2	0	I-2	0			
327		Non-Residential	I-1	0	I-1	0			
328		Non-Residential	I-1	0	I-1	0			
329		Non-Residential	I-1	0	I-1	0			
330	Combined Perimeter Landscaping, Easement, and Setback Requirements	Category of Adjacent Zoning							
331		Classification of Adjacent Use							
332		Non-Residential	I-1	8	I-1	8			
333		Non-Residential	I-1	0	I-1	0			
334	Total Setback, Easement and Perimeter Landscaping Area Requirements	Perimeter Lot Lines per EIA:							
335		Lot line on the front	25 feet	25 feet	25 feet	25 feet			
336		Lot line on the side	0 feet	0 feet	0 feet	0 feet			
337		Lot line on the other side	10 feet	10 feet	10 feet	10 feet			
338	Total Setback, Easement and Perimeter Landscaping Area Requirements	Lot line on the back	0 feet	0 feet	0 feet	0 feet			
339		Category of Adjacent Zoning							
340		Classification of Adjacent Use							
341		Non-Residential	I-1	8	I-1	8			
342	Total Setback, Easement and Perimeter Landscaping Area Requirements	Perimeter Lot Lines per EIA:							
343		Lot line on the front	25 feet	25 feet	25 feet	25 feet			
344		Lot line on the side	0 feet	0 feet	0 feet	0 feet			
345		Lot line on the other side	10 feet	10 feet	10 feet	10 feet			
346	Total Setback, Easement and Perimeter Landscaping Area Requirements	Lot line on the back	0 feet	0 feet	0 feet	0 feet			
347		Category of Adjacent Zoning							
348		Classification of Adjacent Use							
349		Non-Residential	I-1	8	I-1	8			
350	Total Setback, Easement and Perimeter Landscaping Area Requirements	Perimeter Lot Lines per EIA:							
351		Lot line on the front	25 feet	25 feet	25 feet	25 feet			
352		Lot line on the side	0 feet	0 feet	0 feet	0 feet			
353		Lot line on the other side	10 feet	10 feet	10 feet	10 feet			
354	Total Setback, Easement and Perimeter Landscaping Area Requirements	Lot line on the back	0 feet	0 feet	0 feet	0 feet			
355		Category of Adjacent Zoning							
356		Classification of Adjacent Use							
357		Non-Residential	I-1	8	I-1	8			

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements			
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	Number of surface parking spaces	254 spaces
How many parking lot corners to be landscaped?	2	Surface parking land area	95,250 sf
How many such corners will be used for required snow storage (see below)?	0	Required landscaping area as a percent of parking area	5.0%
How many such corners will be used for a refuse receptacle (see below)?	0	Parking Lot Interior Landscaping Area Requirement	4,763 sf
Did the actual project install vertical curbing around the parking area?	Yes	Area of landscaped parking lot corners that cannot count	0 extra sf
		Total Area Encumbered by Parking Lot Interior Landsc.	4,763 sf
			5,666 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal:	Type of Use or Facility		Current Code	Proposed Code
	Parking and Loading for Residential Uses		no minimum	equal to 0% of paved surface area
Snow to be stored on site in a planted area	Parking and Loading for Non-residential Uses		no minimum	equal to 10% of paved surface area
	Other Paved Facilities? (from page 11)		no minimum	equal to 10% of paved surface area
	Total Required Snow Storage Area		0 square feet	23,493 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:	Current Code	Proposed Code
	95,250 sq ft	64,875 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Required Type of Loading Berth	Current Code		Proposed Code	
	A		A	
Land Area per Loading Berth	800 square feet	800 square feet	800 square feet	800 square feet
Is the loading area visible from a street or non-industrial zoning district?	Yes	Yes	Yes	Yes
Enter width of mech. equipment within 40 ft of and facing a street	0	0	0	0
Total Number of Loading Berths Required				
Subtotal Loading Area Requirement				
...Area required for additional perimeter landscaping				
...Area required for mech/electrical equipment screening				
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21				

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:		Current Code		Proposed Code	
Do the receptacles abut an alley?		Compactor		Compactor	
Are the receptacles within or on same pavement as the parking facility?		0		0	
Would screening be necessary to screen view of containers from street?		1		1	
Does the enclosure need a gate to screen the receptacle from a street?		0 sq ft		0 sq ft	
% of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street Area Used Exclusively for Refuse Truck Maneuver Space		Type of refuse receptacle			
		Number of Outdoor Refuse Receptacles			
		Number of Refuse Receptacles Stored Indoors			
		Refuse Container Area (incl any Screening Enclosure)			
		Refuse Container Area (incl any Screening Enclosure)			
Total Refuse Collection Area Requirement		100%		100%	
		0 sq ft		0 sq ft	
		0 sq ft		0 sq ft	

EIA Cost Comparison Model: I-1 to I-1

8. CG Food Distribution Warehouse with Provisionally Adopted Title 21 Rewrite

Pedestrian Connections Requirements										Current Code I-1	Proposed Code I-1
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)											
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk						
On Front Elevation?		No	0	0	0%	- square feet					
On Side (clockwise from front)?		Yes	300	0	50%	- square feet					
On Other Side Elevation?		No	0	0	0%	- square feet					
On Rear Elevation (opposite)?		No	0	0	0%	- square feet					
Walkway Separating Building Façade from Parking Areas											
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)		Exempted as a loading or service area or queue lane?	% Overlap w/ Other Required Walkways					
Front Elevation		708	708		Yes	100%	- square feet				
Side (clockwise from front)		330	330		No	0%	1,320 square feet				
Other Side (counter clockwise)		0	0		No	50%	- square feet				
Rear Elevation (opposite)		0	0		No	0%	- square feet				
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)											
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?						
Lot line on the front		No	0		Yes		0 square feet				
Lot line on the side		No	0		Yes		0 square feet				
Lot line on the other side		No	0		Yes		0 square feet				
Lot line on the back		No	0		Yes		0 square feet				
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)											
Required in return for a Parking Reduction?		No		(Accept default or enter yes or no)							
Is it located along an Arterial class street?		No		(Enter yes or no)							
Additional area for on-site transit facilities		0 square feet									
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)											
Length of Primary Pedestrian Walkway =		linear feet									
0 sq. ft. of bonus floor area awarded per		1 sq. ft. of primary pedestrian walkway				- square feet					
TOTAL Pedestrian Connection Facilities Area											
		Total On-site Area Used for Pedestrian Connections									
		Percent of Total Site Area		1,320 square feet							
				0.2%							
				3,150 square feet							
				0.5%							

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	I-1	Proposed Code I-1
444	Residential Private Open Space		No	-	square feet	square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No	-	square feet	square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	square feet
447	Total Required Private Open Space			-	square feet	square feet
448						
449						
450						
451	Amount actually provided on or in the building(s)			-	sq. ft.	sq. ft.
452	Amount actually provided on the land			-	sq. ft.	sq. ft.
453	Total Private Open Space Provided			-	sq. ft.	sq. ft.
454	Acres			-	acres	acres
455	Percent of Site			0.0%		0.0%
456	Excess Private Open Space Provided			-	sq. ft.	sq. ft.
457						
458	FAR Bonus potential: Additional Private Open Space					
459	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	
460						
461						
462						
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.					
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,					
466	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily					
467	counting them toward required site enhancement landscaping costs.					
468	TOTAL AREA			240,000	square feet	
469						

EIA Cost Comparison Model: I-1 to I-1

8. CG Food Distribution Warehouse with Provisionally Adopted Title 21 Rewrite

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required				Comparison of Proposed to Current Change in sq. ft. % of Current	
Site Element		Land Area in Square Feet			
		Current Code I-1	Proposed Code I-1		
Building Footprint		234,000 square feet	234,000 square feet		
Parking		95,250 square feet	64,923 square feet	(30,327)	68%
Setbacks, Easements and Perimeter Landscaping		20,440 square feet	23,192 square feet	2,752	113%
Parking Lot Interior Landscaping		4,763 square feet	5,666 square feet	903	119%
Site Enhancement Landscaping		660 square feet	1,460 square feet		
Snow Storage Areas		- square feet	23,493 square feet	23,493	
Exterior Lighting		- square feet	- square feet		
Loading and Utility Areas incl. Screening		3,200 square feet	3,680 square feet	480	115%
Refuse Collection Areas		- square feet	- square feet		
Pedestrian Connections		1,320 square feet	3,150 square feet	1,830	239%
Private Open Space		- square feet	- square feet		
TOTAL		359,633 square feet	359,563 square feet	(69)	100%
Total Site Usage with "Other Facilities" included		599,633	599,563 square feet	(69)	100%
Total Area of Actual Site		634,400	634,400 square feet		
Percent of Total Site Area					
Site Element		Percent of Total Site Area			
		Current Code I-1	Proposed Code I-1		
Building Footprint		36.9% of site area	36.9% of site area		
Parking		15.0% of site area	10.2% of site area		
Setbacks, Easements and Perimeter Landscaping		3.2% of site area	3.7% of site area		
Parking Lot Interior Landscaping		0.8% of site area	0.9% of site area		
Site Enhancement Landscaping		0.1% of site area	0.2% of site area		
Snow Storage Areas		0.0% of site area	3.7% of site area		
Exterior Lighting		0.0% of site area	0.0% of site area		
Loading and Utility Areas incl. Screening		0.5% of site area	0.6% of site area		
Refuse Collection Areas		0.0% of site area	0.0% of site area		
Pedestrian Connections		0.2% of site area	0.5% of site area		
Private Open Space		0.0% of site area	0.0% of site area		
TOTAL		56.7% of site area	56.7% of site area		
Total Site Usage with "Other Facilities" included		94.5% of site area	94.5% of site area		
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built?		Answer: (Provide site specific answer if needed)			

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code I-1	Proposed Code I-1	
516	Parking Facilities			
517	Surface parking	\$2,032,000	\$1,384,000	
518	Within building, above ground	\$0	\$0	68%
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$4,000	
524	Parking Subtotal	\$2,032,000	\$1,388,000	68%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping	\$109,700	\$199,200	182%
528	Parking Lot Interior Landscaping	\$37,400	\$56,700	152%
529	Site Enhancement Landscaping	\$800	\$2,900	363%
530	Protective Vertical 6" Concrete Curbs	\$127,300	\$180,500	142%
531	120% Performance Bond	\$0	\$15,500	
532	5% insurance fee			
533	Landscaping Subtotal	\$275,200	\$454,800	165%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$281,900	81%
537	Exterior (Parking Lot) Lighting	\$7,900	\$6,400	141%
538	Loading Facilities and Mechanical/Electrical Equipment	\$68,300	\$96,100	
539	Refuse Collection	\$0	\$0	
540	Service Facilities Subtotal	\$76,200	\$384,400	504%
541				
542	Pedestrian Facilities			
543		\$13,200	\$31,500	239%
544				
545	Private Open Space	\$0	\$0	
546				
547				
548	A. Total Cost of All Site Elements Above Required by Title 21	\$2,396,600	\$2,258,700	94%
549	(including structured parking)			
550				
551	B. Cost of Land Area Needed \$10 per sf (2010 appraisal data)	\$3,596,300	\$3,595,600	100%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$5,992,900	\$5,854,300	98%
553				
554	D. Construction Cost of Building Standards of 21.07.100 and .110	\$0	\$0	
555	(assumed to add 0.0% to total building cost)			
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$2,396,600	\$2,258,700	94%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$8,389,500	\$8,113,000	97%
559				

This page intentionally left blank.

1ECONOMIC COST COMPARISON WORKSHEET		
2Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4		
5Current Title 21 Zoning District:	R-4	Multi Family Residential
6		
7Proposed Title 21 Zoning District:	R-4	Multi Family Residential
8		
9Name of Project:	Park Plaza II Apartments	
10Address or Location of Project:	Northeast corner of 16th and A	
11Written Description of Project:	A five-story residential multifamily apartment building containing 100 housing units, with a small surface parking lot and two levels of structured parking within the building on the ground floor and in the basement.	
12	This development shares a driveway with the neighboring residential property to the east, which for testing purposes is accounted for in the "Other Facilities" section below. To simplify testing, the reduction in required parking under the provisionally adopted code was applied to surface parking areas and ground floor structured parking first. This scenario eliminated the ground floor parking and left 10 surface spaces plus the underground parking.	
13		
14		
15		
16		
17		
18Photographs or Illustrations of Project:		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36Table of Contents and Navigation of EIA Model Spreadsheet	Page 2	
37		
38Total Site Land Area Requirements Related to Title 21	Page 12	
39Total Monetary Costs Related to Title 21	Page 13	
40		
41		
42		

Table of Contents and Navigation of EIA Cost Comparison Model			
Table of Contents of the EIA Worksheet:			
Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6
Site Location	3	Parking Requirements - Proposed Code	7
Site Dimensions and Area	3	Bicycle Parking Requirements	7
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8
Proposed Uses	4	Utility Easements	8
Floor Area by Use Type	4	Site Perimeter Landscaping	8
Building Dimensions	5	Parking Lot Perimeter Landscaping	8
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8
Building Height	5	Parking Lot Interior Landscaping	9
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9
Floor Area Ratio (FAR)	5	Snow Storage Areas	9
Lot Coverage and Building Length	5	Exterior Lighting	9
Building Location within the Site	5	Loading and Utility Areas / Screening	9
		Refuse Receptacle Areas / Enclosures	9
EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions			
Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N
Cell Color Codes used in EIA Model Worksheet:			
Blue cells require direct input.			
Yellow cells are calculated by the model; can be overridden by direct input.			
Green cells have drop-down answer menus that require selection of a choice.			
Glossary of Terms specific to EIA Model Worksheet:			
Term	Definition		
Lot line on the front	Lot line that abuts a street and has primary front setback		
Lot line on the side	Lot line located clockwise from "Lot line in the front"		
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"		
Lot line on the back	Lot line located opposite from "Lot line in the front"		

Site Context: Location, Size and Access					
Site Location in Town					
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)	No				
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)	Yes				
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?	No				
Site Dimensions					
Perimeter Lot Lines per EIA:	Lot Line Definitions (repeated from page 2):				
Lot line on the front	275 feet Lot line that abuts a street and has primary front setback				
Lot line on the side	200 feet Lot line located clockwise from "Lot line in the front"				
Lot line on the other side	200 feet Lot line located counter clockwise from "Lot line in the front"				
Lot line on the back	275 feet Lot line located opposite from "Lot line in the front"				
Estimated Land Area of the Site (accept the calculation or enter exact)	55,000 square feet 1.26 acres				
Abutting Streets and Site Access					
How many streets border this property? Three streets, along the front, side, and back					
Perimeter Lot Lines per EIA:	Type of Street				
Lot line on the front	Local Street				
Lot line on the side	Arterial Street				
Lot line on the other side	Not Applicable				
Lot line on the back	Local Street				
Street Name					
	E 16th Avenue				
	A Street				
	None				
	E 15th Terrace				
How Many Driveways?					
	1				
	0				
	0				
	1				
Driveway Width					
	24 feet				
	0 feet				
	0 feet				
	24 feet				
Adjacent and Abutting Properties					
Perimeter Lot Lines per EIA:	Relationship to Neighboring Lot:	Adjacent Zoning District:	Category of Adjacent District:	Adjacent Use Classification:	Is Adjacent Use Single Family?
Lot line on the front	Adjacent	Current Code	Proposed Code	Non-Residential	No
Lot line on the side	Across Major Street	RO	RO	Non-Residential	No
Lot line on the other side	Abutting	R-4	R-4	Residential	No
Lot line on the back	Adjacent	R-4	R-4	Residential	No

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Proposed Building Dimensions				Current Code Scenario: R-4		Proposed Code Scenario: R-4	
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	10	25,000	1	10	25,000
	Second Floor and/or Mezzanine	1	10	22,500	1	10	22,500
	Third Floor	1	10	22,500	1	10	22,500
	Fourth Floor	1	10	22,500	1	10	22,500
	Fifth Floor	1	10	11,300	1	10	11,300
	Number of Additional Floors	-	0	0	-	0	0
	Mechanical Storage Penthouse	-	0	0	-	0	0
	Attic or Sloping Roof (Above Eave)	-	8		-	8	
	Total Floors Proposed Above Grade	5			5		
	Basement Floors (Below Grade)	1	0	41,000	1	0	41,000
				Current Code: R-4		Proposed Code: R-4	
BUILDING HEIGHT	Height of Proposed Building (using floor heights)	58	feet as proposed	58	feet as proposed	58	feet as proposed
	Max allowable height in the district	Unlimited	feet allowed	Unlimited	feet maximum with bonuses	60	feet maximum with bonuses
GROSS FLOOR AREA	Max allowable height with neighborhood height transition	Unlimited	feet allowed	Unlimited	feet allowed where building is placed	Unlimited	feet allowed where building is placed
	Gross Floor Area (based on floorplate sizes)	144,800	square feet	144,800	square feet	144,800	square feet
	Gross Floor Area of proposed uses (from page 3)	144,800	square feet	144,800	square feet	144,800	square feet
	Gross Floor Area excluding below grade parking	103,800	square feet	103,800	square feet	103,800	square feet
	Gross Floor Area above grade (excluding any basement)	103,800	square feet	103,800	square feet	103,800	square feet
FLOOR AREA RATIO (FAR)	Gross Floor Area excluding all structured parking	85,300	square feet	85,300	square feet	85,300	square feet
	Floor Area Ratio allowed by-right in the district	2.00	FAR	2.00	FAR	1.00	FAR
	Maximum Floor Area Ratio allowed with bonuses	2.00	FAR	2.00	FAR	2.00	FAR
	Allowable FAR for this project given the bonuses it received	2.00	FAR	2.00	FAR	2.00	FAR
	Proposed Floor Area Ratio of this project	1.89	FAR	1.89	FAR	1.89	FAR
LOT COVERAGE AND BUILDING LENGTH	Resulting Allowable Gross Floor Area for this project	110,000	square feet GFA	110,000	square feet GFA	110,000	square feet GFA
	Proposed building footprint size (based on floorplates)	25,000	square feet	25,000	square feet	25,000	square feet
	Length of front/rear elevation (must fit within setbacks)	230	feet	230	feet	230	feet
	Length of side elevation (must fit within setbacks - p.7)	152	feet	152	feet	152	feet
	Minimum building footprint size (EIA model assumption)	5,000	square feet	5,000	square feet	5,000	square feet
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Lot Coverage of building footprint	45%		45%		45%	
	Maximum Lot Coverage allowed in the district	50%		50%		50%	
	Near Front Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	Yes	Distance (feet):
	Length of Façade near Front Lot Line (feet)	230	24	230	24	230	24
	Near Side Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	Yes	Distance (feet):
	Length of Façade near Side Lot Line (feet)	152	10	152	10	152	10
	Near Other Side Lot Line, not set back behind vehicle area?	No	Distance (feet):	No	Distance (feet):	No	Distance (feet):
	Length of Façade near Other Side Lot Line (feet)	0	35	0	35	0	35
	Near Back Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	Yes	Distance (feet):
	Length of Façade near Back Lot Line (feet)	230	24	230	24	230	24

EIA Cost Comparison Model: R-4 to R-4

9. Park Plaza II Apartments with Provisionally Adopted Title 21 Rewrite

Parking Requirements: Current Code		Use Types	Parking Space requirement per unit area	Spaces Required
233	235	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	36.4 spaces
234	236	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	90.7 spaces
235	237	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	40.0 spaces
236	238	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	239	5. Hotel Visitor Accommodations	1.00 space per room	-
238	240	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
239	241	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	242	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	243	9. Restaurant	1.00 space per 3 seats	-
242	244	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	245	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	246	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
245	247	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	248	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	249	15. Manufacturing, small (L.T 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
248	250	16. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	251	17. Warehouse, small (L.T 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
250	252	18. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	253	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
252	254	Total parking required		168 spaces
253	255			
254	256			
255	257			
256	258	Parking space distribution		
257	259	Surface parking		
258	260	Within building, on ground floor	23	14%
259	261	Within building, below ground	50	30%
260	262	Above grade structure	95	57%
261	263	Below grade structure	-	0%
262	264	Off-site Parking	-	0%
263	265	TOTAL	168	100%
264	266	Total Land Area Required for Parking	8,625 square feet	
265	267	<i>Percent of Total Site Area</i>	16%	
266	268			
267	269			

Parking Requirements: Proposed Code		Available Parking Reductions:						
270	Use Types	Residences Close to Downtown	Mixed-use, B-1A or R-4A District	Residences in Center City	Adjacency to Transit Service	Affordable or Senior Housing (enter # of units)	Transit Pass or Cash-out	
271		No	No	Yes	Yes		No	
272		0%	0%	10%	5%	0%	0%	
273		C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)						
274								
275								
276								
277								
278								
279								
280								
281								
282								
283								
284								
285								
286								
287								
288								
289								
290								
291								
292								
293								
294								
295								
296								
297								
298								
299								
300								
301								
302								
303								
304								
305								
306								
307								
308								
309								
310								
311								
312								
313								

EIA Cost Comparison Model: R-4 to R-4

9. Park Plaza II Apartments with Provisionally Adopted Title 21 Rewrite

Setbacks, Easements, and Perimeter Landscaping Requirements									
Setback Requirements		Minimum Setback Distance		Proposed Code R-4		Maximum Setback Distance		Proposed Code R-4	
Perimeter Lot Lines per EIA:		Type of Setback:		Current Code R-4		Proposed Code R-4		Proposed Code R-4	
316	Lot line on the front	Primary front setback		10 feet		10 feet		Unlimited feet	
317	Lot line on the side	Side setback		5 feet		5 feet		Unlimited feet	
318	Lot line on the other side	Side setback		10 feet		10 feet		Unlimited feet	
319	Lot line on the back	Secondary front setback		5 feet		5 feet		Unlimited feet	
320									
321									
322									
Perimeter Utility Easements		Perimeter Lot Lines per EIA:		Current Code R-4		Proposed Code R-4			
323	Linear utility easements along perimeter of site.	Lot line on the front		0 feet		0 feet			
324		Lot line on the side		0 feet		0 feet			
325		Lot line on the other side		0 feet		0 feet			
326		Lot line on the back		10 feet		10 feet			
327									
328									
Site Perimeter Landscaping				Current Code R-4		Proposed Code R-4			
		Type of Abutting Street or Use (also helps determine parking lot landscaping below):		Min Perimeter Landscaping Width (feet)		Min Perimeter Landscaping Width with Utility Easement			
330	Perimeter Lot Lines per EIA:								
331	Lot line on the front	Local Street		0		8		8	
332	Lot line on the side	Arterial Street		0		8		8	
333	Lot line on the other side	Residential		0		None		0	
334	Lot line on the back	Local Street		0		8		8	
335									
Parking Lot Perimeter Landscaping				Current Code R-4		Proposed Code R-4			
		Category of Adjacent Zoning		Required Width of Parking Lot Perimeter Landscaping (feet)		Length of the Parking Lot along the Lot Line (ft)		Landscaping Width with Utility Easement	
337	Perimeter Lot Lines per EIA:								
338	Lot line on the front	Non-Resident Non-Residential		8		8		50	
339	Lot line on the side	Non-Resident Non-Residential		8		8		0	
340	Lot line on the other side	Residential		8		15		0	
341	Lot line on the back	Residential		8		8		0	
342									
Combined Perimeter Landscaping, Easement, and Setback Requirements				Current Code R-4		Proposed Code R-4			
343	Perimeter Lot Lines per EIA:								
344	Lot line on the front			8		8		10	
345	Lot line on the side			8		8		8	
346	Lot line on the other side			0		0		9.6	
347	Lot line on the back			8		8		10	
348									
349									
Total Setback, Easement and Perimeter Landscaping Area Requirements				Current Code R-4		Proposed Code R-4			
351	Lot line on the front			2,908 square feet		2,468 square feet			
352	Lot line on the side			760 square feet		1,600 square feet			
353	Lot line on the other side			0 square feet		0 square feet			
354	Lot line on the back			2,108 square feet		2,468 square feet			
355	TOTAL AREA			5,776 square feet		6,536 square feet			
356									

Parking and Loading Related Facility Requirements			
Parking Lot Interior Landscaping and Vertical Curb Requirements			
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	Number of surface parking spaces Surface parking land area	
How many parking lot corners to be landscaped?	0	23 spaces 8,625 sq ft	
How many such corners will be used for required snow storage (see below)?	0	Required landscaping area as a percent of parking area 0.0%	
How many such corners will be used for a refuse receptacle (see below)?	0	Parking Lot Interior Landscaping Area Requirement 0 sf	
Did the actual project install vertical curbing around the parking area?	Yes	Area of landscaped parking lot corners that cannot count 0 extra sf	
		Total Area Encumbered by Parking Lot Interior Landsc. 0 sf	
Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)			
Select the Type of Snow Storage / Disposal:		Proposed Code	
Snow to be stored on site in a paved area		equal to 10% of paved surface area equal to 10% of paved surface area equal to 0% of paved surface area	
Type of Use or Facility		Current Code	
Parking and Loading for Residential Uses		no minimum	
Parking and Loading for Non-residential Uses		no minimum	
Other Paved Facilities? (from page 11)		0 sq ft	
Total Required Snow Storage Area		0 square feet	
Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)			
Surface parking area to be illuminated:		Current Code 8,625 sq ft	
Proposed Code 3,750 sq ft			
Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements			
Current Code		Proposed Code	
Uses #1-4: 1		Uses #1-4: 1	
Uses #5-6: 0		Uses #5-7: 0	
Use #7: 0		Uses #8-14: 0	
Uses #8-14: 0		Uses #15-18: 0	
Uses #15-18: 0		Uses #15-18: 0	
Total Number of Loading Berths Required		1 berths	
Subtotal Loading Area Requirement		400 square feet	
Area required for additional perimeter landscaping		0 square feet	
Area required for mech/electrical equipment screening		0 square feet	
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21		400 square feet	
Refuse Receptacle Area and Screening Requirements			
Current Code		Proposed Code	
Dumpster		3	
Number of Outdoor Refuse Receptacles		0	
Number of Refuse Receptacles Stored Indoors		360 sq ft	
Refuse Container Area (incl any Screening Enclosure)		75%	
Area Used Exclusively for Refuse Truck Maneuver Space		375 sq ft	
Total Refuse Collection Area Requirement		735 sq ft	

EIA Cost Comparison Model: R-4 to R-4

9. Park Plaza II Apartments with Provisionally Adopted Title 21 Rewrite

Pedestrian Connections Requirements										Current Code R-4	Proposed Code R-4
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)											
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No		A. Distance from Entrance to a Street (ft)		B. Distance between Entrances (ft)		% B. Overlaps A. or a Sidewalk			
On Front Elevation?		Yes		100		0		0%		-	square feet
On Side (clockwise from front)?		No		0		0		0%		-	square feet
On Other Side Elevation?		No		0		0		0%		-	square feet
On Rear Elevation (opposite)?		No		0		0		0%		-	square feet
Walkway Separating Building Façade from Parking Areas											
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)		Proposed Code (ft)		Exempted as a loading or service area or queue lane?		% Overlap w/ Other Required Walkways			
Front Elevation		102		50		No		0%		408	square feet
Side (clockwise from front)		64		64		No		0%		256	square feet
Other Side (counter clockwise)		64		0		No		0%		256	square feet
Rear Elevation (opposite)		0		0		No		0%		-	square feet
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)											
Street sidewalk missing?		Yes or No		Sidewalk Length Needed		Room for it in ROW?					
Lot line on the front		No		0		No				-	square feet
Lot line on the side		No		0		Yes				0	square feet
Lot line on the other side		No		0		Yes				0	square feet
Lot line on the back		Yes		275		No				1375	square feet
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)											
Required in return for a Parking Reduction?		No		No		(Accept default or enter yes or no)				-	square feet
Is it located along an Arterial class street?		No		No		(Enter yes or no)					
Additional area for on-site transit facilities				0		square feet					
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)											
Length of Primary Pedestrian Walkway =		0		linear feet						-	square feet
1 sq. ft. of bonus floor area awarded per				1 sq. ft. of primary pedestrian walkway							
TOTAL Pedestrian Connection Facilities Area											
Total On-site Area Used for Pedestrian Connections						Percent of Total Site Area				920	square feet
										1.7%	2,445 square feet
										4.4%	

Private Open Space Requirements			Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	R-4	Proposed Code R-4
444	Residential Private Open Space		Yes		10,000	square feet	9,000 square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)		No		-	square feet	325 square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)				-	square feet	680 square feet
447	Total Required Private Open Space				10,000	square feet	10,005 square feet
448							
449							
450							
451	Amount actually provided on or in the building(s)				5,000	sq. ft.	5,000 sq. ft.
452	Amount actually provided on the land				5,000	sq. ft.	5,005 sq. ft.
453	Total Private Open Space Provided				10,000	sq. ft.	10,005 sq. ft.
454	Acres				0.11	acres	0.11 acres
455	Percent of Site				9.1%		9.1%
456	Excess Private Open Space Provided				-	sq. ft.	- sq. ft.
457							
458	FAR Bonus potential: Additional Private Open Space						
459	0 sq. ft. of bonus floor area allowed per				-	sq. ft. of bonus floor area	
460							
461							
462							
463	Other Facilities or Undeveloped Areas (Optional)						
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.						
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,						
466	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily						
467	counting them toward required site enhancement landscaping costs.						
468	TOTAL AREA				-	square feet	
469							

EIA Cost Comparison Model: R-4 to R-4

9. Park Plaza II Apartments with Provisionally Adopted Title 21 Rewrite

Summary, Part 1: Total Site Land Area Requirements Related to Title 21

Total Land Area Required		Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft.	% of Current
Site Element	Current Code	R-4	Proposed Code R-4		
Building Footprint	25,000	square feet	25,000	square feet	
Parking	8,625	square feet	3,798	square feet	44%
Setbacks, Easements and Perimeter Landscaping	5,776	square feet	6,536	square feet	113%
Parking Lot Interior Landscaping	-	square feet	-	square feet	
Site Enhancement Landscaping	920	square feet	920	square feet	
Snow Storage Areas	-	square feet	360	square feet	
Exterior Lighting	-	square feet	-	square feet	
Loading and Utility Areas incl. Screening	400	square feet	640	square feet	160%
Refuse Collection Areas	735	square feet	735	square feet	100%
Pedestrian Connections	920	square feet	2,445	square feet	266%
Private Open Space	10,000	square feet	5	square feet	100%
TOTAL	52,376	square feet	50,439	square feet	96%
Total Site Usage with "Other Facilities" included	52,376		50,439	square feet	96%
Total Area of Actual Site	55,000	square feet	55,000	square feet	
Percent of Total Site Area					
Site Element	Current Code	R-4	Percent of Total Site Area	Proposed Code R-4	
Building Footprint	45.5%	of site area	45.5%	of site area	
Parking	15.7%	of site area	6.9%	of site area	
Setbacks, Easements and Perimeter Landscaping	10.5%	of site area	11.9%	of site area	
Parking Lot Interior Landscaping	0.0%	of site area	0.0%	of site area	
Site Enhancement Landscaping	1.7%	of site area	1.7%	of site area	
Snow Storage Areas	0.0%	of site area	0.7%	of site area	
Exterior Lighting	0.0%	of site area	0.0%	of site area	
Loading and Utility Areas incl. Screening	0.7%	of site area	1.2%	of site area	
Refuse Collection Areas	1.3%	of site area	1.3%	of site area	
Pedestrian Connections	1.7%	of site area	4.4%	of site area	
Private Open Space	18.2%	of site area	18.2%	of site area	
TOTAL	95.2%	of site area	91.7%	of site area	
Total Site Usage with "Other Facilities" included	95.2%	of site area	91.7%	of site area	
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built? Answer: (Provide site specific answer if needed)					

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code R-4	Proposed Code R-4	
516	Parking Facilities			
517	Surface parking	\$184,000	\$80,000	(\$104,000) 43%
518	Within building, above ground	\$1,750,000	\$0	(\$1,750,000) 0%
519	Within building, below ground	\$5,700,000	\$5,580,000	(\$120,000) 98%
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$4,000	\$4,000
524	Parking Subtotal	\$7,634,000	\$5,664,000	(\$1,970,000) 74%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping	\$6,300	\$67,900	\$61,600 1078%
528	Parking Lot Interior Landscaping	\$0	\$0	\$0
529	Site Enhancement Landscaping	\$1,100	\$1,800	\$700 164%
530	Protective Vertical 6" Concrete Curbs	\$5,500	\$2,800	(\$2,700) 51%
531	120% Performance Bond	\$0	\$4,200	\$4,200
532	5% insurance fee			
533	Landscaping Subtotal	\$12,900	\$76,700	\$63,800 595%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$7,200	\$7,200 57%
537	Exterior (Parking Lot) Lighting	\$700	\$400	(\$300) 265%
538	Loading Facilities and Mechanical/Electrical Equipment	\$8,500	\$22,500	\$14,000 109%
539	Refuse Collection	\$22,000	\$24,000	\$2,000 173%
540	Service Facilities Subtotal	\$31,200	\$54,100	\$22,900 173%
541				
542	Pedestrian Facilities			
543		\$9,200	\$24,500	\$15,300 266%
544				
545	Private Open Space			
546		\$80,000	\$120,100	\$40,100 150%
547				
548	A. Total Cost of All Site Elements Above Required by Title 21	\$7,767,300	\$5,939,400	(\$1,827,900) 76%
549	(including structured parking)			
550				
551	B. Cost of Land Area Needed \$20 per sf (2010 appraisal data)	\$1,047,500	\$1,008,800	(\$38,700) 96%
552	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$8,814,800	\$6,948,200	(\$1,866,600) 79%
553				
554	D. Construction Cost of Building Standards of 21.07.110 and .120	\$0	\$678,000	\$678,000
555	(assumed to add 5.0% to total building cost)			
556	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$7,767,300	\$6,617,400	(\$1,149,900) 85%
557				
558	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$16,582,100	\$13,565,600	(\$3,016,500) 82%
559				

This page intentionally left blank.

1ECONOMIC COST COMPARISON WORKSHEET		
2Anchorage Municipal Code (AMC) Title 21 Land Use Regulations		
3Comparison of Current Title 21 to Provisionally Adopted Draft Title 21 (with Administration's Proposed Amendments from 2011)		
4		
5	Current Title 21 Zoning District:	R-4 Multi Family Residential
6		
7	Proposed Title 21 Zoning District:	R-4 Multi Family Residential
8		
9	Name of Project:	Sunbeam Apartments
10	Address or Location of Project:	1082 W 26th Avenue, one property east of corner of Spenard and 26th
11	Written Description of Project:	A three-story residential multifamily apartment building containing 20 apartment units, with a surface parking lot and perimeter landscaping. This is a redevelopment of a lot that previously contained a smaller structure. The lot straddles the Spenard Road commercial corridor and a multifamily district.
12		
13		
14		
15		
16		
17		Actual building GFA is 16,500 sf of floor area, however it also has 500 sf exterior access corridor balconies, which the EIA model includes in the GFA to simplify testing. The model also applies the current Title 21 overflow parking requirement of 21.90, adopted in 2004, although the actual building was constructed just prior to implementation of that requirement, in order improve accuracy of the comparison between current Title 21 and the rewrite.
18	Photographs or Illustrations of Project:	
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	Table of Contents and Navigation of EIA Model Spreadsheet	Page 2
37		
38	Total Site Land Area Requirements Related to Title 21	Page 12
39	Total Monetary Costs Related to Title 21	Page 13
40		
41		

43 Table of Contents and Navigation of EIA Cost Comparison Model

44 Table of Contents of the EIA Worksheet:

Topic	Page	Topic	Page	Topic	Page
Site Location, Size, and Access	3	Parking Requirements - Current Code	6	Pedestrian Connections	10
Site Location	3	Parking Requirements - Proposed Code	7	Entrance Walkways	10
Site Dimensions and Area	3	Bicycle Parking Requirements	7	Between Buildings and Parking	10
Abutting Streets, Driveway Access	3	Setbacks and Perimeter Landscaping	8	Sidewalks Along Street	10
Adjacent Lots, Zoning, and Uses	3	Setback Requirements	8	Bus Stop Area	10
Proposed Uses	4	Utility Easements	8	Primary Pedestrian Walkways	10
Floor Area by Use Type	4	Site Perimeter Landscaping	8	Private Open Space	11
Building Dimensions	5	Parking Lot Perimeter Landscaping	8	Other Facilities / Undeveloped Areas	11
Floors and Floor Dimensions	5	Combined Setbacks and Landscaping	8		
Building Height	5	Parking Lot Interior Landscaping	9		
Gross Floor Area (GFA)	5	Vertical Curbing for Landscaping	9	Total Site Area Requirements	12
Floor Area Ratio (FAR)	5	Snow Storage Areas	9	Total Monetary Costs of Requirements	13
Lot Coverage and Building Length	5	Exterior Lighting	9		
Building Location within the Site	5	Loading and Utility Areas / Screening	9		
		Refuse Receptacle Areas / Enclosures	9		

67 EIA Model Appendices: Cost and Dimensional Assumptions / Model Functions

Zoning District Comparisons	Appendix A	Exterior Lighting Assumptions	Appendix H
Project Development Categories	Appendix B	Loading Facility Assumptions	Appendix I
Land Use Types of EIA Model	Appendix C	Refuse Receptacle Assumptions	Appendix J
Parking Facility Assumptions	Appendix D	Pedestrian Connections Assumptions	Appendix K
Setbacks Assumptions	Appendix E	Private Open Space Assumptions	Appendix L
Landscaping Assumptions	Appendix F	Building Structure Assumptions	Appendix M
Snow Storage Assumptions	Appendix G	Drop Down Menus in EIA Model	Appendix N

76 Cell Color Codes used in EIA Model Worksheet:

- Blue cells require direct input.
- Yellow cells are calculated by the model; can be overridden by direct input.
- Green cells have drop-down answer menus that require selection of a choice.

83 Glossary of Terms specific to EIA Model Worksheet:

Term	Definition
Lot line on the front	Lot line that abuts a street and has primary front setback
Lot line on the side	Lot line located clockwise from "Lot line in the front"
Lot line on other side	Lot line located counter clockwise from "Lot line in the front"
Lot line on the back	Lot line located opposite from "Lot line in the front"

Site Context: Location, Size and Access												
Site Location in Town												
1. Is this project in "Walking Distance of Downtown" ? (north of 15th Ave., west of Merrill Field, east of L St., and south of Ship Creek)												
No												
2. If not, then is it in a "Center City Neighborhood" ? (north of Tudor Rd., east of Minnesota Dr. and west of Seward Hwy., or in Fairview, Mountain View, or Government Hill)												
Yes												
3. Is this project in the central Midtown area bounded by Fireweed Lane, Seward Highway, Tudor Road., and Arctic Boulevard?												
No												
Site Dimensions												
Perimeter Lot Lines per EIA:			Length:		Lot Line Definitions (repeated from page 2):							
Lot line on the front			150 feet		Lot line that abuts a street and has primary front setback							
Lot line on the side			145 feet		Lot line located clockwise from "Lot line in the front"							
Lot line on the other side			145 feet		Lot line located counter clockwise from "Lot line in the front"							
Lot line on the back			150 feet		Lot line located opposite from "Lot line in the front"							
Estimated Land Area of the Site (accept the calculation or enter exact)			21,750 square feet 0.50 acres									
Abutting Streets and Site Access												
How many streets border this property?												
One street, along the front												
Perimeter Lot Lines per EIA:			Type of Street		Street Name		How Many Driveways?		Driveway Width			
Lot line on the front			Local Street		W 26th Avenue		2		24 feet			
Lot line on the side			Not Applicable		None		0		0 feet			
Lot line on the other side			Not Applicable		None		0		0 feet			
Lot line on the back			Not Applicable		None		0		0 feet			
Adjacent and Abutting Properties												
Perimeter Lot Lines per EIA:			Relationship to Neighboring Lot:		Adjacent Zoning District:		Category of Adjacent District:		Adjacent Use Classification:		Is Adjacent Use Single Family?	
Lot line on the front			Adjacent		R-4		Residential		Residential		No	
Lot line on the side			Abutting		R-4		Residential		Residential		No	
Lot line on the other side			Abutting		B-3		Non-Residential		Non-Residential		No	
Lot line on the back			Abutting		R-4		Residential		Residential		No	

EIA Cost Comparison Model: R-4 to R-4

10. Sunbeam Apartments with Provisionally Adopted Title 21 Rewrite

Proposed Uses and Floor Area of Each Use Type			
RESIDENTIAL	Current Code: R-4		Proposed Code: R-4
	Dwellings	Square Feet	Dwellings Square Feet
1. Dwellings, Multifamily or Mixed-use - Efficiency	-	-	-
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	12	9,600	12 9,600
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	8	8,000	8 8,000
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	-	-	-
<i>Total Residential Dwellings and Square Feet</i>	20	17,600	20 17,600
FAR Bonus Potential: Dwellings from above that qualify as affordable Efficiency 1 Bedroom 2 Bedroom 3 Bedroom TOTAL Affordable Units Bonus GFA (up to 0.5 FAR) at 3 sf bonus per 1 sf			Dwellings Square Feet - - - - - 0 sq ft
FAR Bonus Potential: Housing in mixed-use districts Bonus GFA (up to 0.5 FAR) at 2 sf bonus per 1 sf			0 sq ft
HOTEL	Current Code: R-4		Proposed Code: R-4
	Guest Rooms	Square Feet	Guest Rooms Square Feet
5. Hotel Visitor Accommodations	-	-	-
COMMERCIAL AND INDUSTRIAL	Square Feet	Seats (Occupancy)	Square Feet Seats (Occup.)
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
<i>Total Commercial and Industrial Square Feet</i>	-	-	-
STRUCTURED PARKING	Current Code: R-4		Proposed Code: R-4
	Guest Rooms	Square Feet	Guest Rooms Square Feet
Parking above grade - in the building or a separate structure	-	-	-
Parking below grade - in the basement or underground structure	-	-	-
Total floor area of all uses:	17,600	square feet	17,600 square feet

Proposed Building Dimensions				Current Code Scenario: R-4		Proposed Code Scenario: R-4	
FLOORS	Floor:	Number of Floors	Floor Height (ft)	Floorplate Size (sf)	Number of Floors	Floor Height (ft)	Floorplate Size (sf)
(Instructions for the "floor height" column: accept default floor height or enter in a customized height.)	First Floor	1	10	5,600	1	10	5,600
	Second Floor and/or Mezzanine	1	10	6,000	1	10	6,000
	Third Floor	1	10	6,000	1	10	6,000
	Fourth Floor	-	0	0	-	0	0
	Fifth Floor	-	0	0	-	0	0
	Number of Additional Floors	-	0	0	-	0	0
	Mechanical Storage Penthouse	-	0	0	-	0	0
	Attic or Sloping Roof (Above Eave)	-	5	-	-	5	-
	Total Floors Proposed Above Grade	3	-	-	3	-	-
	Basement Floors (Below Grade)	-	0	0	-	0	0
				Current Code: R-4		Proposed Code: R-4	
BUILDING HEIGHT	Height of Proposed Building (using floor heights)	35	feet as proposed	35	feet as proposed	35	feet as proposed
	Max allowable height in the district	Unlimited	feet allowed	Unlimited	feet allowed by-right	45	feet allowed by-right
GROSS FLOOR AREA	Max allowable height with neighborhood height transition	Unlimited	feet allowed	Unlimited	feet allowed where building is placed	Unlimited	feet allowed where building is placed
	Gross Floor Area (based on floorplate sizes)	17,600	square feet	17,600	square feet	17,600	square feet
	Gross Floor Area of proposed uses (from page 3)	17,600	square feet	17,600	square feet	17,600	square feet
	Gross Floor Area excluding below grade parking	17,600	square feet	17,600	square feet	17,600	square feet
FLOOR AREA RATIO (FAR)	Gross Floor Area above grade (excluding any basement)	17,600	square feet	17,600	square feet	17,600	square feet
	Gross Floor Area excluding all structured parking	17,600	square feet	17,600	square feet	17,600	square feet
	Floor Area Ratio allowed by-right in the district	2.00	FAR	2.00	FAR	1.00	FAR
	Maximum Floor Area Ratio allowed with bonuses	2.00	FAR	2.00	FAR	2.00	FAR
LOT COVERAGE AND BUILDING LENGTH	Allowable FAR for this project given the bonuses it received	2.00	FAR	2.00	FAR	1.00	FAR
	Proposed Floor Area Ratio of this project	0.81	FAR	0.81	FAR	0.81	FAR
	Resulting Allowable Gross Floor Area for this project	43,500	square feet GFA	43,500	square feet GFA	21,750	square feet GFA
	Proposed building footprint size (based on floorplates)	5,600	square feet	5,600	square feet	5,600	square feet
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Length of front/rear elevation (must fit within setbacks)	125	feet	125	feet	48	feet
	Length of side elevation (must fit within setbacks - p.7)	45	feet	45	feet	118	feet
	Minimum building footprint size (EIA model assumption)	5,000	square feet	5,000	square feet	5,000	square feet
	Lot Coverage of building footprint	26%		26%		26%	
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Maximum Lot Coverage allowed in the district	50%		50%		50%	
	Near Front Lot Line, not set back behind vehicle area?	No	Distance (feet):	No	Distance (feet):	Yes	Distance (feet):
	Length of Façade near Front Lot Line (feet)	0	84	0	48	48	10
	Near Side Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	Yes	Distance (feet):
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Length of Façade near Side Lot Line (feet)	45	13	45	118	118	10
	Near Other Side Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	No	Distance (feet):
	Length of Façade near Other Side Lot Line (feet)	45	12	45	0	0	92
	Near Back Lot Line, not set back behind vehicle area?	Yes	Distance (feet):	Yes	Distance (feet):	Yes	Distance (feet):
BUILDING LOCATION RELATIVE TO PERIMETER LOT LINES	Length of Façade near Back Lot Line (feet)	125	16	125	48	48	17

Parking Requirements: Current Code		Use Types	Parking Space requirement per unit area	Spaces Required
233	235	1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 spaces per dwelling unit	-
234	236	2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 spaces per dwelling unit	20.2 spaces
235	237	3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 spaces per dwelling unit	16.0 spaces
236	238	4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 spaces per dwelling unit	-
237	239	5. Hotel Visitor Accommodations	1.00 space per room	-
238	240	6. Office - business, professional and financial	3.33 spaces per 1,000 gross square feet	-
239	241	7. Office - health and medical	4.00 spaces per 1,000 gross square feet	-
240	242	8. Fitness and Health Club	3.33 spaces per 1,000 gross square feet	-
241	243	9. Restaurant	1.00 space per 3 seats	-
242	244	10. Restaurant with Drive-through Service	1.00 space per 3 seats	-
243	245	11. Retail - Grocery or Food Store	5.00 spaces per 1,000 gross square feet	-
244	246	12. Retail - General and miscellaneous	3.33 spaces per 1,000 gross square feet	-
245	247	13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 spaces per 1,000 gross square feet	-
246	248	14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 spaces per 1,000 gross square feet	-
247	249	15. Manufacturing, large (GT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
248	250	16. Manufacturing, small (LT 5,000 sf gfa)	2.50 spaces per 1,000 gross square feet	-
249	251	17. Warehouse, large (GT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
250	252	18. Warehouse, small (LT 50,000 sf gfa)	1.00 space per 1,000 gross square feet	-
251	253	19. Accessory mechanical/HVAC area in its own floor or penthouse	- space per 1,000 gross square feet	-
252	254	Total parking required		37 spaces
253	255			
254	256			
255	257	Parking space distribution		
256	258	Surface parking		
257	259	Within building, on ground floor	37	100%
258	260	Within building, below ground	-	0%
259	261	Above grade structure	-	0%
260	262	Below grade structure	-	0%
261	263	Off-site Parking	-	0%
262	264	TOTAL	37	100%
263	265			
264	266	Total Land Area Required for Parking	13,875 square feet	
265	267	<i>Percent of Total Site Area</i>	64%	
266	268			
267	269			

Parking Requirements: Proposed Code									
Available Parking Reductions:									
Residences Close to Downtown		Mixed-use, B-1A or R-4A District		Residences in Center City		Adjacency to Transit Service		Affordable or Senior Housing (enter # of units)	
A. Is Project Eligible?		B. Applicable Reduction:		C. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)		D. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)		E. Is the project scenario a 'qualifying site development' that meets the prerequisites to receive reductions? (21.07.090F.3)	
No		Yes		No		Yes		No	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0%	
0%		0%		10%		5%		0	

Setbacks, Easements, and Perimeter Landscaping Requirements									
	Setback Requirements	Type of Setback:	Minimum Setback Distance		Proposed Code R-4		Maximum Setback Distance		Proposed Code R-4
			Current Code	R-4	Proposed Code	R-4	Proposed Code	R-4	
315	Perimeter Lot Lines per EIA:								
316	Lot line on the front	Front setback	10 feet	10 feet	10 feet	10 feet	Unlimited feet	Unlimited feet	
317	Lot line on the side	Side setback	5 feet	5 feet	5 feet	5 feet	Unlimited feet	Unlimited feet	
318	Lot line on the other side	Side setback	5 feet	5 feet	5 feet	5 feet	Unlimited feet	Unlimited feet	
319	Lot line on the back	Rear setback	10 feet	10 feet	10 feet	10 feet	Unlimited feet	Unlimited feet	
320									
321									
322	Perimeter Utility Easements	Perimeter Lot Lines per EIA:							
323	Linear utility easements along perimeter of site.	Lot line on the front	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	
324		Lot line on the side	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	
325		Lot line on the other side	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	
326		Lot line on the back	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	
327									
328									
329	Site Perimeter Landscaping								
330		Type of Abutting Street or Use (also helps determine parking lot landscaping below):							
331	Perimeter Lot Lines per EIA:	Local Street	R-4	0	R-4	L2	8	8	
332	Lot line on the front	Residential	R-4	0	R-4	None	0	0	
333	Lot line on the side	Non-Residential	B-3	0	B-3	L2	8	8	
334	Lot line on the other side	Residential	R-4	0	R-4	None	0	0	
335	Lot line on the back								
336	Parking Lot Perimeter Landscaping								
337		Category of Adjacent Zoning							
338	Perimeter Lot Lines per EIA:	Residential	Required Width of Parking Lot Perimeter Landscaping (feet)	Length of the Parking Lot along the Lot Line (ft)	Required Width of Parking Lot Perimeter Landscaping (ft)	Length of the Parking Lot along the Lot Line (ft)	Landscaping Width with Utility Easement	Landscaping Width with Utility Easement	
339	Lot line on the front	Residential	8	150	8	64	8	8	
340	Lot line on the side	Residential	8	80	8	0	0	8	
341	Lot line on the other side	Non-Residential	8	80	8	145	8	8	
342	Lot line on the back	Residential	8	0	8	64	8	8	
343	Combined Perimeter Landscaping, Easement, and Setback Requirements								
344	Perimeter Lot Lines per EIA:	Perimeter Lot Lines per EIA:	Current Code R-4	Proposed Code R-4	Current Code R-4	Proposed Code R-4	Current Code R-4	Proposed Code R-4	
345	Lot line on the front	Lot line on the front	Landscaping	Building Setback	Landscaping... with easements	Building Setback	Landscaping	Building Setback	
346	Greater of minimum setback, easement, or landscaping requirements.	Lot line on the side	8	10	8	10	feet	feet	
347		Lot line on the other side	8	5	8	5	feet	feet	
348		Lot line on the back	8	15	8	15	feet	feet	
349									
350	Total Setback, Easement and Perimeter Landscaping Area Requirements								
351	Lot line on the front	Lot line on the front	816 square feet	912 square feet	912 square feet	912 square feet	912 square feet	912 square feet	
352	Lot line on the side	Lot line on the side	865 square feet	865 square feet	865 square feet	865 square feet	865 square feet	865 square feet	
353	Lot line on the other side	Lot line on the other side	865 square feet	865 square feet	865 square feet	865 square feet	865 square feet	865 square feet	
354	Lot line on the back	Lot line on the back	1,875 square feet	1,875 square feet	1,875 square feet	1,875 square feet	1,875 square feet	1,875 square feet	
355	TOTAL AREA	TOTAL AREA	4,421 square feet	4,421 square feet	4,421 square feet	4,421 square feet	4,421 square feet	4,421 square feet	
356									
357									

Parking and Loading Related Facility Requirements

Parking Lot Interior Landscaping and Vertical Curb Requirements		Current Code	Proposed Code
Landscaping and Curb Questions related to Proposed Code:			
Do landscaped parking lot corners count toward required interior landsc.?	No	37 spaces 13,875 sf	22 spaces 8,250 sf
How many parking lot corners to be landscaped?	1	0.0%	0.0%
How many such corners will be used for required snow storage (see below)?	0	0 sf	0 sf
How many such corners will be used for a refuse receptacle (see below)?	0	0 extra sf	0 extra sf
Did the actual project install vertical curbing around the parking area?	No	0 sf	0 sf

Snow Storage Area Requirements (recommended draft of July 29, 2010, Assembly Committee Document 7.6)

Select the Type of Snow Storage / Disposal:	Type of Use or Facility	Current Code	Proposed Code
	Parking and Loading for Residential Uses	no minimum	equal to 10% of paved surface area
Snow to be stored on site in a paved area	Parking and Loading for Non-residential Uses	no minimum	equal to 0% of paved surface area
	Other Paved Facilities? (from page 11)	0 sq ft	0 sf
Total Required Snow Storage Area		0 square feet	834 sf

Exterior Lighting Requirements (recommended draft as of June 7, 2009, Assembly Committee Document 7.2.R)

Surface parking area to be illuminated:	Current Code	Proposed Code
	13,875 sq ft	8,250 sq ft

Loading Facility and Mechanical/Electrical Equipment - Area and Screening Requirements

Required Type of Loading Berth	Current Code	Proposed Code
	B 400 square feet	Uses #1-4: 0 Uses #5-6: 0 Use #7: 0 Uses #8-14: 0 Uses #15-18: 0
Land Area per Loading Berth	B 400 square feet	0 berths
Is the loading area visible from a street or non-industrial zoning district?	No	0 square feet
Enter width of mech. equipment within 40 ft of and facing a street	0	0 square feet
Total Number of Loading Berths Required		
Subtotal Loading Area Requirement		
...Area required for additional perimeter landscaping		
...Area required for mech/electrical equipment screening		
Total Loading Facility and Mechanical Equipment Area Requirements Related to Title 21		

Refuse Receptacle Area and Screening Requirements

Refuse Screening Questions:		Current Code	Proposed Code
Do the receptacles abut an alley?		Dumpster	Dumpster
Are the receptacles within or on same pavement as the parking facility?		1	1
Would screening be necessary to screen view of containers from street?		0	0
Does the enclosure need a gate to screen the receptacle from a street?		120 sq ft	120 sq ft
% of On-site Maneuver Space for Refuse Trucks that is Assumed to Overlap with Parking Lot, Alley, or Street		100%	100%
Area Used Exclusively for Refuse Truck Maneuver Space		0 sq ft	0 sq ft
Total Refuse Collection Area Requirement		120 sq ft	120 sq ft

EIA Cost Comparison Model: R-4 to R-4

10. Sunbeam Apartments with Provisionally Adopted Title 21 Rewrite

Pedestrian Connections Requirements										Current Code R-4	Proposed Code R-4
Walkway to Entrance (Proposed code only - this is for required walkways to and between primary entrances)											
Entrance Location on Building (assumes middle of elevation):		Enter Yes or No	A. Distance from Entrance to a Street (ft)	B. Distance between Entrances (ft)	% B. Overlaps A. or a Sidewalk						
On Front Elevation?		Yes	10	166	100%	-	square feet	50	square feet		
On Side (clockwise from front)?		No	0	0	0%	-	square feet	-	square feet		
On Other Side Elevation?		No	0	0	0%	-	square feet	-	square feet		
On Rear Elevation (opposite)?		Yes	152	0	0%	-	square feet	760	square feet		
Walkway Separating Building Façade from Parking Areas											
Building Elevation Length Next to Parking and Loading Facility:		Current Code (ft)	Proposed Code (ft)	Exempted as a loading or service area or queue lane?		% Overlap w/ Other Required Walkways					
Front Elevation		125	0	No	100%	500	square feet	-	square feet		
Side (clockwise from front)		0	0	No	0%	-	square feet	-	square feet		
Other Side (counter clockwise)		0	0	No	0%	-	square feet	-	square feet		
Rear Elevation (opposite)		0	0	No	0%	-	square feet	-	square feet		
Sidewalks Required where Missing along Street (Proposed code only - for R-4, R-4A, and Mixed-use districts)											
Street sidewalk missing?		Yes or No	Sidewalk Length Needed		Room for it in ROW?						
Lot line on the front		Yes	150		No		-	square feet	750	square feet	
Lot line on the side		No	0		Yes		-	square feet	0	square feet	
Lot line on the other side		No	0		Yes		-	square feet	0	square feet	
Lot line on the back		No	0		Yes		-	square feet	0	square feet	
Bus Stop Area (Proposed code only - May be required in return for a transit-related parking reduction)											
Required in return for a Parking Reduction?		No (Accept default or enter yes or no)									
Is it located along an Arterial class street?		No (Enter yes or no)									
Additional area for on-site transit facilities		0 square feet									
FAR Bonus Potential: Primary Pedestrian Walkway (Proposed code only - an incentivized optional feature)											
Length of Primary Pedestrian Walkway =		linear feet									
0 sq. ft. of bonus floor area awarded per		1 sq. ft. of primary pedestrian walkway				-		-	square feet		
TOTAL Pedestrian Connection Facilities Area											
Total On-site Area Used for Pedestrian Connections		Percent of Total Site Area		500 square feet		2.3%		1,560 square feet	7.2%		

Private Open Space Requirements		Assume High Quality Space Provided per standards of 21.07.030D?		Current Code	R-4	Proposed Code R-4
444	Residential Private Open Space	Yes		2,000	square feet	1,800 square feet
445	Non-residential Private Open Space (Required for 5,000+ sf gfa)	No		-	square feet	- square feet
446	Additional Open Space required in return for Residential Parking Reductions (40 sf per reduction of 1 parking space)			-	square feet	160 square feet
447	Total Required Private Open Space			2,000	square feet	1,960 square feet
448				-	sq. ft.	- sq. ft.
449	Amount actually provided on or in the building(s)			2,000	sq. ft.	1,960 sq. ft.
450	Amount actually provided on the land			2,000	sq. ft.	1,960 sq. ft.
451	Total Private Open Space Provided			2,000	sq. ft.	1,960 sq. ft.
452	Acres			0.05	acres	0.04 acres
453	Percent of Site			9.2%		9.0%
454	Excess Private Open Space Provided			-	sq. ft.	- sq. ft.
455				-	sq. ft.	- sq. ft.
456	FAR Bonus potential: Additional Private Open Space			-	sq. ft. of bonus floor area	- sq. ft. of bonus floor area
457	0 sq. ft. of bonus floor area allowed per			-	sq. ft. of bonus floor area	- sq. ft. of bonus floor area
458				-	sq. ft. of bonus floor area	- sq. ft. of bonus floor area
459				-	sq. ft. of bonus floor area	- sq. ft. of bonus floor area
460				-	sq. ft. of bonus floor area	- sq. ft. of bonus floor area
461				-	sq. ft. of bonus floor area	- sq. ft. of bonus floor area
462				-	sq. ft. of bonus floor area	- sq. ft. of bonus floor area
463	Other Facilities or Undeveloped Areas (Optional)					
464	Area of site encumbered by other facilities not necessarily required by the zoning ordinance but needed by the use type.					
465	Such areas may include, for example, portions of the site left undeveloped, storage areas, trailer parking and storage,					
466	loading areas or fleet parking areas. The model provides the option to account for such areas to avoid unnecessarily					
467	counting them toward required site enhancement landscaping costs.					
468	TOTAL AREA			-	square feet	- square feet
469				-	square feet	- square feet

Summary, Part 1: Total Site Land Area Requirements Related to Title 21				
Total Land Area Required				
Site Element	Land Area in Square Feet		Comparison of Proposed to Current Change in sq. ft.	
	Current Code	Proposed Code R-4	% of Current	
Building Footprint	5,600 square feet	5,600 square feet		
Parking	13,875 square feet	8,250 square feet	(5,625)	59%
Setbacks, Easements and Perimeter Landscaping	4,421 square feet	3,894 square feet	(527)	88%
Parking Lot Interior Landscaping	- square feet	- square feet		
Site Enhancement Landscaping	875 square feet	432 square feet		
Snow Storage Areas	- square feet	834 square feet	834	
Exterior Lighting	- square feet	- square feet		
Loading and Utility Areas incl. Screening	- square feet	- square feet		
Refuse Collection Areas	120 square feet	120 square feet		100%
Pedestrian Connections	500 square feet	1,560 square feet	1,060	312%
Private Open Space	2,000 square feet	1,960 square feet	(40)	98%
TOTAL	27,391 square feet	22,650 square feet	(4,741)	83%
Total Site Usage with "Other Facilities" included	27,391	22,650 square feet	(4,741)	83%
Total Area of Actual Site	21,750 square feet	21,750 square feet		
Percent of Total Site Area				
Site Element	Percent of Total Site Area			
	Current Code	Proposed Code R-4		
Building Footprint	25.7% of site area	25.7% of site area		
Parking	63.8% of site area	37.9% of site area		
Setbacks, Easements and Perimeter Landscaping	20.3% of site area	17.9% of site area		
Parking Lot Interior Landscaping	0.0% of site area	0.0% of site area		
Site Enhancement Landscaping	4.0% of site area	2.0% of site area		
Snow Storage Areas	0.0% of site area	3.8% of site area		
Exterior Lighting	0.0% of site area	0.0% of site area		
Loading and Utility Areas incl. Screening	0.0% of site area	0.0% of site area		
Refuse Collection Areas	0.6% of site area	0.6% of site area		
Pedestrian Connections	2.3% of site area	7.2% of site area		
Private Open Space	9.2% of site area	9.0% of site area		
TOTAL	125.9% of site area	104.1% of site area		
Total Site Usage with "Other Facilities" included	125.9% of site area	104.1% of site area		
Question: If total site usage required by current code, as calculated above, is significantly greater than the size of the actual site, how was the actual project able to have been built? Answer: Project predates current regulations				

Summary, Part 2: Total Monetary Costs Related to Title 21				
	Site Elements (Required by Title 21)	Cost of Site Element		Comparison of Proposed to Current Change in Cost % of Current
		Current Code R-4	Proposed Code R-4	
516	Parking Facilities			
517	Surface parking	\$296,000	\$176,000	
518	Within building, above ground	\$0	\$0	59%
519	Within building, below ground	\$0	\$0	
520	Above grade structure	\$0	\$0	
521	Below grade structure	\$0	\$0	
522	On-street and/or Off-site	\$0	\$0	
523	Bicycle Parking	\$0	\$0	
524	Parking Subtotal	\$296,000	\$176,000	59%
525				
526	Landscaping			
527	Site and Parking Lot Perimeter Landscaping			
528	Parking Lot Interior Landscaping	\$19,500	\$32,500	167%
529	Site Enhancement Landscaping	\$0	\$0	
530	Protective Vertical 6" Concrete Curbs	\$1,100	\$900	82%
531	120% Performance Bond	\$0	\$15,000	
532	5% insurance fee	\$0	\$2,000	
533	Landscaping Subtotal	\$20,600	\$50,400	245%
534				
535	Service Facilities and Facility Screening			
536	Snow Storage and Disposal	\$0	\$16,700	73%
537	Exterior (Parking Lot) Lighting	\$1,100	\$800	
538	Loading Facilities and Mechanical/Electrical Equipment	\$0	\$0	
539	Refuse Collection	\$7,400	\$9,400	127%
540	Service Facilities Subtotal	\$8,500	\$26,900	316%
541				
542	Pedestrian Facilities	\$5,000	\$15,600	312%
543	Private Open Space	\$16,000	\$23,500	147%
544				
545				
546				
547				
548	A. Total Cost of All Site Elements Above Required by Title 21	\$346,100	\$292,400	84%
549	(including structured parking)			
550				
551	B. Cost of Land Area Needed	\$547,800	\$453,000	83%
552	\$20 per sf (2010 appraisal data)			
553	C. Combined Cost of All Site Elements above Plus Land (A + B)	\$893,900	\$745,400	83%
554				
555	D. Construction Cost of Building Standards of 21.07.110 and .120	\$0	\$139,000	
556	(assumed to add 5.0% to total building cost)			
557	E. Combined Costs of Required Site Elements and Building Design (A + D)	\$346,100	\$431,400	125%
558				
559	F. Total Cost of Land + Required Site and Building Elements (A + B + D)	\$1,240,000	\$1,176,800	95%

This page intentionally left blank.

Appendices

This page intentionally left blank.

Appendix A: Zoning District Pair Comparisons in EIA Model

Zoning Districts Table 1. The EIA Model is Capable of the Following Zoning District Comparisons:	
Current Zoning District	Provisionally Adopted Zoning District
B-1A	B-1A
	NMU
B-3	B-3
	NMU
	CMU
	RMU
	R-4A
B-3 in Midtown	B-3 in Midtown
	RMU in Midtown
R-O	R-O
	R-4
R-4	R-4A
	R-4
R-3	R-3
I-1	I-1
	I-2
	B-3
	CMU
	RMU
I-2	I-1
	I-2
	B-3
	CMU
	RMU

Zoning Districts Table 2. Current Code Districts Available in EIA Model	
Acronym	Name
R-3	Multi Family Residential
R-4	Multi Family Residential
RO	Residential Office
B-1A	Local and Neighborhood Business
B-3	General Business
I-1	Light Industrial
I-2	Heavy Industrial

Zoning Districts Table 3. Provisionally Adopted Districts Available in EIA Model	
Acronym	Name
R-3	Multi-Family Residential
R-4	Multi-Family Residential
R-4A	Multi-Family Residential Mixed Use
RO	Residential Office
B-1A	Local and Neighborhood Business
B-3	General Business
B-3 in Midtown	B-3 zoning applicable to central areas of Midtown
NMU	Neighborhood Mixed Use
CMU	Community Mixed Use
RMU	Regional Mixed Use
RMU in Midtown	RMU zoning applicable to central areas of Midtown
I-1	Light Industrial
I-2	Heavy Industrial

This page intentionally left blank.

Appendix B: Project Development Categories of EIA Model

This table is for use in comparison testing of the maximum floor area / FAR development potential for major building categories under current and proposed zoning. The EIA "project development categories" are based on common existing and anticipated kinds of physical building development in Anchorage, and are listed generally in order of most to least common. The EIA categories are not intended to address every possible type or configuration of development. The primary purpose is to help provide a general indication of the maximum FAR possible for common types of development. The results of testing will vary by land use type and specific characteristics of individual project scenario examples.

EIA Project Development Category	Description / Examples	Default Assumptions and Parameters
1. Single Story Building - with all surface parking	Large retail store; small office; strip mall; restaurant; warehouse.	Entire building is one story.
2. Low-to-Medium Rise Building - with all surface parking	Professional, business and medical offices; residential apartments.	Building height is assumed to be 75 feet high or less. No usable floor area above this height. Building footprint is assumed to be at least 5,000 sf. Upper floors may exceed size of lower floor by up to 20%. May include basement depending on project scenario.
3. Low-to-Medium Rise Building - with surface parking plus ground-level parking under the building	Financial office buildings in Midtown; residential apartment complexes.	Same building parameters as above. Parking in ground-level of building is counted toward FAR calculation. Some of the parking may be in surface lot as well.
4. Low-to-Medium Rise Building - with two levels of parking (one underground) under the building	High density residential apartments, such as Park Plaza II at 16th and A.	Same building parameters as above. Building may have one or up to two levels of parking underneath; only one level is assumed to be underground. Part or all of the first floor of the building may be used as a second level of parking. Some parking may be in surface lot as well.
5. Low-to-Medium Rise Building - with separate adjacent parking structure	Recent examples include the office building at 3000 C Street and the Afognak Native Corporation building on Arctic Boulevard.	Parking structure is assumed to have a separate footprint on the site from the main building, and can be no taller than 75 feet high. Some of the parking may be in a surface lot as well.
6. Medium-to-High Rise Building - with all surface parking	Office, residential or mixed-use tower.	Building height may reach 300 feet. Minimum footprint is 10,000 sf. Upper floors may not exceed size of first floor.
7. Medium-to-High Rise Building - with structured parking	Office, residential or mixed-use tower.	Same building parameters as above. Structured parking configuration assumptions may vary by test.

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

This page intentionally left blank.

Appendix C: Land Use Types Available in EIA Model

The following land use types are based primarily on the 2008 EIA report's ranking of the most common types of uses in the Bowl. Derived from municipal Assessor data, the names and some categories on the list were modified to match the names and categorization of equivalent land use types in Title 21. Categories can be added or removed from the model as necessary. For example, the "restaurant" uses, while not the most common land use category in the municipal Assessor file, was added to the list.	
Use	Notes on EIA Model Worksheet Groupings of Uses
1. Dwellings, Multifamily or Mixed-use - Efficiency	
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	
5. Hotel Visitor Accommodations	This is a generalized grouping of separate use types from current and/or proposed Title 21. They have similar use-specific development standards.
6. Office - business, professional and financial	
7. Office - health and medical	
8. Fitness and Health Club	
9. Restaurant	
10. Restaurant with Drive-through Service	
11. Retail - Grocery or Food Store	
12. Retail - General and miscellaneous	Uses #12 through #15 are each generalized grouping of separate use types from current and/or proposed Title 21. They have similar use-specific development standards.
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	
14. Retail - furniture, home appliance, building materials, wholesale stores	
15. Manufacturing, small (LT 5,000 sf gfa)	
16. Manufacturing, large (GT 5,000 sf gfa)	This is a generalized grouping of separate use types from current and/or proposed Title 21. They have similar use-specific development standards.
17. Warehouse, small (LT 50,000 sf gfa)	
18. Warehouse, large (GT 50,000 sf gfa)	
19. Accessory mechanical/HVAC area in its own floor or penthouse	EIA model separates this accessory use to reflect current practice and proposed code provision that an accessory HVAC mechanical area in its non-habitable mechanical penthouse (or otherwise isolated on a separate floor from the main uses in the building) has a lower parking requirement applied to it.

Title 21 Economic Impact Analysis (EIA) - 2012 Update

Municipality of Anchorage Planning Division

5/18/2012

This page intentionally left blank.

Appendix D: Parking Facility Assumptions of EIA Model

Parking Table 1. Parking Dimensional Assumptions		
Type of Parking	Area per Space (Square Feet)	
Surface Parking Space (i.e., total parking lot land area per space)	Square feet of land area	375
Surface Parking Space in a relatively compact site plan (optional depending on test site - site layouts vary in efficiency)	Square feet of land area	350
Surface Parking Space in an irregular or relatively inefficient parking lot layout (optional depending on test site - site layouts vary in efficiency)	Square feet of land area	400
Ground-level Parking Space (under the building)	Square feet of gross floor area	350
Parking Structure Parking Space	Square feet of gross floor area	350
Bicycle Parking Space	Square feet of land area	12
Does structured parking count toward gross floor area in FAR calculation in Title 21 Rewrite?	No in old Title 21 R-4 zone; yes in new Title 21.	
Note: Parking space size assumption includes the land area of appurtenant driveways and circulation aisles. Parking lots typically require 300 to 400 s.f. of paved area, including appurtenant driveways and aisles, per parking space. Of four local lots measured, all had more than 350 s.f. per parking space. This corroborates with research literature sources.		

Parking Table 2. Parking Cost Assumptions		
Type of Parking	Construction Cost per Space	
Surface parking	\$	8,000 per space
Surface, under building	\$	35,000 per space
Above grade structure	\$	35,000 per space
Below grade structure	\$	60,000 per space
Off-site or On-Street Space requiring construction	\$	8,000 per space
Bicycle Parking Space	\$	1,000 per space

Appendix D: Parking Facility Assumptions of EIA Model

Parking Table 3. Minimum Number of Parking Spaces Required (1 of 2)			
Land Use Type Available for Testing in EIA Model	Current Parking Requirement	Proposed Parking Requirement*	Comments
1. Dwellings, Multifamily or Mixed-use - Efficiency	1.40 per dwelling	1.10 per dwelling	Multifamily parking requirement shown includes any spillover or guest space requirement. Guest space requirement in current code is actually higher than what this table indicates for any apartment building with 6 or fewer units.
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	1.68 per dwelling	1.10 per dwelling	
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	2.00 per dwelling	1.60 per dwelling	
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	2.80 per dwelling	2.10 per dwelling	
5. Hotel Visitor Accommodations	1.00 per guestroom	0.90 per guest room	Does not include conference or meeting room parking requirement.
6. Office - business, professional and financial	3.33 per 1000 sf	2.86 per 1000 sf	
7. Office - health and medical	4.00 per 1000 sf	3.33 per 1000 sf	
8. Fitness and Health Club	3.33 per 1000 sf	3.33 per 1000 sf	
9. Restaurant	1.00 per 3 seats	10.00 per 1000 sf	
10. Restaurant with Drive-through Service	1.00 per 3 seats	8.00 per 1000 sf	
11. Retail - Grocery or Food Store	5.00 per 1000 sf	4.00 per 1000 sf	
12. Retail - General and miscellaneous	3.33 per 1000 sf	2.86 per 1000 sf	This is a generalized grouping of separate use types from current and/or proposed Title 21.
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	3.33 per 1000 sf	2.50 per 1000 sf	This is a generalized grouping of separate use types from current and/or proposed Title 21.
14. Retail - furniture, home appliance, building materials, wholesale stores	3.33 per 1000 sf	1.25 per 1000 sf	This is a generalized grouping of separate use types from current and/or proposed Title 21.
*Note: The proposed Title 21 requirements in this table are the basic minimum requirements. They do not reflect the proposed "parking reductions and alternatives" to be available in the proposed code. The individual EIA model test worksheets incorporate most of the individual parking reductions based on the site- and project-specific factors. Some reductions or alternatives from the proposed code are not in the model and would require manual entry if needed.			

Appendix D: Parking Facility Assumptions of EIA Model

Parking Table 3. Minimum Number of Parking Spaces Required (2 of 2)			
Land Use Type Available for Testing in EIA Model	Current Parking Requirement	Proposed Parking Requirement*	Comments
15. Manufacturing, small (LT 5,000 sf gfa)	2.50 per 1000 sf	1.00 per 1000 sf	This is a generalized grouping of separate use types from current and/or proposed Title 21.
16. Manufacturing, large (GT 5,000 sf gfa)	2.50 per 1000 sf	0.67 per 1000 sf	
17. Warehouse, small (LT 50,000 sf gfa)	1.00 per 1000 sf	0.80 per 1000 sf	This is a generalized grouping of separate use types from current and/or proposed Title 21.
18. Warehouse, large (GT 50,000 sf gfa)	1.00 per 1000 sf	0.67 per 1000 sf	
19. Accessory mechanical/HVAC area in its own floor or penthouse	0.00 per 1000 sf	0.00 per 1000 sf	This is an assumption to allow modelling to go forward. This is to allow for rare cases in which an entire floor or penthouse is devoted to non habitable accessory storage and HVAC floor area, accessory to a primary use.
*Note: The proposed Title 21 requirements in this table are the basic minimum requirements. They do not reflect the proposed "parking reductions and alternatives" to be available in the proposed code. The individual EIA model test worksheets incorporate most of the individual parking reductions based on the site- and project-specific factors. Some reductions or alternatives from the proposed code are not in the model and would require manual entry if needed.			

This page intentionally left blank.

Appendix E: Setbacks Assumptions of EIA Model

Setbacks Table 1. Proposed Maximum Front Setbacks		
District	Primary Front Setback (ft)	Percent of Ground-level, Street-facing Building Elevation that must Comply
R-4A	40	50%
NMU	40	30%
CMU	40	50%
RMU	40	30%
Note: Primary front setback is based on the 20 ft max setback listed in the 21.06 dimensional tables plus the additional 20 ft allowed by-right in 21.06.030C.6.b(i).		

Setbacks Table 2. Minimum Front and Rear Setback Requirements - Current Code				
Land Use	FRONT	REAR		
		Adjoining or Adjacent to a Residential District	Adjoining or Adjacent to a Non-Residential District	
CURRENT CODE				
B-3 Residential	10		10	
B-3 Non-Residential	10	15		0
R-O Residential	10		10	
R-O Non-Residential	10		10	
R-3	20		20	
R-4	10		10	
I-1	10	equal to that of the R district		5
I-2	10	equal to 2x that of the R district		5
B-1A Residential	20		10	
B-1A Non-Residential	20	25		5

Appendix E: Setbacks Assumptions of EIA Model

Setbacks Table 3. Minimum Front and Rear Setback Requirements - Proposed Code				
Land Use	FRONT	REAR		
		Abutting or Adjacent to a Residential District	Abutting or Adjacent to a Non-Residential District	
PROPOSED CODE				
B-1A		10	15	10
B-3 Residential	10		10	
B-3 Non-residential	10	15		5
R-O Residential	10		10	
R-O Non-residential	10	15		10
R-3	20		20	
R-4	10		10	
R-4A	10	15		10
I-1	10	20		5
I-2	10	40		5
NMU	0	15		5
CMU	0	15		5
RMU	0	20		5

Appendix E: Setbacks Assumptions of EIA Model

Setbacks Table 4. Minimum Side Setback Requirements - Current Code				
SIDES				
Basic (including if building is on lot line in non-residential districts)	+ per 5' over 35' in bldg height	Adjoining or Adjacent to a Residential District	Adjoining or Adjacent to a Non-Residential District	
CURRENT CODE				
B-3 Residential	5	1	5	
B-3 Non-Residential	0	0	10	
R-O Residential	5	1	5	
R-O Non-Residential	0	0	5	
R-3	10	0	10	
R-4	5	1	5	
I-1	0	0	equal to that of the R district	5
I-2	0	0	equal to 2x that of the R district	5
B-1A Residential	5	0	5	
B-1A Non-Residential	0	0	20	5

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Appendix E: Setbacks Assumptions of EIA Model

Setbacks Table 5. Minimum Side Setback Requirements - Proposed Code				
SIDES				
Basic (including if building is on lot line in non-residential districts)	+ per 5' over 35' in bldg height	Adjacent to a Residential District	Adjacent to a Non-Residential District	
PROPOSED CODE				
B-1A	5	0	10	5
B-3 Residential	5	1	5	5
B-3 Non-Residential	0	0	15	10
R-O Residential	5	1	5	5
R-O Non-Residential	5	0	10	5
R-3	10	0	10	10
R-4	5	1	5	5
R-4A	5	0	10	5
I-1	0	0	20	5
I-2	0	0	40	5
NMU	0	0	15	5
CMU	0	0	15	5
RMU	0	0	20	5

Appendix F: Landscaping Assumptions of EIA Model

Landscaping Table 1. Proposed Code - Site Perimeter Landscaping Requirements (Landscaping Levels L2, L3, or L4)																							
Zoning of Proposed Project	Abutting District																		Abutting Street				
	R-1	R-1A	R-2A	R-2D	R-2F	R-2M	R-3	R-4	R-4A	PLI	PR	RO	B-1A	B-3	NMU	CMU	RMU	I-1	I-2	Freeway	Arterial	Collector	Local
RO	L3	L3	L3	L3	L3	L3	L2	L2	L2	L2	L3		L2		L2	L2	L2	L2	L2	L4	L2	L2	L2
B-3	L3	L3	L3	L3	L3	L3	L2	L2	L2	L2	L3		L2		L2	L2	L2	L2	L2	L4	L2	L2	L2
B-1A	L3	L3	L3	L3	L3	L3	L2	L2	L2	L2	L3						L2	L2	L2	L4	L2	L2	L2
NMU	L3	L3	L3	L3	L3	L3	L2	L2	L2	L2	L3						L2	L2	L2	L4	L2	L2	L2
CMU	L3	L3	L3	L3	L3	L3	L2	L2	L2	L2	L3					L2	L2	L2	L2	L4	L2	L2	L2
RMU	L3	L3	L3	L3	L3	L3	L3	L3	L3	L2	L2		L2		L2	L2		L2	L2	L4	L2	L2	L2
R-3	L3	L3	L3	L3						L3			L2	L2	L2	L2	L3	L3	L3	L4	L3	L2	L2
R-3 1ac+	L3	L3	L3	L3	L2	L2		L2	L2	L3			L2	L2	L2	L2	L3	L3	L3	L4	L3	L2	L2
R-4	L3	L3	L3	L3	L3	L3				L3		L2	L2	L2	L2	L2	L3	L3	L3	L4	L3	L2	L2
R-4 1ac+	L3	L3	L3	L3	L3	L3	L2			L3		L2	L2	L2	L2	L2	L3	L3	L3	L4	L3	L2	L2
R-4A	L3	L3	L3	L3	L3	L3				L3		L2	L2	L2	L2	L2	L3	L3	L3	L4	L3	L2	L2
R-4A 1ac+	L3	L3	L3	L3	L3	L3	L2			L3		L2	L2	L2	L2	L2	L3	L3	L3	L4	L3	L2	L2
I-1	L3	L3	L3	L3	L3	L3	L3	L3	L3	L2	L3	L2	L2	L2	L2	L2	L2			L4	L2	L2	L2
I-2	L3	L3	L3	L3	L3	L3	L3	L3	L3	L2	L3	L2	L2	L2	L2	L2	L2			L4	L2	L2	L2
Note: Residential multifamily dwellings in the NMU, CMU, RMU, RO, and B-3 districts shall be subject to R-4 district site perimeter landscaping requirements.																							

Landscaping Table 2. Current Code - Site Perimeter Landscaping Minimum Width (in feet)																
Zoning of Proposed Project	Abutting (Adjoining) District										Abutting Street					
	R-1	R-1A	R-2A	R-2D	R-2F	R-2M	R-3	R-4	PLI	RO	B-1A	B-3				
R-O															30	
B-1A	10	10	10	10	10	10	10	10							30	6
B-3	10	10	10	10	10	10	10	10							30	6
R-3															30	
R-4															30	
I-1	10	10	10	10	10	10	10	10							30	8
I-2	10	10	10	10	10	10	10	10		8	8	8			30	

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Appendix F: Landscaping Assumptions of EIA Model

Landscaping Table 3. Proposed Code - Parking Lot Perimeter Landscaping Requirements					
Proposed Use Type	Abutting Use or Street				
	Single Family	Single Family Across Alley	Multifamily	Multifamily Across Alley	Other
Multifamily	L3	L3 L2 with fence	L2	L2	L2
Nonresidential or Mixed-use	L3	L3 L2 with fence	L3	L3 L2 with fence	L2

Landscaping Table 4. Current Code - Parking Lot Perimeter Landscaping Requirements					
Proposed Use Type or District	Adjoining District		Abutting Street		
	Residential District	Nonresidential	Arterial	Collector	Local
B-3 and B-1A	10	8	6	8	8
Nonresidential Use in other districts besides B-3 (see note 2)	10	8	8		
Residential Use in other districts besides B-3	8	8	8		
Note 1: Except in the B-3 district, parking lot perimeter landscaping requirements for parking lots adjacent to nonresidential uses only apply to parking lots with 15 or more spaces.					
Note 2: For non-residential use in other districts besides B-3, 10 foot buffer is used unless a screening structure is provided in which case 8 feet and VE landscaping is used (21.45.080X.6.a)					

Page intentionally left blank

Appendix F: Landscaping Assumptions of EIA Model

Page intentionally left blank.

Appendix F: Landscaping Assumptions of EIA Model

Page Intentionally Left Blank.

Appendix F: Landscaping Assumptions of EIA Model

Page intentionally left blank.

Appendix F: Landscaping Assumptions of EIA Model

Page intentionally left blank.

Appendix F: Landscaping Assumptions of EIA Model

Landscaping Table 5. Perimeter Landscaping Costs Per Square Foot (2008)				
Landscaping	Current Code		Proposed Code	
Visual enhancement (VE)	\$	6.91 per sq. ft.	\$	10.94 per sq. ft.
Buffer 10' wide	\$	10.65 per sq. ft.	\$	11.70 per sq. ft.
Buffer 15' wide	not estimated per sq. ft.			
Screening	\$	11.90 per sq. ft.	\$	11.37 per sq. ft.
Average of VE and Buffer	\$	7.85	\$	11.32

Note #1: Model weights the average of VE and Buffer toward VE in Current Code because VE is currently applied more often.

Note #2: Model assumes that VE and Arterial Landscaping in Current Code have the same cost per square foot.

Landscaping Table 6. Site/Visual Landscaping Costs Per Square Foot (2008)		
Landscaping	Current Code	Proposed Code
Site/Visual Enhancement	\$1.20 per sq. ft.	\$2.00 per sq. ft.

Note: Areas of site not covered by buildings or other facilities or required landscaping shall be landscaped.

Landscaping Table 7. Ornamental Screening Fence and Vertical Curbing Assumptions			
Width of Vertical Curb Paving	0.5 foot		
Length of Vertical Curbing Per Sq Ft of Interior Landsc	0.38 linear feet		assumes curbing all around a 9X20 ft perimeter
Construction Cost of Vertical Curbing Per Sq Ft	\$	55.00	Source: December 2010 interview with municipal project landscape architect, regarding typical per linear foot costs of curb-and-gutter between parking lot and landscaping bed.
Construction Cost of Ornamental Screening Fence Per Linear Foot	\$	100.00	Source: Screening fence costs based on 2009 average bid tab for a 5 ft tall chain link/wood fence was \$82.13 per In ft. EIA Model rounds up to 100.

Appendix F: Landscaping Assumptions of EIA Model

Landscaping Table 8. Current Code - Visual Enhancement Landscaping		
Landscaping Item	Quantity	Installed Cost (2008)
Deciduous trees (1 in caliper)[2]	5	\$1,500
Deciduous shrubs (18 inch)	15 (3 shrubs per tree)	\$825
Shredded bark mulch	800 square feet	\$3,200
Total		\$5,525
Per Square Foot		\$6.91

[1] Arterial landscaping category is being dropped in the new code and replaced with visual enhancement landsc. It's assumed that the sq ft costs are similar.
[2] The new code requires the minimum caliper of deciduous trees to be 2 inches. The minimum caliper under the current code is 1 inch for deciduous trees (for meeting visual enhancement landscaping requirements).

Appendix F: Landscaping Assumptions of EIA Model

Landsc. Table 9. Proposed Code - L2 Visual Enhancement Landscaping		
Landscape Item	Quantity	Installed Cost (2008)
Deciduous trees (2 inch cal.)[1]	20 tree units required. 5 deciduous trees (2" cal.) = 20	\$2,250
Deciduous shrubs (18")	12 shrub units required. 24	\$1,320
Shredded bark mulch	800 square feet	\$3,200
Additional required landscape units (to be used for additional or larger trees and shrubs; toward existing tree retention; or hardscape items)[2]	18 landscape units are remaining. For this estimate, assume more 18" shrubs are used to create a low shrub hedge. 36 more 18" shrubs =	\$1,980
	Total	\$8,750 [2]
	Per Square Foot	\$10.94

[1] The new code requires the minimum caliper of deciduous trees to be 2 inches. The minimum caliper under the current code is 1 inch for deciduous trees (for meeting visual enhancement landscaping requirements).

[2] Total costs of the new code will vary widely depending on how the extra required landscape units are used. For example, one existing 4" caliper tree retained within the perimeter landscaping area would be worth 20 landscape units. This could replace the \$1,980 used above to purchase additional shrubs. Also note that 18" shrubs are used in the cost comparison for the new code since this is the minimum shrub size required in the current code. However, since the new code doesn't prescribe 3 shrubs per tree which is the current policy, larger shrubs can be used which can also reduce costs. For example, 12 x 36 inch shrubs would also meet the mandatory 12 shrub units but would cost an estimated \$1,140. In addition, if the site had one existing 4-inch deciduous tree to be retained within the perimeter landscaping area, the total landscaping cost would be approximately \$7,340, or approximately 33% higher cost than the current code. If the site has more than one existing trees that can be applied to the perimeter tree requirement, the costs could be reduced even further.

Appendix F: Landscaping Assumptions of EIA Model

Landsc. Table 10. Current Code - Buffer (10') Landscaping		
Landscape Item	Quantity	Installed Cost (2008)
Evergreen trees (6 ft.)	5	\$3,000
Deciduous trees (1-1/2 inch caliper)	5	\$2,000
Deciduous shrubs (18 inch)	30 (3 shrubs per tree)	\$1,650
Shredded bark mulch	1,000 square feet	\$4,000
	Total	\$10,650
	Per Square Foot	\$10.65

Landsc. Table 11. Proposed Code - L3 Buffer Landscaping		
Landscape Item	Quantity	Installed Cost (2008)
Evergreen trees (6 ft.)	30 evergreen tree units	\$3,000
Deciduous trees (2 inch caliper)[1]	20 tree units required in addition to mandatory	\$2,250
Deciduous shrubs (24 inch)	25 shrub units required. 50	\$2,750
Shredded bark mulch	1,500 square feet [2]	\$6,000
Additional required landscape units (to be used for additional or larger trees and shrubs; toward ornamental screening fence	35 landscape units left over.	\$3,000 (fence)
	In this case, a 4 ft. high ornamental screening fence	\$ 550 (10 shrubs)
	Total	\$17,550 [3]
	Per Square Foot	\$11.70

Notes:

- [1] The new code's minimum deciduous tree has a 2 inch caliper. For the buffer landscaping requirement, the current code allows a 1-1/2 inch caliper tree.
- [2] The new code requires a 15-foot wide landscaping bed while the current code only requires a 10-foot wide bed.
- [3] See note #2 on previous page.

Appendix F: Landscaping Assumptions of EIA Model

Landsc. Table 12. Current Code - Screening Landscaping		
Landscape Item	Quantity	Installed Cost (2008)
Evergreen trees (8+ ft.)[1]	20 evergreen trees (two off-	\$18,000
Deciduous trees	None required	\$ --
Deciduous shrubs (30 inch)[2]	60 (3 shrubs per tree)	\$5,700
Shredded bark mulch	3,000 square feet	\$12,000
	Total	\$35,700
	Per Square Foot	\$11.90

Notes:

- [1] The current code calls for a minimum evergreen height of 6 ft. with the average
- [2] 36 inch shrub costs are used.

Appendix F: Landscaping Assumptions of EIA Model

Landsc. Table 13. Proposed Code - L4 Screening Landscaping		
Landscape Item	Quantity	Installed Cost (2008)
Evergreen tree (8+ ft.)[1]	90 evergreen tree units	\$9,000
Deciduous tree (2 inch caliper)[2]	30 other tree units are needed. 8 deciduous trees at	\$3,600
Deciduous shrub (36 inch)	60 shrub units required. 60 x	\$5,700
Shredded bark mulch	3,000 square feet [3]	\$12,000
Additional required landscape units (to be used for additional or larger trees and shrubs; toward existing tree retention; or	38 landscape units left over.	\$1,500 (berm)
	In this case, a 3 foot high berm is used for the extent of	\$1,000 (boulders)
	screening area = 15	\$1,300
Total		\$34,100 [4]
Per Square Foot		\$11.37

Notes:

[1] Assumes 8 ft. evergreen trees even though the Public Hearing Draft doesn't specify this as a minimum height.

[2] The new code's minimum deciduous tree has a 2 inch caliper. The current code doesn't list a minimum caliper for deciduous trees since the screening requirements call for evergreens only.

[3] The cost estimate assumes the entire bed is covered with shredded bark, although in reality, a berm may only use mulch on the top portion of the berm under the trees and shrubs and use other seed mixes for the sloped sides of the berm.

[4] Total costs of the new code will vary widely depending on how the extra required landscape units are used. For example, screening landscaping areas will likely have many existing trees that could qualify for tree points and some large shrubs that could qualify for shrub points. Due to the potential cost savings, the landscape unit system may encourage more tree retention, particularly for screening landscaping areas which have a wide bed.

Appendix F: Landscaping Assumptions of EIA Model

Landsc. 14. Cost of Landscaping Materials (2008)	
Evergreen Tree (12'+ ht.)	\$1,500 each
Evergreen Tree (10-12' ht.)	\$1,200 each
Evergreen Tree (8-10' ht.)	\$900 each
Evergreen Tree (6-8' ht.)	\$600 each
Deciduous Tree (4" cal.)	\$2,000 each
Deciduous Tree (3" cal.)	\$1,200 each
Deciduous Tree (2.5" cal.)	\$750 each
Deciduous Tree (2" cal.)	\$450 each
Deciduous Tree (1-1/2" cal.)	\$400 each
Deciduous Tree (1" cal.)	\$275 each
Deciduous Shrub (36" ht.)	\$95 each
Deciduous Shrub (24" ht.)	\$80 each
Deciduous Shrub (18" ht.)	\$55 each
Evergreen Shrub (18" ht.)	\$100 each
Perennial & Ground Cover (#1 container)	\$25 each
Topsoil (4" depth) & Seeding	\$1,200 MSF
Flower Basket Support	
Earth Berm (min. 18" ht.)	\$15 lin.ft.
Decorative Ornamental Fence (metal)	\$175 lin.ft.
Screen Fence (Opaque; 6'+ ht)	\$30 lin.ft.
Ornamental Pavers	\$12.50 sq.ft.
Ornamental Concrete (exposed aggregate, etc.)	\$120 sq.yd
Landscape Boulders (3'x3')	\$200 each
Landscape Boulders (4'x4')	\$300 each
Seating / Decorative Walls	\$200 lin.ft.
Bench (min. 6' length)	\$1,800
Trash Receptacle	\$1,500
Bicycle Rack	\$1,000
Landscape Irrigation (in-ground)	\$2.50 sq.ft.
Shredded bark mulch	\$4 per sq. ft.
Rock mulch	\$6 per sq. ft.

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Appendix G: Snow Storage and Disposal Assumptions of EIA Model

Snow Storage Table 1. Area Requirements			
Use Type	Existing Title 21 Snow Storage Area Requirement	Proposed Title 21 Snow Storage Area Requirement as percent of parking lot facility area	Comments
Residential Use	No specific snow storage area requirement	10%	Single family, two-family, townhouse and mobile home dwelling uses on individual lots are proposed to be exempt.
Non-residential Use	No specific snow storage area requirement	10%	The proposed snow storage area requirement for all uses can be waived if the development plan is to haul snow off-site or use snow melting devices.

Snow Storage Table 2. Cost Assumptions			
Snow Storage Area Construction Cost			Comments
Paved Area	\$20	per square foot	Assumed to be similar to per sq ft cost of paved areas
Planted Area	\$12	per square foot	Assumed to be similar to per sq ft cost of landscaping; alternative cost assumption could be \$6 per sf, based on \$5,000/1,000 sf for topsoil and \$500/1,000sf seeding as reported by PM&E project manager.

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

This page intentionally left blank.

Appendix H: Exterior Lighting Assumptions of EIA Model

Exterior Lighting Table 1. MLO Requirements and Lighting Statistics				
MLO REQUIREMENTS		TYPICAL DESIGN 400 WATT SEMI-CUTOFF COBRAHEAD		MLO COMPLIANT 250 WATT ONE FOR ONE REPLACEMENT
Lighting Zone		LZ3		LZ 3
IESNA Criteria				
Minimum Horizontal Illuminance (HFC)		0.5		0.5
Minimum Vertical Illuminance (VFC)		0.25		0.25
LIGHTING STATISTICS				
Total Lumens		1944000		887550
Allowed Lumens		2060189		2060189
Average Horizontal Illuminance (HFC)		5.2		2.7
Maximum Horizontal Illuminance (HFC)		14.4		7.3
Minimum Horizontal Illuminance (HFC)		1.0		0.5
Minimum Vertical Illuminance (VFC)		0.7		0.3
Uniformity (Avg:Min)		5:1		4:1
Uniformity (Max:Min)		14:1		12:1
Source: Clanton and Associates, with revisions made by the Planning Department, Municipality of Anchorage, with input from IESNA - Alaska Chapter, September 4, 2007.				

Appendix H: Exterior Lighting Assumptions of EIA Model

Exterior Lighting Table 2. Cost Assumptions			
CAPITAL COSTS	TYPICAL DESIGN 400 WATT SEMI-CUTOFF COBRAHEAD	MLO COMPLIANT WATT ONE FOR ONE REPLACENT	250
Number of Luminaire Replacements	42	42	
Material Cost per Luminaire	\$257	\$360	
Total Material Cost	\$10,794	\$15,120	
Labor Cost per Luminaire	\$250	\$250	
Total Labor Cost	\$10,500	\$10,500	
Total Installed Cost	\$21,294	\$25,620	1.20
Per square foot	\$0.082	\$0.099	1.20
ENERGY USE			
Area (SF)	258324	258324	
Number of Lamps	42	42	
Input Wattage	452	288	
Total Power (W)	18984	12096	
Lighting Power Density (W/SF)	0.073	0.047	
Hrs of Operation per Day	10	10	
Hrs of Operation per Year	3640	3640	
Energy Use per Year (kWh)	69,102	44,029	
Cost of Energy (\$/kWh)	\$0.12	\$0.12	
Energy Cost per Year (\$/year)	\$8,292	\$5,284	
ECONOMIC ANALYSIS			
Capital Cost / SF	\$0.08	\$0.10	
Savings per Year (\$/year)		\$63,818	
Lifetime (years)	15	15	
Discount Rate	5%	5%	
USPW	10.3797	10.3797	
Simple Payback (years)		0.1	
Net Present Cost (Present \$)	\$107,364	\$80,461	
Net Present Cost / SF	\$0.42	\$0.31	
Source: Clanton and Associates, with revisions made by the Planning Department, Municipality of Anchorage, with input from IESNA - Alaska Chapter, September 4, 2007.			

Source: Development Strategies, Inc.

←Assumes electronic ballasts where possible, otherwise pulse start

Assumed average use over entire year

←From Energy Information Administration - http://www.eia.doe.gov/cneaf/electricity/epm/table5_6_b.html

Source: Development Strategies, Inc.
Revised by Development Strategies, Inc.

Assumed a 5% discount rate
Uniform Series Present Worth factor
Revised by Development Strategies, Inc.
LifeCycle Cost over project lifetime

Appendix I: Loading Facility Assumptions of EIA Model

Loading Table 1. Dimensional Assumptions			
Type of Loading Berth	Area	Length	Width
Type A Loading Berth	800 sf	80 ft	10 ft
Type B Loading Berth	400 sf	40 ft	10 ft

Loading Table 2. Cost Assumptions	
Item	Unit Cost (2008)
Loading Berths	\$21 per square foot
Screening Wall or Fence	\$220 per linear foot of long side of loading berth
Note: Screening wall cost is based on 2009 MOA PM&E average bid tab of \$217.61 for a sound barrier fence. Loading berth area cost is assumed to be similar to parking area costs.	

Loading Table 3. Required Berths: Current Title 21						
Use Type	Type of Berth	Number of Berths per Gross Floor Area				
		0	1	2	3	4
Dwelling, Multifamily or Mixed-use	B	Less than 25,000 sf gfa	25,000 - 150,000 sf gfa	150,001 - 400,000 sf gfa	400,001 - 650,000 sf gfa	More than 650,000 sf gfa
Hotel	B	Less than 25,000 sf gfa	25,000 - 40,000 sf gfa	40,001 - 100,000 sf gfa	100,001 - 200,000 sf gfa	More than 200,000 sf gfa
Office, business, professional and financial	B					
Office, health and medical	B	Less than 10,000 sf gfa	10,000 - 100,000 sf gfa	More than 100,000 sf gfa		
All Other Commercial Uses	B	Less than 7,000 sf gfa	7,000 - 24,000 sf gfa	24,001 - 50,000 sf gfa	50,001 - 100,000 sf gfa	More than 100,000 sf gfa
All Industrial Uses	A	Less than 12,000 sf gfa	12,000 - 36,000 sf gfa	36,001 - 60,000 sf gfa	60,001 - 100,000 sf gfa	More than 100,000 sf gfa

Title 21 Economic Impact Analysis (EIA) - 2012 Update

Municipality of Anchorage Planning Division

5/18/2012

Appendix I: Loading Facility Assumptions of EIA Model

Loading Table 4. Required Berths: Proposed Title 21						
Use Type	Type of Berth	Number of Berths per Gross Floor Area				
		0	1	2	3	4
Dwelling, Multifamily or Mixed-use	B	0 - 49 dwelling units	50 - 149 dwelling units	150 - 249 dwelling units	250 - 349 dwelling units	350 or more dwellings
Hotel	B	Less than 25,000 sf	25,000 - 40,000 sf	40,001 - 100,000 sf	100,001 - 200,000 sf	More than 200,000 sf
Office, business, professional and financial	B	gfa	gfa	gfa	gfa	gfa
Office, health and medical	B					
All Other Commercial Uses	B	Less than 10,000 sf	10,001 - 24,000 sf	24,001 - 50,000 sf	50,001 - 100,000 sf	More than 100,000 sf
		gfa	gfa	gfa	gfa	gfa
All Industrial Uses	A	Less than 12,000 sf	12,001 - 36,000 sf	36,001 - 60,000 sf	60,001 - 100,000 sf	More than 100,000 sf
		gfa	gfa	gfa	gfa	gfa

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Appendix J: Refuse Receptacle Assumptions of EIA Model

Refuse Collection Facility Table 1. Dimensional and Cost Assumptions						
Refuse Receptacle Type	Number of Receptacles	Area Requirements			Construction Cost	
		Area Size of Container	Area Size w/ Screening Enclosure	Refuse Vehicle Maneuvering Clearance Area	Cost of Surface per sq ft	Cost of Screening Enclosure
Dumpster	1	40 sf	120 sf	1500 sf	\$21.33	\$4,800
	2	90 sf	220 sf	1500 sf	\$21.33	\$6,300
Compactor / Roll - off	1	184 sf	462 sf	1500 sf	\$21.33	\$9,600
Notes: Refuse vehicle maneuvering clearance area is assumed to be a 15 foot wide, 100 foot long (ie., 1500 sf) space in front of the refuse container. Screening enclosure costs were first checked against a 2009 average bid tab for a 5 ft tall chain link/wood fence of \$82.13 per linear foot. PM&E staff in Dec 2010 recommended assuming a 6-7 ft tall screening enclosure would cost around \$150 per square foot, depending on the materials used. The EIA Model multiplies the \$150 per square foot amount by the perimeter length of the screening enclosure. PM&E staff interviewed in Dec 2010 that enclosure gate costs between \$2,000 and \$5,000 depending on size of the enclosure would be a good general est.						

This page intentionally left blank.

Appendix K: Pedestrian Facility Assumptions of EIA Model

Pedestrian Facility Type	Minimum Width - Current Code (ft)	Minimum Width - Proposed Code (ft)	Construction Cost Per Square Foot	Total Square Feet	Comments
Walkway or Sidewalk	4	5	\$10.00	n/a	Construction cost assumption for pedestrian connection facilities is based on the average bids on standard finish sidewalks, as reported on page 4 of 2009 Municipal bid tabs available on the MOA Public Works Department website. Average of average bids on six such sidewalk projects was \$71 dollars per square yard, or \$8.
Primary Pedestrian Walkway	n/a	12	\$15.00	n/a	Model assumes that a primary pedestrian walkway will have a width of 12 feet. This includes the minimum clear width of 8 feet for the walkway itself plus (a) additional width along buildings for a sidewalk storefront zone, transition pedestrian spaces and/or building foundation landscaping; and (b) buffer space of at least 4 feet in width along streets and driveways to accommodate street trees, landscaping beds, light fixtures, utilities, etc. Primary pedestrian walkway per square foot construction cost is guess estimated to be higher than standard sidewalk in row above. It is calibrated to be somewhat near the cost of site perimeter landscaping, estimated to be between \$11 and \$12 per square foot.
Off-street Transit Stop (Arterials)	n/a	15	\$20.00	300	Model assumes that bus stops along arterial streets will be required to have bus pull-out lanes at the bus stop, which requires that more of the space needed for the bus stop staging area must be acquired from outside the right-of-way.
On-street Transit Stop (Collector or Local Streets)	n/a	10	\$20.00	200	Bus stop per square foot construction cost assumption is a guess estimate, building from cost estimates in rows above.

This page intentionally left blank.

Appendix L: Private Open Space Assumptions of EIA Model

Private Open Space Table 1. Area Requirements				
Zoning District	Current Title 21 "usable yard" requirement per dwelling unit (sf)	Proposed Title 21 "private open space" requirement per dwelling unit (sf)	Proposed Title 21 "private open space" requirement for non-residential development as a percentage of the gross floor area of the non-residential portion of the development	Proposed Title 21 percent reduction in open space area requirement for high quality common space
R-4	100	120	5%	25%
R-4A		120	5%	
R-3	400	400	n/a	
B-1A	0	120	5%	
B-3	100	120	5%	
RO	100	120	5%	
NMU		120	5%	
CMU		120	5%	
RMU		120	5%	

Private Open Space Table 2. Construction Cost Assumptions		
Construction Cost (2008)		Comments
Current Code	\$8.00 per sq ft	Assumed to be similar to cost of current VE landscaping
Proposed Code	\$12.00 per sq ft	Assumed to be similar to cost of L2 landscaping

This page intentionally left blank.

Appendix M: Building Dimensional and Cost Assumptions of EIA Model

Dimensional Assumptions Table 1. Minimum Possible Building Footprint	
Building Floor Plate	Floor Area (Square Feet)
Minimum footprint size for a one-story building	1,000
Minimum footprint size for a 2 - 5 story building	5,000
Minimum footprint size for a building taller than 5 stories	10,000
Minimum footprint size for structured parking area	5,000
Note: Model should use this factor to ensure that none of the test cases creates an unrealistic building floor plate, because this would create unrealistic assumptions about how much parking can get on site.	

Dimensional Assumptions Table 2. Dwelling Unit Size	
Dwelling Unit	Gross Floor Area (Square Feet) - <i>GFA of building per dwelling</i>
Dwelling, Multifamily - Efficiency	600
Dwelling, Multifamily or Mixed-use - 1 Bedroom	800
Dwelling, Multifamily or Mixed-use - 2 Bedroom	1,000
Dwelling, Multifamily or Mixed-use - 3 Bedroom	1,400
Hotel Guest Room	1,000

Appendix M: Building Dimensional and Cost Assumptions of EIA Model

Dimensional Assumptions Table 3. Story Height by Use Type	
Use Type	Height of each story (feet)
Structured Parking or Ground-level Parking under a building	15
Dwelling, Multifamily or Mixed-use - 1 Bedroom	10
Dwelling, Multifamily or Mixed-use - 2 Bedroom	10
Dwelling, Multifamily or Mixed-use - 3 Bedroom	10
Visitor Accommodations	10
Office - business, professional and financial	15
Office - health and medical	15
Restaurant	25 (select one)
Retail, grocery store	25 (select one)
Retail, general - general, convenience store, building materials	25 (select one)
Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores	25 (select one)
Retail, large goods - furniture, home appliance, flooring	25 (select one)
Manufacturing, small	25
Manufacturing, large	25
Warehouse, small	25
Warehouse, large	25

Appendix M: Building Dimensional and Cost Assumptions of EIA Model

Dimensional Assumptions Table 4. Maximum Allowed Building Height (feet)			
Zoning District	Current Code	Proposed Code by right	Proposed Code with bonuses
R-3	35	35	
R-4	Unlimited	45	60
R-4A		45	90
R-O	Unlimited	45	
B-1A	25	30	
B-3	Unlimited	45	
B-3 Midtown	Unlimited	Unlimited	
CMU		60	
NMU		45	
RMU		60	
RMU Midtown		Unlimited	
I-1	Unlimited	50	
I-2	Unlimited	Unlimited	
Note: 21.06.030D.7, Height Adjustments, as provisionally adopted, allows height increases of up to five feet.			

Appendix M: Building Dimensional and Cost Assumptions of EIA Model

Dimensional Assumptions Table 5. Maximum Allowed Lot Coverage (as a percentage of lot area)			
Zoning District	Current Code		Proposed Code
	Residential	Non-Residential	Residential Non-Residential
R-3	40%	40%	40%
R-4	50%	50%	50%
R-4A		65%	65%
R-O	50%	100%	50%
B-1A	40%	50%	50%
B-3	50%	100%	100%
B-3 Midtown or MT		50%	100%
CMU		100%	100%
NMU		100%	100%
RMU		100%	100%
I-1	100%	100%	100%
I-2	100%	100%	100%

Dimensional Assumptions Table 6. Maximum Allowed Floor Area Ratio (FAR)			
Zoning District	Current Code	Proposed Code by right	Proposed Code with bonuses
R-4	2	1	2
R-4A		1	3
R-O (Residential Uses Only)	2	1	2
B-3 (Residential Uses Only)	2	1	2
B-3 Midtown	Unlimited	Unlimited	Unlimited
CMU		1	2
NMU		0.75	1.50
RMU		1	2
RMU Midtown		2	7
All Other Districts and Uses	Unlimited	Unlimited	Unlimited

Title 21 Economic Impact Analysis (EIA) - 2012 Update
Municipality of Anchorage Planning Division
5/18/2012

Appendix M: Building Dimensional and Cost Assumptions of EIA Model

Dimensional Assumptions Table 7. Non-Industrial Building Construction Costs Per Square Foot			
Building Construction - Non-industrial Development Projects (For technical reasons having to do with model functions and references, the following list includes all uses in the model, including uses that are unlikely to be in non-industrial projects)	Per Gross Square Foot (2008)		% Adjustment for Proposed Design Standards in 21.07.110 and 21.07.120
	Current Title 21	Proposed Title 21	
1. Dwellings, Multifamily or Mixed-use - Efficiency	\$150	\$158	5%
2. Dwellings, Multifamily or Mixed-use - 1 Bedroom	\$150	\$158	5%
3. Dwellings, Multifamily or Mixed-use - 2 Bedroom	\$150	\$158	5%
4. Dwellings, Multifamily or Mixed-use - 3 Bedroom	\$150	\$158	5%
5. Hotel Visitor Accommodations	\$175	\$184	5%
6. Office - business, professional and financial	\$175	\$177	1%
7. Office - health and medical	\$265	\$268	1%
8. Fitness and Health Club	\$175	\$177	1%
9. Restaurant	\$175	\$177	1%
10. Restaurant with Drive-through Service	\$175	\$177	1%
11. Retail - Grocery or Food Store	\$175	\$177	1%
12. Retail - General and miscellaneous	\$175	\$177	1%
13. Retail - repair, rental, services, liquor, bicycle, vehicle parts	\$175	\$177	1%
14. Retail - furniture, home appliance, building materials, wholesale stores	\$125	\$126	1%
15. Manufacturing, small (LT 5,000 sf gfa)	\$130	\$130	0%
16. Manufacturing, large (GT 5,000 sf gfa)	\$120	\$120	0%
17. Warehouse, small (LT 50,000 sf gfa)	\$115	\$115	0%
18. Warehouse, large (GT 50,000 sf gfa)	\$110	\$110	0%
19. Accessory mechanical/HVAC area in its own floor or penthouse	\$125	\$125	0%

Appendix M: Building Dimensional and Cost Assumptions of EIA Model

Dimensional Assumptions Table 8. Industrial Building Construction Costs Per Square Foot			
Building Construction - for use in testing Industrial Development Projects (For technical reasons having to do with model functions and references, the following list includes all uses in the model, including uses that are unlikely to be in industrial projects)	Per Gross Square Foot (2008)		% Adjustment for Proposed Design Standards in 21.07.110 and 21.07.120
	Current Title 21	Proposed Title 21	
Dwelling, Multifamily or Mixed-use - Efficiency or Studio	\$150	\$150	0%
Dwelling, Multifamily or Mixed-use - 1 Bedroom	\$150	\$150	0%
Dwelling, Multifamily or Mixed-use - 2 Bedroom	\$150	\$150	0%
Dwelling, Multifamily or Mixed-use - 3 Bedroom	\$150	\$150	0%
Hotel	\$175	\$175	0%
Office, business, professional and financial	\$175	\$175	0%
Office, health and medical	\$265	\$265	0%
Health Club/Fitness Center	\$175	\$175	0%
Restaurant	\$175	\$175	0%
Restaurant with Drive-through Service	\$175	\$175	0%
Retail, grocery	\$175	\$175	0%
Retail, general - general, convenience store, building materials	\$175	\$175	0%
Retail, other - pharmacy, video rental, liquor store, wholesale, business service, vehicle parts stores	\$175	\$175	0%
Retail, large goods - furniture, home appliance, flooring	\$125	\$125	0%
Retail, large shopping mall	\$145	\$145	0%
Manufacturing, small	\$130	\$130	0%
Manufacturing, large	\$120	\$120	0%
Warehouse, small	\$115	\$115	0%
Warehouse, large	\$110	\$110	0%
Accessory storage/mechanical area	\$125	\$125	0%

Appendix N: Drop Down Menus in EIA Model

<u>Allowed Height</u>	<u>Usable Parking Lot Corners</u>	<u>Snow Storage</u>	<u>Refuse Receptacles</u>
feet allowed by-right	No	Snow to be stored on site in a paved area	Compactor
feet adjusted by AMC 21.60.030D.7	Yes, one corner	Snow to be stored on site in a planted area	Dumpster
feet maximum with bonuses	Yes, two corners	Owner indicates snow will be melted	
	Yes, three corners	Owner indicates snow will be removed from site	
	Yes, four corners		

<u>Assumed Cost of Land per sq ft:</u>	<u>Utility Easement</u>	<u>Street Type</u>	<u>Land Use</u>	<u>Yes or No</u>	<u>Percent</u>
\$10	0	Not Applicable	Residential	Yes	0%
\$15	10	Freeway	Non-Residential	No	25%
\$20		Arterial Street	Mixed-Use		50%
\$25		Collector Street			75%
\$30		Local Street			100%
\$35		Alley			
\$40					

Reasons

Answer: Project received variances from regulations.

Answer: Project predates current regulations

Answer: (Provide site specific answer if needed)

Corner Lot

One street, along the front

Two streets, corner lot

Two streets, along the front and back

Three streets, along the front and the two sides

Three streets, along the front, side, and back

Four streets, all sides

Appendix N: Drop Down Menus in EIA Model

Zoning			Structure Type
<u>Not applicable</u>	<u>Current Title 21</u>	<u>Proposed Title 21</u>	
R-1	One Family Residential	Single Family Residential	Not applicable
R-1A	One Family Residential	Single Family Residential	Single family detached
R-2A	Two Family Residential	Two Family Residential	Single family attached
R-2D	Two Family Residential	Two Family Residential	Two-family structure
R-2F	Multi Family Residential	Mixed Residential	Multiple family structure
R-2M	Multi Family Residential	Mixed Residential	Cluster housing
R-3	Multi Family Residential	Multi-Family Residential	School
R-4	Multi Family Residential	Multi-Family Residential	Park
R-4A	Multi Family Residential	Multi-Family Residential	Library
R-5	Rural Residential	Multi-Family Residential	Church
R-6	Suburban Residential	Low Density Residential	Tower
R-7	Intermediate Rural Residential	Low Density Residential	Child care home
R-8	Rural Residential	Single Family Residential	Child care center
R-9	Rural Residential	Low Density Residential	Hotel
R-10	Residential Alpine/Slope	Low Density Residential	Private club or lodge
RO	Residential Office	Low Density Residential	Museum
B-1A	Local and Neighborhood Business	Residential Office	Charitable institution
B-1B	Community Business	Local and Neighborhood Business	Commercial greenhouse/nursery
B-3	General Business	General Business	Professional services office
B-4	Rural Business	General Business	Employment agency
I-1	Light Industrial	Light Industrial	Veterinary clinic
I-2	Heavy Industrial	Heavy Industrial	Family self-sufficiency service
I-3	Rural Industrial	Heavy Industrial	Retail store
NMU		Neighborhood Mixed Use	General office building
CMU		Community Mixed Use	Restaurant or club
RMU		Regional Mixed Use	Warehouse
PLI-p	Public Lands and Institutions - park		Manufacturing/assembly
PR		Parks and Recreation	Junkyard
			Outdoor storage

Exhibit E-5

Update Review of Property Value Impacts of Allowed Uses in the Title 21 Rewrite

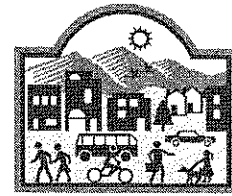
This was provided to the Planning and Zoning Commission and on a CD to the Assembly Title 21 Committee. The Exhibit has been posted on the Title 21 Rewrite website since May 2012.

Note: Based on a request by PZC in May 2012, this updated and supplemented information that was provided in Exhibits E-1, E-2, and E-3 regarding the potential property value impacts of changes in allowed uses.

This page intentionally left blank.



Municipality of Anchorage
Community Development Department
Planning Division



MEMORANDUM

Date: June 8, 2012

To: Planning and Zoning Commission

From:  Jerry T. Weaver, Jr., Director

Subject: Case 2011-104 Issue-Response – Exhibit E-5, Update Review of Property Value Impacts of Allowed Uses in the Title 21 Rewrite

As part of the title 21 rewrite project, the Municipality contracted with a nationally respected economic planning firm, Development Strategies Inc., to prepare an *Economic Impact Analysis (EIA)* of the 2007 public hearing draft title 21 rewrite. Prepared in 2008, the EIA report is an extensive technical study with multiple quantitative analyses estimating the immediate economic impacts of compliance on individual properties (see Exhibits E-1 and E-2 for full EIA report). This memorandum provides an updated review of the EIA results regarding impacts to property values, based on changes to the draft code since the EIA was completed.

The main finding of the 2008 EIA analysis was that a generally neutral impact on property values is anticipated with the draft code, when considering land development potential based on what uses would be allowed, except on some industrial properties. Most property was found unlikely to lose future value, because it would enjoy the same or nearly as many land use options under the public hearing draft title 21 rewrite as under current title 21. The use analysis was based on property appraisal and land use data which allowed comparisons of land value, uses, and building floor area among the 5,154 land parcels in Anchorage's B-3, RO, I-1, I-2 and R-4 districts. The EIA focused on the commercial, industrial, and high density multifamily zoning districts because these districts have the most significant use changes proposed in the Rewrite.

Following is a review the 2008 EIA findings in consideration of changes made to the draft code since the EIA was prepared in 2008. In particular, it looks for any changes to what uses would be allowed in the draft districts, from the public hearing draft to the provisionally adopted title 21 (with the proposed amendments by the Administration), which might affect the EIA findings.

Commercial and Mixed-use Districts (B-3, CMU, NMU, RMU). The 2008 EIA analysis ran a cross comparison between taxable land value and the 77 separate land use designations in the municipal tax assessment database, identifying the common categories of use and the taxable land value of each. It then cross-referenced the assessor use categories to the allowed use types in both current and draft title 21.

The analysis results indicated that there would not be significant economic impacts from the public hearing draft land use regulations in the proposed B-3 or mixed-use districts. It found that a property in the existing B-3 district is unlikely to lose future potential value because of fewer land use options. The disallowed uses in the draft B-3 were few in number, and had significantly lower land values than the commercial uses that would continue to be allowed in the B-3.

Likewise, the draft mixed-use (RMU, CMU, NMU) districts, designed to be available in the majority of areas currently zoned B-3, were found to allow a similar range of commercial uses as is common in the B-3 currently (see Table 1 below). The neighborhood mixed-use district (NMU) would prohibit large sports stadia, big hotels, pawnshops and a few other B-3 commercial uses that do not fit in local-serving neighborhood convenience centers.

The few use types that would be prohibited in the mixed-use districts are specific to a relatively small number of establishments that are considered to create distinct land use impacts (e.g., pawnshops in NMU). By contrast, the uses that would continue to be allowed are the more generalized use types that encompass many different types of actual businesses. For example, “General retail” covers a vast array of businesses. The rewrite streamlines the current code’s listings of nearly 350 uses to about 150 use types that are defined and used in a consistent manner throughout the new code. Therefore, it allows a similar range of actual uses as current title 21 in the commercial and mixed-use districts, but with a shorter and clearer list.

For example, **Table 1** indicates that only seven relatively uncommon commercial uses that are currently allowed in the existing B-3 district would be prohibited in the provisionally adopted Community Mixed-use (CMU) district. CMU will allow all other commercial use types listed in title 21 rewrite, as well as more institutional and residential uses than does B-3. CMU compares to B-3 because it would be available as a mixed-use rezoning option for more areas now zoned B-3. Table 1 shows that few to none of the seven prohibited uses are among the 25 highest value categories in the assessor’s database. Also, while the uses listed in Table 1 are incompatible with the CMU, they will continue to be allowed in the B-3, RMU and industrial zones.

Table 1. Commercial uses currently allowed by-right or conditionally in the B-3 District that will be prohibited in the CMU District.

Based on the Title 21 Rewrite use type categories

Use Type	Is the use among the most common uses in B-3 or the 25 highest land value uses identified by the EIA?	Will the Title 21 Rewrite allow this use in another district, in areas of the Bowl where it typically occurs?
1. General Outdoor Recreation	No	Yes, in the B-3, RMU, I-1
2. Auction House	No	Yes, in the B-3, I-1, I-2
3. Building Materials Store	Not listed separately	Yes, in the B-3, I-1, RMU
4. Aircraft and Marine Vessel Sales	No	Yes, in the B-3, I-1, I-2, MC, MI
5. Vehicle Sales and Rental	Yes	Yes, in the B-3, RMU, I-1, I-2
6. Vehicle Service and Repair, Major	Not listed separately	Yes, in the B-3, I-1, I-2
7. Camper Park	No	Yes, in the B-3, R-4, PLI

Sources: AMC 21.40.180 (B-3); Provisionally Adopted Title 21 Rewrite Chapter 21.05; Economic Impact Analysis (EIA) report dated February 29, 2008, pages 10-20.

Industrial Districts (I-1, I-2). The main exception found by the 2008 EIA is that some areas zoned I-1 and I-2 industrial may experience a loss of up to 20 percent of future potential land value due to proposed commercial use restrictions. Current I-1 and I-2 zoning allows a very wide range of non-industrial uses, including the highest valued commercial uses in the Bowl such as retail shopping centers and general retail stores. Such commercial uses would be more limited in the draft I-1 and especially the I-2, to implement Comprehensive Plan policies.

Thus, the current owner of an I-2 property might aspire to one day construct a high-value retail center on the site. Under the proposed I-2 regulations, however, that same owner would no longer be able to build such a high value retail use; thus, as stated in the EIA, the property's potential economic value could be reduced. This is not universal for all current I-1 and I-2 properties. The 2008 EIA made clear that not all parcels zoned I-1 and I-2 could claim a loss in potential economic value. Many industrial parcels will be allowed or encouraged to re-zone to "higher value" districts. For example, some areas that have evolved into commercial centers such as the Safeway/CARRs area at 88th Avenue and Abbott Road are designated on the city's draft future land use plan for transition to commercial/mixed-use. Secondly, many areas to be retained in I-1 and I-2 are unlikely to be developed for high-value commercial use.

A major change in the title 21 rewrite since the EIA analysis is that the provisionally adopted draft title 21 and the Administration's proposed amendments substantially increase the number of commercial uses possible the I-1 district. At the Mayor's direction, most commercial uses to be allowed in the B-3 are proposed to be allowed in the I-1. Also, business industrial parks in I-1 can continue to provide a mix of commercial retail and industrial uses. The industrial zones are also changed to be more flexible towards retail sales accessory to industrial uses.

Table 2 below shows that, because of changes made to the draft *Tables of Allowed Uses* (in chapter 21.05), there has been an increase in the number of uses proposed to be allowed in all of the industrial and commercial/mixed-use districts since the EIA was prepared in 2008.

Table 2. Changes in the proposed number of allowed uses in title 21 rewrite since EIA.

Comparison between the 2007 public hearing draft and the provisionally adopted draft title 21 with the proposed amendments from 2010-2011 (Consolidated Table of Proposed Amendments)

	Multifamily Districts		Commercial Districts		Mixed-use Districts			Industrial Districts	
	R-4	R-4A	B-3	RO	NMU	CMU	RMU	I-1	I-2
Permitted Uses (P)	+1	+2	+7	+3	+7	+9	+9	+15	+1
Site Plan (S)	-2	-2	-3	-4	-2	-2	-2		
Major Site Plan (M)			+1		+1		+1		
Conditional Uses (C)	-1		0	+3	-2	-2	-4	+9	+2
Total Change	-2	0	+5	+2	+4	+5	+4	+24	+3

The rewrite has become more lenient since the completion of the EIA report. This reinforces its original findings that changes to allowed uses will have a generally neutral impact on property values.