

MUNICIPALITY OF ANCHORAGE
ASSEMBLY INFORMATION MEMORANDUM
No. AIM 123-2021

Meeting Date: July 27, 2021

From: Assembly Member Weddleton

Subject: Community engagement information:
**AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY
AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.08.050G.
TO ALLOW ROLL CURBS ON RESIDENTIAL MINOR STREETS.**

The Assembly sponsor provide the following additional information on this ordinance:

- This ordinance will be sent to the Planning and Zoning Commission (PZC) in accordance with AMC section 21.03.210 for their review and recommendation to the Assembly which will require an additional public hearing process.
- This AO was discussed at a Rules Committee meeting and Assembly Members were informed that work was being done on this proposal to allow roll-curbs on minor residential streets.
- The Assembly Committee(s) that reviewed the AO include the following:
 - Community and Economic Development Committee (6-17-21). Office of Economic and Community Development Director Chris Schutte and others met with Anchorage Home Builders Association (AHBA) on June 18, 2021 to work on a more detailed matrix for when rolled curbs will be allowed.
- Community stakeholders on various sides of the issue reviewed this AO, including the following:
 - Anchorage Home Builders Association board at several meetings since 2019.
 - Anchorage Citizens Coalition through CEDC email June 14, 2021.
 - Adam Trombley, new Director of the Office of Economic and Community Development, on July 8, 2021.
 - This AO was not sent to the community council(s) as this will go to the PZC with notice to all Community Councils and back to the Assembly with additional notice.

Respectfully submitted: Assembly Member John Weddleton



MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM
No. AM 479-2021

Meeting Date: July 27, 2021

From: Assembly Member Weddleton

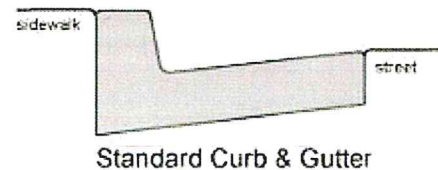
Subject: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.08.050G. TO ALLOW ROLL CURBS ON RESIDENTIAL MINOR STREETS.

This change will decrease the cost of building a new home by removing a code requirement that in some cases provides little community benefit.

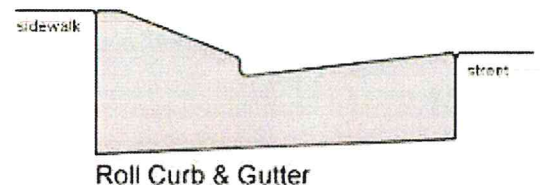
When a subdivision is developed, the developer must install curbs before knowing the final position/location of the homes that will be built. With vertical curbs, this means there will be no driveway access to the lot until the home is designed and the driveway location determined. The new homeowner/contractor must tear out the vertical curb and construct a curb-cut/rolled curb access to the lot where the driveway location is. This increased expense could be avoided if roll curbs are allowed in some cases.

The requirement for vertical curbs in higher density neighborhoods also creates a situation where there are frequent short sections of each type of curb may create a walking hazard and difficulty with snow removal and other maintenance.

Vertical curbs are required in new subdivisions in Class A districts. Vertical curbs are harder to drive over because they have a 90-degree rise. Vertical curbs (also called barrier or straight curbs) are designed to prevent vehicles from leaving the pavement.

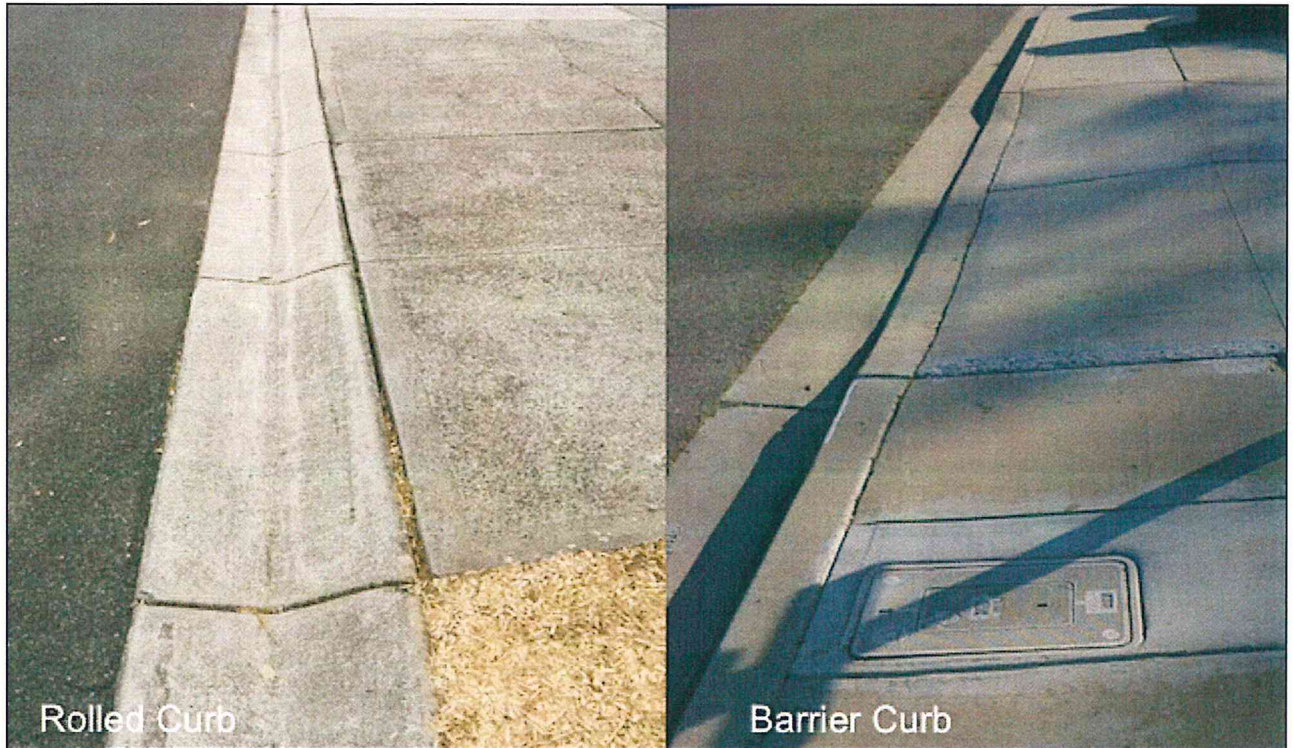


Roll curbs have a slanted design so they are suitable for driveways. A downside is drivers can easily drive over the curb and park, blocking the sidewalk and reducing walkability.



This ordinance would allow increased use of roll curbs only in subdivisions with low traffic roads serving only the neighborhood. The intent is that a policy will be created to accompany this to allow more generous use of roll-curbs where requirements for vertical curbs do not significantly increase the safety and convenience of walking. Examples where rolled curbs would not impact walkability would be in cul-de-sacs, where there is a vegetated buffer between

the curb and the sidewalk, on the side of a street signed 'No Parking,' and where short sections of vertical curb would not be effective in preventing drivers from parking on the sidewalk. Vertical curbs would be required along Safe Routes to Schools, within the 1.5 miles from public schools where there is no bus pickup, along high traffic roads and high-speed roads.



A Summary of Economic Effects (SEE) is required on proposed ordinances. AMC subsection 2.30.053A. For ordinances proposed by the Assembly, the department affected by the ordinance shall prepare the SEE within 10 working days of the Assembly request. AMC subsection 2.30.053.C. This was discussed with the Planning Department, and this proposed ordinance does not have significant economic effects.

Respectfully submitted:

John Weddleton

Assembly Member, District 6 South Anchorage, Girdwood and Turnagain Arm

**ANCHORAGE, ALASKA
AO No. 2021-71**

**AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING
ANCHORAGE MUNICIPAL CODE SECTION 21.08.050G. TO ALLOW ROLL
CURBS ON RESIDENTIAL MINOR STREETS.**

WHEREAS, Anchorage suffers under a shortage of housing and increasing housing costs; and

WHEREAS, the 'new' Title 21 increased the amount of vertical curb required; and

WHEREAS, to provide for a greater variety of homes, in new subdivisions lots are sold without knowing where the future home's driveway will be optimally located; and

WHEREAS, currently developers are required to guess at where a driveway should be and put roll-curbs there and vertical curbs elsewhere; and

WHEREAS, residential minor streets have the sole purpose of providing frontage for service and access to individual lots. These streets carry only traffic having either an origin or a destination on the street itself, and include cul-de-sacs or small loops carrying 500 average daily trips; and

WHEREAS, in high density neighborhoods, transitions from vertical to roll-curb styles are frequent and creating an aesthetic challenge; and

WHEREAS, Anchorage should limit the number of cuts and patches in roads, curbs, sidewalks etc to preserve the integrity and to extend the useful life of our expensive infrastructure. Vertical curbs in residential neighborhoods increases this significantly reducing the life and increasing maintenance and repair costs; and

WHEREAS, a new home must remove and replace a section of vertical curb with roll-curb or remove and reconstruct an existing roll-curb access to accommodate the home's final driveway access location adding significantly to the cost of the home with little community benefit; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code section 21.08.050 is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

21.08.050 – Improvements.

*** *** ***

G. Curbs and Gutters. Where required, the subdivider shall construct curbs and gutters in accordance with the Design Criteria Manual and

Municipality of Anchorage Standard Specifications (MASS), or, in the case of a state-maintained road, the current standard specifications of the state department of transportation and public facilities. For residential minor streets, as defined by Subsection 21.08.050D.1.a.i, curbs may be of the roll-curb variety, as identified in the Municipality of Anchorage Standard Specifications (Curb Type 2), when the traffic engineer has determined the impact on walkability will not be significant. For all other streets, curbs shall be of the American Association of State Highway and Transportation Officials (AASHTO) vertical type (Curb Type 1).

1. *Exceptions.* Curb and gutter within the arc of a residential scale cul-de-sac shall be of the roll-curb variety, as identified in the Municipality of Anchorage Standard Specifications (Curb Type 2).

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-89(S-1), § 1, 10-22-13; AO No. 2016-131 , § 3, 11-15-16; AO No. 2017-176 , § 11, 1-9-18; AO No. 2020-38 , § 9, 5-28-20)

Section 2. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2021.

Chair

ATTEST:

Municipal Clerk