



Municipality of Anchorage
Planning Department
Memorandum



G.1.

DATE: March 3, 2025
TO: Planning and Zoning Commission
THRU: *MB* Mélisa Babb, Planning Director
FROM: *DMF* Daniel McKenna-Foster, Senior Planner, Long-Range Planning Division
SUBJECT: PZC Case 2025-0018, Text Amendment to Title 21 Updating Standards to Site Access

BACKGROUND

The suite of changes that became “site access” originated with AO 2022-80 and were fully completed with AO 2023-50, As Amended. The intent of the original project was to both consolidate problematic standards related to driveways, walkways, and other access features; previously these regulations had been scattered across multiple chapters of Title 21. The project also sought to create a new framework through which developments in certain areas could provide additional features from a Pedestrian Amenities standards menu in exchange for a reduction in minimum parking requirements (the amount of vehicle storage mandated by the Municipality for every development). When AO 2022-80(S) was ultimately amended and rewritten to remove minimum parking requirements completely, this both severed the transactional link between pedestrian amenities and the potential incentive of reduced parking mandates and also created a new set of design standards which applied in certain geographic areas (referred to as context areas) of the Municipality.

After strong pushback from the development community and the public, the Assembly first amended the standards and then established a moratorium on the standards until November 2025 through AO 2024-24, As Amended and Corrected. In the summer of 2024, the Assembly formed a working group to balance the desire for design standards, the need for safe vehicular pedestrian and vehicular access between streets and private property, and the practicalities of development in Anchorage. This proposal is a product of that working group.

PUBLIC OUTREACH AND WORKING GROUP

The working group, convened by contractor Huddle AK, held five working group meetings between October 15, 2024 – January 14, 2025, and two site visits during the same period:

- Site visit #1: November 12, 2024: South Anchorage
- Site visit #2: December 4, 2024: Spenard

OVERVIEW OF CHANGES

The proposal is complex but could be summarized as a simplification of standards for driveways, parking areas, and building frontages, with an emphasis on flexibility while providing for better physical definitions of private property and the street. The changes by section are summarized on the following pages.

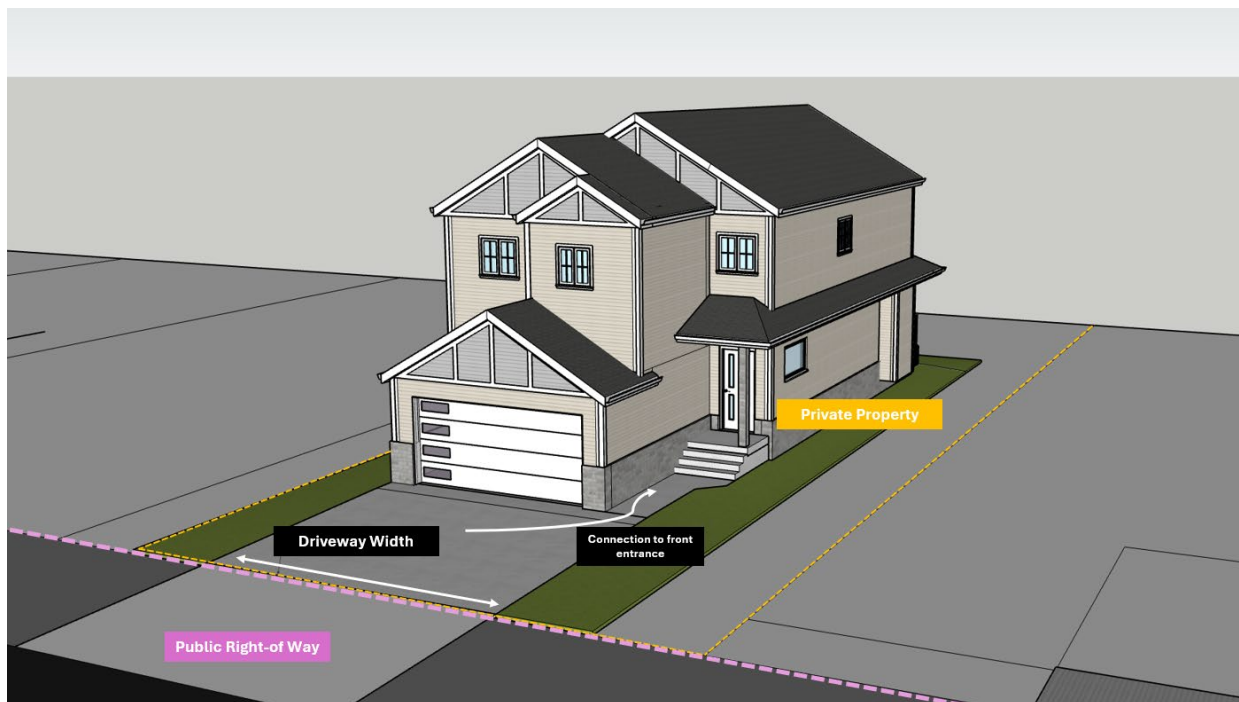


Figure 1 An overview of the areas addressed by this ordinance.

Section 1 of the AO:

An administrative variance is procedure which allows municipal staff to approve a variance from certain types of standards. It is a helpful tool in code to allow for flexibility in instances where strict compliance with the code is infeasible but the matter does not rise to the level of meriting a full variance review process. Code section 21.03.240 outlines the criteria for granting a standard administrative variance for a variety of parts of code. This section, 21.03.240J.7., was created as part of the original site access project to create new criteria for certain variances beyond the standard process. The ordinance proposes to delete this section because it proved to be overly complicated, and the standard administrative variance procedure still exists and can still apply. A later section of the ordinance also introduces an additional avenue for relief when three directors determine it is appropriate.

Section 2 of the AO

Some zones in Title 21 have district-specific standards which apply special rules or compliance procedures specific to that zone. The original site access project created a large list of compliance options in the Pedestrian Amenities menu in Chapter 7. Some of these options were linked to other requirements in other zones, such as in R-3A or R-4. As the Pedestrian Amenities menu is being removed in favor of more straightforward regulation, these links in the district-specific standards no longer apply and should be removed.

Section 3 of the AO

These edits are similar in content to those proposed in Section 2 above. After creating a list of compliance options in the Pedestrian Amenities menu in Chapter 7, the original site access project also linked these options to district-specific standards for compliance with additional bonus standards. As the Pedestrian Amenities menu is being removed in favor of more straightforward regulation, these links in the district-specific standards no longer apply and must be removed.

Section 4 of the AO

The Alternative Equivalent Compliance procedure is a means through which projects may build to a different standard, as long as the variation can be demonstrated to meet the original intent of the code. This section both deletes the reference to the Pedestrian Amenities menu and establishes a reference to the new standards, which are simply called “Building Frontage Standard.”

This section also deletes the establishment of the “Urban Neighborhood Development Context Standards Area,” which was the geographic area within which the most impactful of the new site access standards applied. Rather a map-based approach of variable standards based on location, the proposed changes include a more general set of standards which applies universally but takes into consideration the context and condition of the site and how people will move between private property and the street right-of-way.

Section 5 of the AO

Some items from the original Pedestrian Amenities menu of the site access project are proposed for retention, including the Shared Parking Courtyard. This section updates a reference to that section, which has moved.

Section 6 of the AO

This section includes some of the most extensive changes to Title 21, including deleting the Pedestrian Amenities menu in favor of a more simple and direct Building Frontage Standard.

Section 21.07.060E.2. provides standards for pedestrian facilities. This change allows the Traffic Engineer, the Development Services Director, and the Planning Director to waive these standards in instances where pedestrian facilities may not be feasible or practical (such as odd lot configurations, or issues with right-of-way or utilities). This addition would also require that the Planning Department keep a record of these waivers on file. By requiring three directors to agree, the waiver allows flexibility for development but also for three departments to weigh in on the needs of the community.

Section 21.07.060E.2. provides standards for pedestrian facilities. The additions proposed here delete and rewrite the existing section to affirm that:

- There should always be a walkable connection between streets and buildings,
- Walkways should be clear and recognizable, and
- People walking around or through a site should be able to do so safely and with minimal risk of injury from automobiles.

The proposed language allows some exemptions for industrial or other uses, as well as allowing developments with 4 or fewer units to use a driveway as a walking space.

Section 21.07.060F.1. establishes a new, standard set of regulations for building frontages. Exemptions follow:

- Developments that are not changing more than 50% of the building replacement value
- Developments in Girdwood, Chugiak-Eagle River, Downtown districts, some public and transitional districts, and industrial zoning districts.
- Residential developments with 4 or fewer units (4plex or lower)
- Uses like utility structures or substation boxes
- Industrial uses
- Buildings more than 100 feet away from streets. This allows more flexibility for developments placed further back on larger sites.

This section allows the three directors (Development Services, Traffic Engineer, and Planning) to grant administrative relief if an applicant can show impracticalities or adverse impacts from neighboring roadways. This was an important addition because many of Anchorage's rights-of-way have been designed in a way to make building placement along them unpleasant, dangerous, or harmful.

This section also deletes the new set of frontage standards that the original site access project had proposed for the two new geographic overlays—the "Urban neighborhood context" and the remaining parts of the Municipality. These standards produced strong pushback from the development community for both their application and complexity. In place of those standards, the current proposal establishes the following:

- The main frontage of a building must be 15% windows.
- Other frontages must be 10% windows.
- All buildings need a covered entrance, stoop, or landing.

As in other cases, the proposal allows the Planning director to provide administrative relief when the regulations are not feasible, and directs the director to consult with the Fire Marshal on questions regarding the orientation of entrances.

Section 7 of the AO



Figure 2 Boulders or other vertical separation may be used to separate drivable surface from the ROW line.

This section of the AO includes a minor expansion of the requirements for parking lot landscaping standards, but provides alternative means to provide that landscaping in those limited instances where the new standard would apply. All other landscaping standards remain as-is.

Ensuring safe pedestrian and vehicular movement between public streets and private property is one of the main priorities of this proposal, one major way it does this is by expanding “L1” visual landscaping to ensure that parking areas are always physically separated from rights of way. This means that even when covered with snow, drivers should not be able to drive from a parking lot into the street except through a regulation driveway. This both protects street users and also keeps the code focused on applications clearly related to health, safety, and welfare. In general, this section:

- Ensures parking landscaping for all parking lots.
- Ensures that small parking lots (9 or fewer spaces) always have separation between lots and the right-of-way.
- In limited instances, allows the substitution of the L1 landscaping requirement with creative or cost-effective forms of separation such as bollards, boulders, or anything else that protects right-of-way users from vehicles crossing property lines and entering the street. No reduction of current parking lot landscaping standards is proposed and the substitution will only be available for the new expanded standards.

Section 8 of the AO

This section focus on driveway design and when properties must take access from an alley.

Alleys are a valuable form of urban infrastructure in that they allow multiple points for accessing a property. They are also, however, very expensive, rarely built in new subdivisions, unlikely to be retrofitted into existing neighborhoods, and only in existence in about 12% of the Municipality. However, ensuring that properties do take access from alleys when they are available and when it is feasible is an important step for better pedestrian infrastructure on main rights-of-way. This proposal:

- Requires alley access, except when an alley is unbuildable, or it is otherwise not feasible.
- Limits properties on alleys to a single 12-foot driveway off the main right-of-way.
- Allows the Traffic Engineer to determine whether or not an alley is improved to an appropriate access standard.

In terms of driveways:

- The proposal calls for all sidewalks to be built or maintained so that they are level for people walking or rolling along them when they cross over driveways.
- Limits driveways to 28 feet in residential districts. This is wide enough for two cars to pull in and out at the same time. This was a request from the Traffic Engineering Department and development community.
- Reduces the minimum driveway width from 12 feet to 10 feet.

This section also includes the new location of the Shared Parking Courtyard in code, which was formerly part of the Pedestrian Amenities menu.

Section 9 of the AO

This section updates naming and links in 21.07.110.

COMMENTS RECEIVED

Several agencies, individuals, and community groups provided comments on the proposal, some with detailed recommendations for changes. (See Appendix A for more details.)

CHANGES PROPOSED AFTER COMMENTS

During the review process, staff heard from additional suggestions from working group members on ways to clarify the intent of the ordinance. These included:

- Clarifying when the standards apply to private streets.
- Specifying that the requirements for additional landscaping or vertical separation applies only when drivable area is in excess of the allowed driveway width.
- Specifying that grass is not considered a drivable surface.

Staff also received several recommendations from the MOA Private Development and Project Management and Engineering (PME) departments:

- A request to retain standards related to sidewalk requirements in cul-de-sacs.
- A proposal for how the Municipal Engineer and the Traffic Engineer make determinations together.
- Requests for standardized language when mentioning waivers.
- A proposal to include a minimum garage setback on private streets.

Staff have included some of these recommended changes into an updated AO, provided in Appendix B, and have noted some of them for further discussion and consideration by the PZC and the Assembly. The following is an overview of the changes recommended by staff based on feedback from community members and other municipal departments:

Section	Reference	Change
5	21.07.030 F.4. General Standard for Development	<ul style="list-style-type: none"> • Added: "<u>All buildings, including those on private streets, are required to have a porch, stoop.</u>"
6	21.07.060E Standards For Pedestrian Facilities	<ul style="list-style-type: none"> • Added additional edits from PME and Private Development. These include changes to when sidewalks are required on streets and sidewalks. • Changed PME proposed edits from "designated park" to "park." This may require interpretation on a case-by-case basis in the future. • Added reference to school walking boundaries and Transit-Supportive Development Corridors. • Replaced the section on sidewalks in cul-de-sacs, which had inadvertently been left out in the re-lettering. • Added "<u>This section applies to all development, including on private streets except those exempted in b below.</u>" in reference to on-site pedestrian walkways.
6	21.07.060F.1 Building Frontage Standards	<ul style="list-style-type: none"> • Changed the word "fenestration" to "amount of windows" • Removed the text that would allow doors to count as meeting this requirement: <ul style="list-style-type: none"> i. <u>15% of a primary frontage shall be visual access windows as measured in 21.15.020O or the window area of primary entrances with windows</u>

Section	Reference	Change
		ii. <u>10% of all other street facing frontages, including a secondary frontage, shall be visual access windows as measured in 21.15.0200 or the window area of entrances with windows.</u>
6	21.07.060F2. Building Frontage Standards	<ul style="list-style-type: none"> Updated capitalization
7	21.07.080 Landscaping, Screening, and Fences	<ul style="list-style-type: none"> Deleted proposed text from the "Visual Enhancement Landscaping (L1)" row in table 21.07-4 and relocated it to the "Parking Lot and Parking Facility Perimeter Landscaping" row in the same table. Retitled "Parking Lot Perimeter Landscaping" to "Parking Lot <u>and Parking Facility</u> Perimeter Landscaping" Added other mention of parking facility. Clarified that vertical separation should be permanent. Also updated this text for clarity based on comments: "<u>For parking facilities and parking lots with 9 or fewer spaces (including any excess pavement beyond the maximum allowed width of a driveway at the ROW line):</u>"
8	21.07.090H.9. Off-Street Parking and Loading	<ul style="list-style-type: none"> Per comments from PME, added a garage setback requirement that applies to all streets, including private streets.

STAFF RECOMMENDATION

Staff recommends approval of the ordinance with the changes proposed in the March 3, 2025 version in Appendix B.

Attachments: Appendix A—Comment Table
Appendix B—Proposed Draft Ordinance, March 3, 2025
Appendix C—Agency Review Draft Ordinance, January 8, 2025
Appendix D—Comments Received

APPENDIX A

This appendix provides the concrete recommendations from received comments. Please see Appendix D for the full comment submitted from an agency or individual.

Commenter	Comment	Response
MOA Development Services Department (DSD)-Private Development Division	1. 21.07.060.E.2.c. – please reconsider the removal of this section. It is our impression that the cul-de-sac sidewalk requirements were working adequately and that the Development Community understood/accepted it. We think the removal of this will result in significantly more waiver requests because by default it requires sidewalk on both sides. We do recommend that you add/keep the proposed waiver text (waiver approval by Traffic Engineer, Planning Director, and Development Services Director).	The updated draft will include this change.
MOA DSD-Private Development Division	2. 21.07.090.H.1.b. – Suggest defining an “improved” alley.	This may be a responsibility for the traffic engineer through policy or director's guidance.
MOA DSD-Private Development Division	3. 21.07.090.H.1.b.iv. – Suggest changing “Traffic Engineer” to “Municipal Engineer” to determine whether an alley is improved to an appropriate access standard.	The departments discussed this and updated the language to include both: <u>“The Traffic Engineer and Municipal Engineer may jointly determine whether an alley is improved to an appropriate access standard”</u>
MOA DSD-Private Development Division	4. Advisory Comment – 21.03.100.E. 2. & 4. & 4.a. – Suggest changing “building official” to “Traffic Engineer, with the concurrence of the Director, and the Development Services Director.” Suggesting these changes to be consistent with other sections of Title 21.07.060.	Thank you for reviewing. We have gone back through to align these sections for consistency, but may make these changes in a future omnibus ordinance as it is in a separate section.

Commenter	Comment	Response
MOA DSD-Private Development Division	5. Advisory Comment – See also 21.03.100.E.4.b.-e. – similar inconsistencies as #4 above with respect to the approval authority will result in these sections too.	
MOA Project Management & Engineering (PME)	21.07.060.E.2.a. – Add a reference to the OSHP for determining functional classification	The updated draft will include this change.
MOA PME	21.07.060.E.2.b. – Clarify that sidewalks shall be installed in accordance with subsection d for Class A areas, pathways may be installed in place of sidewalks on both sides of a street provided adequate ROW remains for snow storage, and clarify sidewalk requirements for collector & arterial roads in industrial areas.	The updated draft will include this change.
MOA PME	21.07.060.E.2.c. – Proposed subsection c would allow waivers from the standards of this section to be approved by the Traffic Engineer with concurrence from the Planning Director and Director of Development Services. Subsection a indicates that sidewalks are to be designed to comply with the standards of the DCM and MASS; only the Municipal Engineer has the authority to waive those standards. In practice the Municipal Engineer provides responses to variances, documents those responses, and keeps responses on file. The preferred waiver authority should be the Municipal Engineer with concurrence from the Traffic Engineer. If there is justification for including concurrence from the Planning Director I have no objection, however historically the Planning Director has not had interest in deciding waivers for design standards within the right-of-way.	The Planning Department maintains that walkability and urban design is within the purview of the Planning Director's responsibilities.

Commenter	Comment	Response
MOA PME	<p>21.07.060.E.2.d.</p> <ul style="list-style-type: none"> • Expand this section to apply to all streets (public and private) not just cul-de-sacs. • Re-define average daily traffic (ADT) limits for providing no sidewalk, sidewalk on one side, and sidewalk on both sides. <ul style="list-style-type: none"> ○ Public perception of walkability has evolved and recognizes that in many cases low volume streets are walkable without sidewalks. ○ The Platting Board has a history of waiving sidewalks for streets with ADT greater than 150 vpd (see platting cases S12464 & S12763). The actions of the Platting Board suggest that the current standard of 150 vpd is not compelling justification for constructing sidewalks. These proposed changes are intended to establish more compelling justification. ○ The proposed changes would increase the ADT threshold for constructing a sidewalk on one side of a road or cul-de-sac from 150 vpd to 300 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct sidewalk on one side of a road or cul-de-sac will remain 150 vpd. ○ Peak hour traffic on a residential road with an ADT of 300 vpd is approximately 30 trips, which is roughly equivalent to a vehicle every two minutes. ○ The proposed changes would increase the ADT threshold for constructing sidewalks on both sides of a road or cul-de-sac from 500 vpd to 1,000 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct 	<p>We updated this section per the recommendation.</p>

Commenter	Comment	Response
	<p>sidewalks on both sides of a road or cul-de-sac will remain 500 vpd.</p> <ul style="list-style-type: none"> ○ Constructing sidewalks on very low volume roads that are suitable for shared use by non-motorized users adds to the MOA's maintenance responsibilities, increasing the cost and manpower needed to maintain transportation infrastructure. ○ Low volume local streets in the MOA, including streets that do not have sidewalks, have a very low occurrence of crashes involving death or serious injury. The proposed revisions for this subsection would allow limited capital and O&M resources to be focused on higher volume streets where crashes involving death or serious injury are more likely to occur. ○ Remove references to speeds limited to 25 miles per hour by design or streets with a design speed greater than 25 miles per hour. Residential streets in Class A areas with volumes of less than 1,000 vpd are already limited to design speeds of 20-25 mph by design criteria. 	
MOA PME	<p>21.07.060.E.2.f. – Proposed subsection c makes this subsection unnecessary. If steep-slopes prevent sidewalks from being constructed in accordance with subsection d or e, the Municipal Engineer will have the authority to waive the sidewalk requirements with concurrence from the Traffic Engineer. It is preferable to have the viability of sidewalks in areas with steep-slopes evaluated for feasibility rather than provide a blanket exception.</p>	<p>We removed this section per the recommendation.</p>
MOA PME	<p>21.07.060.E.2.g.iv. - See justification for 21.07.060.E.2.c.</p>	

Commenter	Comment	Response
MOA PME	<p>21.07.090.H.9.e.</p> <p>In June of 2004 the Anchorage Assembly passed AR No. 2004-108 which established Regulation 21.90 <i>Multiple Dwelling Unit Residential Development on a Single Lot or Tract</i> to address the many deficiencies that were being identified with site condo development. The deficiencies included inadequate emergency vehicle access, lack of sidewalks, poor parking, failing roads and driveways, and numerous drainage issues. The new regulation established minimum standards for the construction of private streets within residential developments that include multiple dwelling units on a single lot or tract. The regulation included a minimum offset between garages and private streets of 22-feet.</p> <p>In 2019 municipal staff proposed amendments to AMCR 21.90 to address criteria within code that was redundant with new Title 21, and to resolve some of the more significant concerns developers expressed about the regulation. The changes proposed by staff were generally supported by the development community. The changes were passed with AO 2019-132.</p> <p>Included in the changes made in 2019 was the elimination of the minimum garage setback distance. At the time the staff member from Planning that led the amendment indicated that the setback was redundant with a setback that was established in new Title 21. However, after the AMCR 21.90 changes were approved by the Assembly it became clear that new Title 21 does not have a minimum garage setback for private streets. Instead, new Title 21 has a minimum front driveway separation landscape requirement that was misunderstood to be a setback requirement (AMC 21.07.110.C.7.b.). This front driveway separation landscape requirement has recently been suspended by AO 2024-104.</p> <p>A minimum garage setback distance is necessary to ensure that adequate site distance is provided for vehicles backing from garages into streets, and</p>	<p>We have added this section to the proposed AO.</p>

Commenter	Comment	Response
	<p>to ensure that vehicles parked in front of garages do not overhang into the street and block emergency vehicle access.</p> <p>Providing a minimum site distance is critical both for the driver backing from a garage into a street to ensure that the driver can avoid backing into traffic and for drivers on the street to have an opportunity to see a vehicle backing from the garage in time to respond to a conflict. In addition, adequate site distance is necessary for pedestrians who may be using a sidewalk on the street to judge if it is safe to cross in front of an open garage door or for drivers to be able to see pedestrians leaving from an open garage door with adequate time to respond to possible conflict with the pedestrian. The typical site distance setback for residential driveways provides a minimum of 14.5 feet between the edge of the traveled way of the adjacent road and the eye of the driver in the driveway.</p> <p>AMC 21.07.090 references the need to provide a garage door setback to allow for adequate sight distance but states the setback as a distance from public rights-of-way, although the minimum setback requirement stated is not representative of a setback that would meet sight distance needs.</p> <p>AMC 21.07.090.H.9.e:</p> <p>e. Garage Door Setbacks Street-facing garage bay doors that are proposed to be set back right-of-way by less than the length of a standard parking space (as 21.07-9, <i>Parking Angle, Stall, and Aisle Dimensions</i>) shall be approved by the traffic engineer, unless there is a sign posted for Garages shall be set back from public rights-of-way including alleys four feet unless the traffic engineer approves otherwise, to ensure adequate sight distance for turning and maneuvering.</p> <p>The minimum setback dimension of four-feet required by this provision is a product of the minimum turning and maneuvering distance needed along</p>	

Commenter	Comment	Response
	<p>alleys and does not represent an adequate setback for providing sight-distance for garages that front on public streets. Alleys have a standard width of 20 feet but the turning and maneuvering distance needed for backing the standard passenger car (P) design vehicle into or out of a garage is 24 feet.</p> <p>Any setback between the roadway and the garage for providing site distance creates a space that may be utilized for parking. If head-in parking is attempted larger vehicles will overhang into the street and create encroachment hazards. A minimum setback of 22 feet has been found adequate to provide parking without significant overhang encroachment hazards.</p> <p>The proposed changes to 21.07.090.H.9.e would:</p> <ul style="list-style-type: none"> • Clarify that the 4-foot setback applies to alleys and is intended to provide necessary turning and maneuvering space. • Re-establish the minimum setback of 22-feet for a private street that was eliminated by AO 2019-132. The Traffic Engineer would have the authority to approve a modified setback distance. <ul style="list-style-type: none"> ○ This provides developers with a standard setback to plan for but still allows discretion for cases where sight distance may be adequate with a smaller setback. • Clarify that where zoning requires a minimum building setback that is greater than the minimum 22 feet garage setback the building setback will dictate. • Establish that for shared parking courtyards, no setback is required from traveled ways (this is currently not established by code or design criteria). <ul style="list-style-type: none"> ○ Vehicle turning and maneuvering is expected in a shared parking courtyard. 	

Commenter	Comment	Response
	<ul style="list-style-type: none"> Shared parking courtyards are limited to 28 parking spaces which limits the number of potential conflicts from turning and maneuvering vehicles. 	
AKDOT&PF	<p>2025-0018 = Title 21 Amendments – Updated site standards</p> <ul style="list-style-type: none"> No objections to the proposed amendments. Any proposed pedestrian amenities, such as sidewalks or pathways must be entirely located within the right-of-way. This may require the dedication of property in areas where the amenities are to be installed, or the establishment of a Public Use Easement (PUE) All proposed facilities along DOT&PF owned and managed roads must receive approval from the DOT&PF Right-of-Way Division and must adhere to design standards. Any intersecting pathways connecting to DOT&PF right-of-way require approval from the DOT&PF Right-of-Way Division and must undergo a review process before an Approval to Construct (ATC) will be granted. DOT&PF supports the inclusion of the Director’s Waiver, as it is expected to streamline the process of waiving the requirement for pedestrian walkways on DOT&PF roads when DOT&PF determines such facilities are not in the best interest of the department or the traveling public. 	
John Thurber	<p>Vacant land is critical to increase housing in Anchorage. A significant number of small and medium vacant parcels are located in the inner core neighborhoods close to downtown.</p> <p>New Development, Infill Development and Re-Development strategies can all contribute to multi-family housing production. New development projects in the outlying neighborhoods can provide large numbers of new units on parcels of significant size. Infill units can increase density in established</p>	<p>The site access working group dedicated a significant portion of its discussions to infill development and both site visits were to areas with infill development.</p> <p>Title 21 currently has no metrics for evaluating the existing design standards.</p>

Commenter	Comment	Response
	<p>neighborhoods. Re-development units can revitalize deteriorating neighborhoods. The Site Access conversations focused on new residential units developed under a common development plan where the relaxed standards respond to the requests of the development community. Infill and re-development received minimal attention.</p> <p>Neighborhoods in Anchorage are not benign collections of isolated buildings. Rather our neighborhoods reflect varying patterns of development and offer varying benefits to a diverse range of residents. The 2040 Land Use Plan advanced the concept of the Traditional Urban Neighborhoods as integral to increasing housing production. The shared infill design principles for integrating new housing units resonated in neighborhood communities and now are ignored in this ordinance. This is a remarkable retreat.</p> <p>Unfortunately, it is not possible to evaluate the impact of these lower standards as no metrics have been provided to evaluate the cost savings on new housing units. Whether or not the purported benefits spur additional housing units in the inner core neighborhoods remains to be seen.</p>	<p>This ordinance balances the needs of ROW managers with the desires of property owners seeking to add new housing and development to the Anchorage Bowl.</p>
Turnagain Community Council	<p>The Turnagain Community Council (TCC) Board appreciates the opportunity to submit the following comments to the Planning and Zoning Commission on PZC 2025-0018, which proposes to amend Anchorage Municipal Code Chapters 21.03, 21.04, and 21.07 to Change Standards Related to Site Access, Building Frontage, Driveway, and How Private Properties Connect to the Public Street.</p> <p>A representative of the TCC Board of Directors participated in a working group established by the Municipality to provide recommendations on the proposed amendments. TCC appreciates the opportunity to do so, and supports this approach to engaging community stakeholders, particularly community councils, in the early discussion and recommendations to changes in Municipal land use regulations that are intended to facilitate construction/remodel of housing to help meet the city's housing needs. Such early participation helps us understand the nature of obstacles to building</p>	<ol style="list-style-type: none"> 1. On-site parking requirements have not been required in Anchorage since 2022. This ordinance focuses on addressing the interface between private property and the ROW. Where drivers park cars is a matter of private property choices or public ROW management, the latter can be addressed through a variety of means not limited to parking permits or signage. 2. This proposal expands landscaping requirements. 3. These requirements do not reduce building space requirements (setbacks). The

Commenter	Comment	Response
	<p>more housing, particularly multi-family, express our concerns about unintended adverse consequences of potential code changes on residential neighborhoods and streets, and work with stakeholders to develop workable solutions.</p> <p>TCC understands that code changes during the last major Title 21 update and more recently related to site access issues created requirements that make it difficult to develop economically feasible multi-family housing. Some examples include sidewalks that connect to “nowhere” and window/façade requirements meant to provide a more inviting pedestrian experience but result in dysfunctional interior housing layouts. We understand that the intent of the code changes is to be less prescriptive, and provide more flexibility on the part of housing developers and the Municipal staff administrative review process.</p> <p>Three areas of code relaxation remain of concern to TCC:</p> <ul style="list-style-type: none"> • Further relaxation of on-site parking requirements which push more parking onto our crowded streets. In many neighborhoods, on street parking creates public safety problems with access to driveways, forcing pedestrians further into active traffic lanes, and putting parked cars into active traffic lanes when snow storage narrows roads. It also interferes with winter snow removal and sets up competition for limited parking spaces. • Elimination of landscaping requirements. While it is not clear how these code changes will reduce or eliminate landscaping requirements, some modicum of required landscaping helps reduce adverse impacts of larger multi-family housing units on the character of existing neighborhoods. • Return to the ugly box/jammed together housing of the 1970’s and 1980’s. The Site Access working group field visits emphasized public safety problems associated with driveway access and pedestrian access along streets that were created during the multi- 	<p>proposed changes, per working group guidance, focus on implementing objective requirements that can be measured or evaluated. The purpose of the zoning code is to use the MOA's police power to protect health, safety, and welfare, and thus any regulations should be justified on those grounds.</p> <p>4. There is no established causal relationship between aesthetic design standards and driver behavior, or the department has no way to measure this. Snow removal and public safety are also generally right-of-way management issues.</p> <p>5. The Planning Department is in the initial stages of beginning a 10-year targeted review of the <i>Anchorage 2020—Anchorage Bowl Comprehensive Plan</i> and the <i>Anchorage 2040 Land Use Plan</i>.</p> <p>6. The Planning Department looks forward to tracking any measurable changes related to recent zoning reforms, as well as attempting to find any objective measurements for the design standards in place.</p>

Commenter	Comment	Response
	<p>family housing boom of the 1970's and 1980's, in addition to some units that were extraordinarily unattractive. There is no guarantee that these code changes will not result in some ugly housing being build, but the Municipal administrative site review should take these concerns into consideration.</p> <p>In general, the Turnagain Community Council Board supports the intent and substance of the ordinance code changes being suggested in PZC 2025-0018, subject to the following recommendations:</p> <ul style="list-style-type: none"> • TCC does not support any relaxations of multi-family design standards that further reduce on-site parking requirements and forcing those cars to park on streets. • As being suggested for other code change ordinances under consideration we recommend an addition to this ordinance that directs the Planning Department to provide an annual report analyzing the efficacy of this ordinance in encouraging multifamily development and unintended adverse consequences of the design standard suspension. Of particularly concern to TCC is increasing the migration of on-site parking to on-street parking, aggravating increasing problems with snow removal and public safety. This is one of the topics being discussed by a current working group on ROW management. It would be helpful to have community council input on what an annual review might consider and understand what positive effects these code changes are having. <p>Finally, we note that the whereas statements of ordinances changing land use code often cite provisions of the intent of the 2040 Land Use Plan. It was our understanding that after passage of the modified Home Initiative last June, there was an Assembly recommendation to initiate a public process to review and update the 2020 Comprehensive Plan and 2040 Land Use Plan. Such a review and update would help guide continued regulatory and zoning</p>	

Commenter	Comment	Response
	<p>district changes, and we urge that progress be made to initiate this review and engage the community.</p> <p>Thank you for consideration of the Turnagain Community Council's additional comments.</p>	
Tawny Klebesadel	Concur with proposed Title 21 AMC revision	
MOA DSD- Right of Way Division	ROW has no comment or objections on the proposed action.	
MOA DSD- Addressing	No comments from Addressing.	
AWWU	AWWU has no comments or objections to this Assembly Ordinance.	

APPENDIX B

Proposed New Draft of Site Access Ordinance, March 3, 2025

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

ANCHORAGE, ALASKA
AO No. 2025-___

AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTERS 21.03, 21.04, AND 21.07 TO CHANGE STANDARDS RELATED TO SITE ACCESS, BUILDING FRONTAGE, DRIVEWAY, AND HOW PRIVATE PROPERTIES CONNECT TO THE PUBLIC STREET.

(Planning and Zoning Commission Case No. 2025-0018)

WHEREAS, AO 2023-50, As Amended, consolidated several sections of code relating to pedestrian frontage standards and amenities (referred to as "site access") and established a new set of neighborhood context areas in certain parts of the Anchorage Bowl which had a distinct set of design standards; and

WHEREAS, the Anchorage development community provided significant feedback on the negative impact of these standards in relation to housing production; and

WHEREAS, AO 2024-23, As Amended, rolled back some of those standards due to unforeseen challenges for housing developments; and

WHEREAS, AO 2024-24, As Amended, established a moratorium on the most strict of these standards until November 1, 2025; and

WHEREAS, the Mayor's 10,000 Homes in Ten Years Strategy calls for reforming design standards, including site access, especially when they discriminate against multi-family homes; and

WHEREAS, the Assembly convened a working group of developers, Assembly members, community council representatives, residents, and staff, which met four times in 2024 and one additional time planned for 2025, plus two site visits in November and December 2024; and

WHEREAS, the working group has provided consistent feedback, which has shaped this proposal in light of current conditions and development needs; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code 21.03.Review and Approval Procedures is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.03: REVIEW AND APPROVAL PROCEDURES

*** *** ***

21.03.240 VARIANCES

*** **

J. Administrative Variances

*** **

[7. FOR FRONT DRIVEWAYS ON MULTIFAMILY AND TOWNHOUSE LOTS WITH ALLEYS.WHERE A MULTIFAMILY OR TOWNHOUSE DEVELOPMENT SITE IS SERVED BY AN ALLEY AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.), THE DIRECTOR AND TRAFFIC ENGINEER MAY GRANT AN ADMINISTRATIVE VARIANCE FROM SUBSECTION 21.07.090H.9.B., ALLEY ACCESS REQUIREMENT, PROVIDED:

A. THERE EXIST PHYSICAL CIRCUMSTANCES OF THE SUBJECT PROPERTY SUCH AS TOPOGRAPHY, ABSENCE OF ALLEY IMPROVEMENTS, EXCEPTIONAL LOT CONFIGURATION NOT SHARED BY LANDOWNERS IN GENERAL, OR ADJOINING STREET TRAFFIC PATTERNS, AND THE TRAFFIC ENGINEER DETERMINES THAT ALLEY IMPROVEMENT AND/OR VEHICLE ACCESS ARE NOT FEASIBLE OR WOULD CREATE A TRAFFIC IMPACT OR SAFETY HAZARD;

B. BECAUSE OF THESE PHYSICAL CIRCUMSTANCES, THE STRICT APPLICATION OF THE ALLEY ACCESS REQUIREMENT IN 21.07.090H.9.B. WOULD CREATE AN EXCEPTIONAL OR UNDUE HARDSHIP UPON THE PROPERTY OWNER, AND WOULD DEPRIVE THE OWNER OF RIGHTS COMMONLY ENJOYED BY OTHER PROPERTIES IN THE SAME ZONING DISTRICT;

C. THE HARDSHIP IS NOT SELF-IMPOSED, THE CONDITIONS AND CIRCUMSTANCES DO NOT RESULT FROM THE ACTIONS OF THE APPLICANT, AND SUCH CONDITIONS AND CIRCUMSTANCES DO NOT MERELY CONSTITUTE INCONVENIENCE; AND

D. THE ADMINISTRATIVE VARIANCE GRANTED FOR ADDITIONAL DRIVEWAY ACCESS SHALL BE THE MINIMUM THE TRAFFIC ENGINEER DETERMINES IS NECESSARY TO PROVIDE ACCESS FOR THE DEVELOPMENT.]

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-36, 5-14-15; AO 2015-133(S), 2-23-16; AO 2017-55, 4-11-17; 2018-67(S-1), 10-9-18; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-2022; AO 2022-38, 4-12-22; 2022-36, 4-26-22; AO 2023-50, 7-11-23; AO 2023-120, 12-5-23; AO 2024-24, 4-23-24)

*** *** ***

Section 2. Anchorage Municipal Code 21.04.020 Zoning Districts, Residential Districts, Transportation and Connectivity, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

CHAPTER 21.04: ZONING DISTRICTS

*** *** ***

21.04.020 RESIDENTIAL DISTRICTS

*** *** ***

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

*** *** ***

2. District-Specific Standards

*** *** ***

e. Reserved [ENHANCED STREET SIDEWALK AN ENHANCED STREET SIDEWALK MAY BE PROVIDED IN LIEU OF REQUIRED SIDEWALKS AND SITE PERIMETER LANDSCAPING, AS DEFINED IN SUBSECTION 21.07.060G.20.]

f. Building Height Increases

*** *** ***

vii. Reserved [HIGHER-QUALITY STREET-LEVEL MIXED-USE PEDESTRIAN ENVIRONMENT. ONE STORY OF ADDITIONAL HEIGHT IS ALLOWED WHERE THE DEVELOPMENT PROVIDES A PEDESTRIAN- INTERACTIVE USE MEETING THE STANDARDS OF SUBSECTION 21.07.060F.15. AND ENHANCED SIDEWALK MEETING THE STANDARDS OF SUBSECTIONS 21.07.060F.4. OR F.17., ALONG THE MAJORITY OF THE STREET-FACING BUILDING ELEVATIONS. SITES WITH MORE THAN TWO

FRONTAGES ARE NOT REQUIRED TO MEET THIS STANDARD ON MORE THAN TWO STREETS.]

*** *** ***

I. R-4: Multifamily Residential District

2. District-Specific Standards

*** *** ***

c. Floor Area Ratio (FAR)

*** *** ***

iv. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING. TWO SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER SQUARE FOOT OF AREA PROVIDED AS PART OF A PRIMARY PEDESTRIAN WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR 21.07.060F.17.]

*** *** ***

vii. Reserved [BONUS FOR PEDESTRIAN-INTERACTIVE USE. THREE SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER EACH SQUARE FOOT OF GROUND-FLOOR SPACE WHICH IS TO BE OCCUPIED BY A PEDESTRIAN-INTERACTIVE USE THAT MEETS THE STANDARDS OF 21.07.060F.16.]

(AO 2012-124(S), 2-26-13; AO 2014-132, 11-5-14; AO 2015-100, 10-13-15; AO 2017-176, 1-9-18; AO 2019-58, 5-7-19; AO 2022-36, 4-26-22; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-50, 7- 11-23; AO 2023-103(S), 12-18-23)

*** *** ***

Section 3. Anchorage Municipal Code 21.04.030 Zoning Districts, Commercial Districts, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

21.04.030 COMMERCIAL DISTRICTS

*** *** ***

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

*** *** ***

3. Floor Area Ratio (FAR) Incentives

- e. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING TWO SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER SQUARE FOOT OF AREA PROVIDED AS PART OF A PRIMARY PEDESTRIAN WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR 21.07.060F.16.]
- f. Reserved [BONUS FOR PEDESTRIAN-INTERACTIVE USE THREE SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER EACH SQUARE FOOT OF GROUND-FLOOR SPACE WHICH IS TO BE OCCUPIED BY A PEDESTRIAN-INTERACTIVE USE THAT MEETS THE STANDARDS OF SUBSECTION 21.07.060F.15.]

Section 4. Anchorage Municipal Code 21.07.010 Development and Design Standards, General Provisions, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.010 GENERAL PROVISIONS

*** *** ***

D. Alternative Equivalent Compliance

*** *** ***

2. Applicability

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

- a. Subsection 21.06.030D.7.c., Height/Bulk Transitions;
- b. Subsection 21.06.030D.8., Height Transitions for Neighborhood Compatibility;
- c. Subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard;

- d. Reserved [SUBSECTION 21.07.060G., PEDESTRIAN AMENITIES];
- e. Subsection 21.07.080, Landscaping, Screening, and Fences;
- f. Subsection 21.07.090M.3., Structured Parking; Façade Treatment;
- g. Section 21.07.110, Residential Design Standards;
- h. Section 21.07.120, Large Commercial Establishments;
- i. Subsection 21.09.080, Building Design Standards (Girdwood); and
- j. Chapter 21.11, Downtown.

*** *** ***

E. [URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS

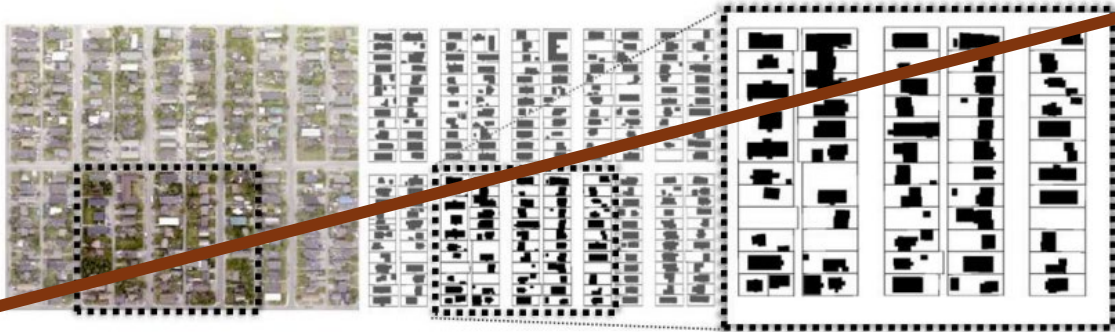
1. PURPOSE

THIS SECTION ESTABLISHES AN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS AREA THAT REFLECTS THE EXISTING AND DESIRED CHARACTERISTICS OF ANCHORAGE'S OLDER, URBAN NEIGHBORHOODS IDENTIFIED BY THE COMPREHENSIVE PLAN, LAND USE PLAN MAP AS TRADITIONAL NEIGHBORHOOD DESIGN AREAS. THIS SECTION PROVIDES A BASIS FOR DEVELOPMENT REGULATIONS TAILORED TO THE CHARACTERISTICS OF THESE NEIGHBORHOODS AND FULFILLS THEIR ROLE AS RECOMMENDED IN THE COMPREHENSIVE PLAN.

A. THIS AREA IS INTENDED TO INCLUDE ANCHORAGE'S ORIGINAL URBAN NEIGHBORHOODS OF GOVERNMENT HILL, SOUTH ADDITION, AND FAIRVIEW, AND POST-WARE ERA (1950S-1960S) NEIGHBORHOODS SUCH AS SPENARD, AIRPORT HEIGHTS, AND RUSSIAN JACK PARK. IT ALSO INCLUDES TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS AND DESIGNATED MIXED-USE CENTERS.

B. THIS AREA RECOGNIZES URBAN NEIGHBORHOOD CHARACTERISTICS INCLUDING A MORE HIGHLY INTERCONNECTED STREET SYSTEM, SMALLER LOT AND BLOCK SIZES, AND ACCESS TO PEDESTRIAN FACILITIES

1 AND PUBLIC TRANSIT. SOME NEIGHBORHOODS HAVE
2 CONSISTENT OR FREQUENT SIDEWALKS AND ALLEYS.
3 BUILDINGS AND RESIDENCES OFTEN HAVE MODERATE
4 FRONT SETBACKS AND ORIENT TO THE STREET, WITH
5 LANDSCAPING OR WALKWAYS (INSTEAD OF PARKING)
6 COMPRISING MOST OF THEIR STREET FRONTAGE.
7 TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS AND
8 MIXED-USE CENTERS CONTRIBUTE TO A COMPACT,
9 ACCESSIBLE LAND USE PATTERN.



10 REGULAR STREET GRID OF CITY BLOCKS AND ALLEYS IN MOUNTAIN VIEW.
11
12



13 MORE RELAXED STREET GRID ALONG A TRANSIT CORRIDOR IN SPENARD.
14
15

16 2. APPLICABILITY

17 THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT
18 STANDARDS SHALL APPLY AS A BASIS FOR AREA-SPECIFIC
19 DEVELOPMENT STANDARDS IN THIS CHAPTER 21.07. IT SHALL
20 NOT BE USED AS A BASIS TO CHANGE ALLOWED USES OR
21 REVIEW AND APPROVAL PROCEDURES OF THE UNDERLYING
22 ZONING DISTRICT, DISTRICT-SPECIFIC DIMENSIONAL
23 STANDARDS, OR ANY OTHER STANDARDS ELSEWHERE IN
24 THIS TITLE. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT
25 STANDARDS SHALL BE EFFECTIVE NOVEMBER 1, 2025.
26
27
28

3. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS ESTABLISHED.

THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT AREA IS DELINEATED IN MAP 21.07-1, WITH THE FOLLOWING CLARIFICATIONS:

- A. BIRCHWOOD PARK, DEBARR VISTA, AND GREEN ACRES SUBDIVISIONS (AND ADDITIONS) ARE INCLUDED (MARKED "A" ON MAP).
- B. THE DOWNTOWN (DT) ZONING DISTRICTS ARE NOT INCLUDED. THE UNIVERSITY AND MEDICAL CAMPUSES OF THE UMED DISTRICT ARE ALSO NOT INCLUDED.
- C. THE PROPERTIES OF MERRILL FIELD AIRPORT, ALASKA RAILROAD TERMINAL RESERVE, AND PORT OF ALASKA ARE NOT INCLUDED.
- D. BROADMORE ESTATES, BENTZEN ADDITION, CREEKSIDE PARK, TOWN SQUARE, TUDOR PARK, UNIVERSITY PARK, AND WINDEMERE SUBDIVISIONS (AND THEIR ADDITIONS) ARE NOT INCLUDED (MARKED "B" ON MAP).]



(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2022-36, 4-26-22; AO 2023-43, 4-25-23; AO 2023-50, 7-11-23; AO 2024-23, 2-27-24; AO2024-24, 4-23-24)

*** *** ***

Section 5. Anchorage Municipal Code 21.07.030 Development and Design Standards, Private Open Space, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.030 PRIVATE OPEN SPACE

*** *** ***

D. Standards

1. Areas Not Credited Lands within the following areas shall not be counted towards required private open space areas:

*** *** ***

- e. Parking facilities, driveways, other motor vehicle circulation areas, loading areas, and refuse collection areas, except as provided in subsection 21.07.090N [21.07.060G.23.], Shared Parking Courtyards; and f. Land covered by structures not intended solely for recreational uses.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-100, 10-13-15; AO 2017-176, 1-9-18; AO 2020-38, 4-28-20; AO 2023-43, 4-25-23; AO 2023-77, 7-25-23; AO 2023-103(S), 12-18-23; AO 2024-16, 2-27-24)

*** *** ***

Section 6. Anchorage Municipal Code 21.07.060 Development and Design Standards, Transportation and Connectivity, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.060 TRANSPORTATION AND CONNECTIVITY

*** *** ***

E. Standards for Pedestrian Facilities

2. Sidewalks

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H. Functional classification (local, collector, arterial, etc.) shall be determined using the most current version of the OSHP.
- b. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The Project Management & Engineering Department shall keep record of the approved relief with written findings supporting such relief on file.
- c.[B.] Street improvement projects and new streets in subdivisions in all class A zoning districts except for industrial districts shall install sidewalks in accordance with subsection d [BOTH SIDES OF ALL STREETS (LOCAL, COLLECTOR, ARTERIAL, PUBLIC OR PRIVATE, INCLUDING LOOP STREETS)]. Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one [SIDE] or both sides provided adequate right-of-way remains for snow storage. Street improvement projects in industrial zoning districts shall install a sidewalk on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile. Street improvement projects in industrial zoning districts shall install a sidewalk on both sides of all collector or arterial streets.
- d.[C.] [IN CUL-DE-SACS] For public and private streets within class A zoning districts, the following shall apply:
- i. For streets or cul-de-sacs with fewer than [150] 300 average daily trips [AND WITH SPEEDS LIMITED TO 25 MILES PER HOUR BY DESIGN,] no sidewalks are required [ON THE CUL-DE-SAC STEM OR BULB].
- ii. For streets or cul-de-sacs with 150 to 300 average daily trips that are located within a designated school walking boundary, a transit-supportive development corridor

identified in the online version of the 2040 Land Use Plan, or are used to access a park (notwithstanding subsection d.i. above), a sidewalk on one side is required.

iii[II]. For streets or cul-de-sacs with [150 to] 300 to 1,000 average daily trips [, AND FOR THOSE WITH FEWER THAN 150 AVERAGE DAILY TRIPS BUT A DESIGN SPEED OF GREATER THAN 25 MILES PER HOUR,] a sidewalk on one side [OF THE CUL-DE-SAC STEM] is required.

iv[III]. For streets or cul-de-sacs with more than [500] 1,000 average daily trips, or for streets or cul-de-sacs with 500 to 1,000 average daily trips that are [USED TO ACCESS A SCHOOL] located within a designated school walking boundary, a transit-supportive development corridor identified in the online version of the 2040 Land Use Plan, or are used to access a park [OR A PARK] (notwithstanding subsections [C II.AND] d[C].iii. above), sidewalks on both sides [OF THE STEM] are required.

v[IV]. Average daily trips shall be computed by the traffic engineer.

e.[D] In class B zoning districts, sidewalks, walkways, pathways, and trails shall be provided in accordance with the comprehensive plan. In all cases, pedestrian facilities shall be provided on at least one side of collector and arterial streets.

[E]. [THE REQUIREMENTS OF 2.B. AND 2.C. SHALL NOT APPLY IN STEEP-SLOPE AREAS WHERE SIDEWALKS ON ONE SIDE OF THE STREET MAY BE APPROVED BY THE DIRECTOR TO REDUCE EXCESSIVE SLOPE DISTURBANCE, ADVERSE IMPACTS ON NATURAL RESOURCES, AND POTENTIAL SOIL EROSION AND DRAINAGE PROBLEMS.]

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

i. In the R-4, R-4A, and commercial zoning districts.

ii. In the DT zoning districts as set forth in the provisions of chapter 21.11, Downtown.

iii. Along streets identified in Appendix A of the Anchorage Pedestrian Plan as “missing sidewalk” or “inadequate sidewalk”, with a total point rating of five or higher.

iv. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The Project Management & Engineering Department shall keep record of the approved relief with written findings supporting such relief on file.

*** *** ***

4. On-Site Pedestrian Walkways

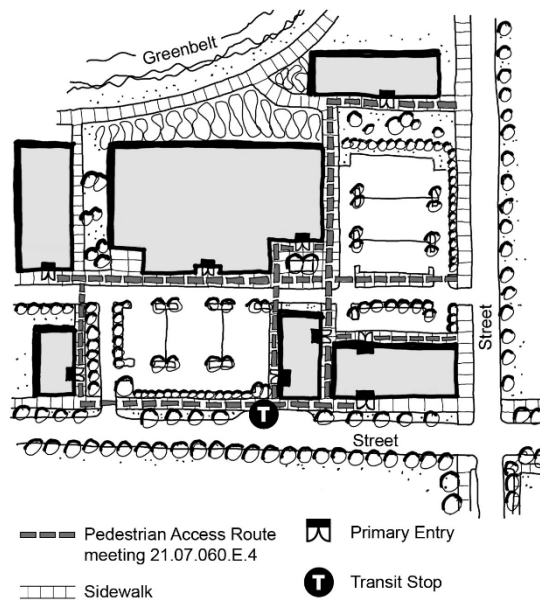
a. Intent for Continuous Pedestrian Access. Pedestrian walkways are intended to form a convenient on-site circulation system that minimizes conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. This section applies to all development, including on private streets except those exempted in b below.

b. Exempted from this section:

i. Industrial Uses

ii. Marijuana manufacturing or cultivation facilities

iii. Utility facilities



c. On-Site Pedestrian Connections Requirement. The following walkways shall be provided. Where one walkway fulfills more than one requirement, only one walkway need be provided. If they can provide a relatively direct route, public pedestrian facilities such as public sidewalks shall satisfy any or all of the requirements below.

i. A walkway shall connect the primary entrance to the abutting primary street frontage, except where a proposed walkway connection to an alternative street frontage is determined by the director to provide equal or better pedestrian access. No walkway need be provided to the primary street frontage if that frontage is a restricted access street or a frontage road, unless there is a pathway or other pedestrian facility to which access can be provided along the restricted access street or frontage road, in which case a walkway shall connect to that pedestrian facility. The walkway route shall be clear and direct, to the extent reasonably feasible. For residential developments with 4 dwelling units or fewer, the driveway can be used to fulfill all or a portion of this requirement.

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

1 one building, and primary entrances in separate
2 buildings on a site.

3
4 iii. A walkway shall connect the primary entrances to any
5 transit stop abutting the site, where on an active transit
6 route with scheduled service. The walkway shall be clear
7 and direct to the extent reasonably feasible.

8
9 iv. The primary front entrance of a residential dwelling shall
10 be connected to the street by a walkway as provided in
11 i. through ii. above, or by the dwelling's individual
12 driveway, or by a shared parking courtyard meeting
13 21.07.090N.

14
15 d. Walkway Clear Width and Improvements

16
17 i. The minimum width of a required pedestrian walkway
18 shall be five feet of unobstructed clear width, except
19 where otherwise stated in this title.

20
21 ii. Walkways shall be improved in accordance with
22 subsection 21.08.050H.

23
24 e. Walkways and Parking

25
26 i. Where an on-site pedestrian walkway system or
27 required pedestrian area abuts a parking lot or internal
28 street or driveway, the pedestrian facility shall be clearly
29 marked and physically separated from the parking lot or
30 drive, through the use of an upright curb of six inches in
31 height, bollards spaced a maximum of six feet apart, or
32 other physical buffer approved by the traffic engineer;
33 and a change of paving materials distinguished by color,
34 texture, textured edge, or other edge, or striping.

35
36 ii. The vehicle overhang established in table 21.07-9,
37 Parking Angle, Stall and Aisle Dimensions, shall not
38 encroach into the minimum required walkway width or
39 area.

40
41 iii. Where an on-site pedestrian walkway crosses an
42 internal street or driveway, the crosswalk shall be clearly
43 marked and delineated through a change in paving
44 materials distinguished by color, texture, textured edge,
45 other edge, or striping, and shall meet the requirements
46 of the Americans with Disabilities Act.

iv. Developments of 5 or more units may provide a parking courtyard in lieu of required walkways, where specifically allowed in section 21.07.110 and in conformance with subsection 21.07.090N.

e. Walkways, Landscaping, and Open Space Walkways shall be credited toward a required private open space where they are contiguous. A walkway that crosses a required landscaping bed (at or near perpendicular) shall be credited against the required landscaping area and amount of planting material.

[CONTINUOUS PEDESTRIAN ACCESS

PEDESTRIAN WALKWAYS ARE INTENDED TO FORM A CONVENIENT ON-SITE CIRCULATION SYSTEM THAT MINIMIZES CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC AT ALL POINTS OF PEDESTRIAN ACCESS TO ON-SITE PARKING AND BUILDING ENTRANCES. THIS SUBSECTION E.4. DOES NOT APPLY TO SINGLE- AND TWO-FAMILY DEVELOPMENT, OR TO MARIJUANA CULTIVATION FACILITY, MARIJUANA MANUFACTURING FACILITY, INDUSTRIAL, AND UTILITY FACILITY USES IN THE I-1, I-2, MC, AND MI ZONING DISTRICTS.

[A. ON-SITE PEDESTRIAN CONNECTIONS

THE FOLLOWING WALKWAYS SHALL BE PROVIDED. WHERE ONE WALKWAY FULFILLS MORE THAN ONE REQUIREMENT, ONLY ONE WALKWAY NEED BE PROVIDED. IF THEY CAN PROVIDE A RELATIVELY DIRECT ROUTE, PUBLIC PEDESTRIAN FACILITIES SUCH AS PUBLIC SIDEWALKS SHALL SATISFY ANY OR ALL OF THE REQUIREMENTS BELOW.

I. A WALKWAY SHALL CONNECT THE PRIMARY ENTRANCE TO THE ABUTTING PRIMARY STREET FRONTAGE, EXCEPT WHERE A PROPOSED WALKWAY CONNECTION TO AN ALTERNATIVE STREET FRONTAGE IS DETERMINED BY THE DIRECTOR TO PROVIDE EQUAL OR BETTER PEDESTRIAN ACCESS. NO WALKWAY NEED BE PROVIDED TO THE PRIMARY STREET FRONTAGE IF THAT FRONTAGE IS A RESTRICTED ACCESS STREET OR A FRONTAGE ROAD, UNLESS THERE IS A PATHWAY OR OTHER PEDESTRIAN FACILITY TO WHICH ACCESS CAN BE

1 PROVIDED ALONG THE RESTRICTED ACCESS
2 STREET OR FRONTAGE ROAD, IN WHICH CASE A
3 WALKWAY SHALL CONNECT TO THAT
4 PEDESTRIAN FACILITY. THE WALKWAY ROUTE
5 SHALL BE CLEAR AND DIRECT, TO THE EXTENT
6 REASONABLY FEASIBLE.
7

8 II ALL PRIMARY BUILDING ENTRANCES ON A SITE
9 SHALL BE CONNECTED TO THE STREET BY A
10 CONVENIENT SYSTEM OF WALKWAYS. THIS
11 INCLUDES MULTIPLE PRIMARY ENTRANCES INTO
12 ONE BUILDING, AND PRIMARY ENTRANCES IN
13 SEPARATE BUILDINGS ON A SITE.
14

15 III. A WALKWAY SHALL CONNECT THE PRIMARY
16 ENTRANCES TO ANY TRANSIT STOP ABUTTING
17 THE SITE, WHERE ON AN ACTIVE TRANSIT ROUTE
18 WITH SCHEDULED SERVICE. THE WALKWAY
19 SHALL BE CLEAR AND DIRECT TO THE EXTENT
20 REASONABLY FEASIBLE.
21

22 IV. THE PRIMARY FRONT ENTRANCE OF A
23 RESIDENTIAL DWELLING SHALL BE CONNECTED
24 TO THE STREET BY A WALKWAY AS PROVIDED IN
25 I. THROUGH II. ABOVE, OR BY THE DWELLING'S
26 INDIVIDUAL DRIVEWAY, OR BY A SHARED
27 PARKING COURTYARD MEETING 21.07.060G.23.
28

29 C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS
30

31 I. THE MINIMUM WIDTH OF A REQUIRED
32 PEDESTRIAN WALKWAY SHALL BE FIVE FEET OF
33 UNOBSTRUCTED CLEAR WIDTH, EXCEPT WHERE
34 OTHERWISE STATED IN THIS TITLE. A WALKWAY
35 THAT PROVIDES ACCESS TO NO MORE THAN
36 FOUR RESIDENTIAL DWELLING UNITS MAY
37 PROVIDE AN UNOBSTRUCTED CLEAR WIDTH OF
38 THREE FEET.
39

40 II. WALKWAYS SHALL BE IMPROVED IN
41 ACCORDANCE WITH SUBSECTION 21.08.050H.
42

43 D. WALKWAYS AND PARKING
44

45 I. WHERE AN ON-SITE PEDESTRIAN WALKWAY
46 SYSTEM OR REQUIRED PEDESTRIAN AREA ABUTS

A PARKING LOT OR INTERNAL STREET OR DRIVEWAY, THE PEDESTRIAN FACILITY SHALL BE CLEARLY MARKED AND PHYSICALLY SEPARATED FROM THE PARKING LOT OR DRIVE, THROUGH THE USE OF AN UPRIGHT CURB OF SIX INCHES IN HEIGHT, BOLLARDS SPACED A MAXIMUM OF SIX FEET APART, OR OTHER PHYSICAL BUFFER APPROVED BY THE TRAFFIC ENGINEER; AND A CHANGE OF PAVING MATERIALS DISTINGUISHED BY COLOR, TEXTURE, TEXTURED EDGE, OR OTHER EDGE, OR STRIPING.

II. THE VEHICLE OVERHANG ESTABLISHED IN TABLE 21.07-9, *PARKING ANGLE, STALL AND AISLE DIMENSIONS*, SHALL NOT ENCROACH INTO THE MINIMUM REQUIRED WALKWAY WIDTH OR AREA.

III. WHERE AN ON-SITE PEDESTRIAN WALKWAY CROSSES AN INTERNAL STREET OR DRIVEWAY, THE CROSSWALK SHALL BE CLEARLY MARKED AND DELINEATED THROUGH A CHANGE IN PAVING MATERIALS DISTINGUISHED BY COLOR, TEXTURE, TEXTURED EDGE, OTHER EDGE, OR STRIPING, AND SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.

IV. MULTIFAMILY OR TOWNHOUSE DEVELOPMENTS MAY PROVIDE A PARKING COURTYARD IN LIEU OF REQUIRED WALKWAYS, WHERE SPECIFICALLY ALLOWED IN SECTION 21.07.110 AND IN CONFORMANCE WITH SUBSECTION 21.07.060F.23.

E. WALKWAYS, LANDSCAPING, AND OPEN SPACE
WALKWAYS SHALL BE CREDITED TOWARD A REQUIRED PRIVATE OPEN SPACE WHERE THEY ARE CONTIGUOUS. A WALKWAY THAT CROSSES A REQUIRED LANDSCAPING BED (AT OR NEAR PERPENDICULAR) SHALL BE CREDITED AGAINST THE REQUIRED LANDSCAPING AREA AND AMOUNT OF PLANTING MATERIAL.]

*** *** ***

F. Building[PEDESTRIAN] Frontage Standards

1. Purpose

1 These standards require a minimum amount of windows for certain
2 types of development and facilitate pedestrian access to main entries.
3 [PEDESTRIAN FRONTAGE STANDARD REQUIRES SITE
4 PLANNING AND BUILDING ORIENTATION TOWARD
5 NEIGHBORHOOD STREETS AND SIDEWALKS TO FACILITATE
6 PEDESTRIAN ACCESS AND REDUCE AUTOMOBILE PARKING
7 CONGESTION. OBJECTIVES INCLUDE TO:

- 8
- 9 A. ORGANIZE AND ORIENT BUILDINGS AROUND PUBLIC
10 STREETS AND ASSOCIATED FRONTAGES IN A WAY THAT
11 FRAMES STREETS AS POSITIVE PUBLIC SPACE,
12 PROMOTES PEDESTRIAN ACTIVITY, AND CONNECTS TO
13 MULTIPLE MODES OF TRANSPORTATION.
14 B. PROVIDE CLEARLY DEFINED, SAFE PEDESTRIAN
15 ACCESS TO BUILDING ENTRIES THAT INVITES PEOPLE
16 OF ALL ABILITIES AND MINIMIZES CONFLICTS WITH
17 VEHICLES AND PARKING.
18
19 C. PLACE ACTIVE INDOOR SPACES, ENTRANCES, AND
20 WINDOWS ON STREET-FACING BUILDING FACADES TO
21 IMPROVE THE VISUAL CONNECTION TO THE STREET
22 AND PROMOTE A SAFE, SECURE NEIGHBORHOOD.]

23

24 **2. Applicability**

25

26 Subsection 4. applies to all development except for the cases listed
27 below: [.DEVELOPMENT IN AREAS SUBJECT TO THE URBAN
28 NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS
29 ESTABLISHED IN SUBSECTION 21.07.010E. EFFECTIVE ON
30 NOVEMBER 1, 2025. SUBSECTION 5. APPLIES TO
31 DEVELOPMENT GENERALLY UNTIL NOVEMBER 1, 2025, AND
32 THEREAFTER IN THE OTHER AREAS OF THE MUNICIPALITY.
33 THE FOLLOWING ARE EXEMPT:]

- 34
- 35 a. Changes of use and other developments that comprise building
36 modification of less than 50 percent of the building replacement
37 value of the building(s) on the site.
38
39 b. Development in Girdwood, Chugiak-Eagle River, Downtown
40 (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning
41 districts.
42
43 c. Any residential development with 4 or fewer units [SINGLE-
44 FAMILY AND TWO-FAMILY DWELLINGS] constructed prior to
45 January 1, 2016, or on lots of 20,000 square feet or larger, or
46 in Class B zoning districts.

- 1
2 d. Uses without habitable floor area, such as utility substations.
3
4 e. Industrial uses
5
6 f. Buildings located more than 100 feet from applicable street
7 rights-of-way.
8

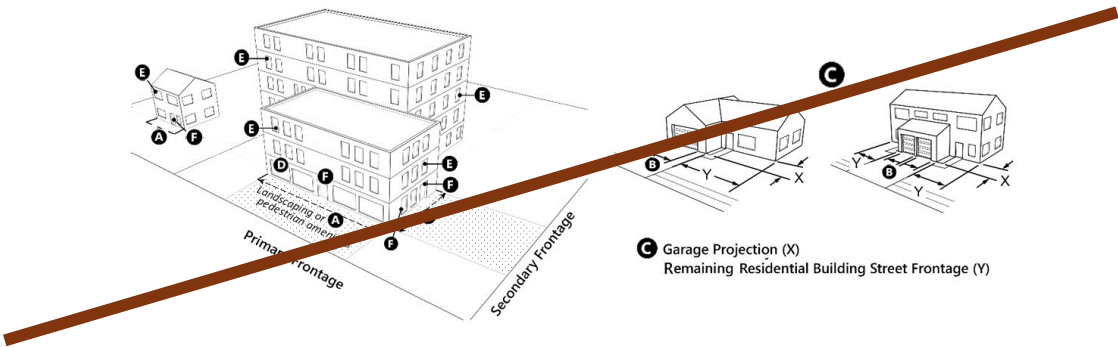
9 **3. Administrative Adjustments**

- 10
11 a. The Alternative Equivalent Compliance procedure in
12 21.07.010D. may be used to propose alternative means of
13 complying with the intent of this section.
14
15 b. The Director, with the concurrence of the Development
16 Services Director, and Traffic Engineer may approve
17 administrative relief if the applicant [THE DIRECTOR SHALL
18 APPROVE ADMINISTRATIVE RELIEF IF THE APPLICANT]
19 demonstrates the adjustment is necessary to compensate for
20 some practical difficulty of the site such as adverse impacts
21 from neighboring roadways. This includes reducing the window
22 area requirement by the amount needed to comply with 5-star
23 or affordable housing (21.15.040) energy rating requirements.
24 The department shall keep record of the approved exception
25 with written findings supporting the exception on file.
26
27 c. [THE DIRECTOR MAY APPROVE ADMINISTRATIVE RELIEF
28 FOR LAND USE PERMITS SUBMITTED FOR REVIEW
29 BEFORE NOVEMBER 1, 2025 IF THE APPLICANT
30 DEMONSTRATES IN WRITING AN UNDUE BURDEN
31 PLACED UPON THE AFFECTED DEVELOPMENTS AS A
32 RESULT OF STANDARDS SET FORTH IN TABLE 21.07-3].
33 The department shall keep record of the approved relief with
34 written findings supporting such relief on file. The denial
35 decision shall indicate the most appropriate alternative for the
36 applicant to pursue.
37

38 **[4. STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS**

1
2

THE STANDARDS OF TABLE 21.07-2 APPLY TO THE PRIMARY
FRONTAGE AND ONE SECONDARY FRONTAGE EFFECTIVE



3
4

NOVEMBER 1, 2025.]

[TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS AS OF NOVEMBER 1, 2025]	
SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION	50% OF BUILDING ELEVATION WIDTH ^{1,2} LOTS WITH ALLEY ACCESS: NO PARKING ALLOWED IN FRONT OF BUILDING EXCEPT IN DRIVEWAYS FOR INDIVIDUAL DWELLINGS
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	40% OF BUILDING ELEVATION WIDTH ^{1,2}
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN 50% OF THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL GROUND-FLOOR STREET-FACING BUILDING ELEVATION ³	25% OF WALL AREA ON PRIMARY FRONTAGE 15% OF WALL AREA ON SECOND FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS ³	15% OF WALL AREA ON PRIMARY FRONTAGE 10% OF WALL AREA ON SECOND FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM THE STREET VIA AN UNOBSTRUCTED LINE OF SIGHT, AND FOR RESIDENTIAL ENTRANCES TO BE COVERED	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE

[TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS AS OF NOVEMBER 1, 2025]**SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES****STANDARD**

G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)

DEVELOPMENTS WITH 10,000 TO 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY
DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 2 PEDESTRIAN AMENITIES

¹EXCEPTION: ON LOTS WITHOUT ALLEY ACCESS RESIDENTIAL DEVELOPMENTS WITH FOUR DWELLING UNITS OR LESS MAY HAVE A MINIMUM OF 20% IN A. ABOVE AND A MAXIMUM OF 67% IN B. ABOVE. THIS FOOTNOTE EXCEPTION SHALL SUNSET AT THE CLOSE OF JUNE 30, 2025.

²EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE.

³VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.020O. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.]

4. General Standard for Development

[THE STANDARDS OF TABLE 21.07-3 APPLY TO THE PRIMARY FRONTAGE, AND ONE SECONDARY FRONTAGE WHEN SPECIFIED.]

a. For all uses not exempted from this section,

i. 15% of a primary frontage shall be visual access windows as measured in 21.15.020O or the window area of primary entrances (doors) with windows.

ii. 10% of all other street facing frontages, including a secondary frontage, shall be visual access windows as measured in 21.15.020O or the window area of entrances (doors) with windows.

b. Covered, Visible Primary Entrance

All buildings, including those on private streets, are required to have a porch, stoop, or landing providing access to the primary entrance that is sheltered by a roof intended to give visual emphasis to the building entrance as an aid in wayfinding, and to help provide safe, convenient access from the street. Residential primary entrances shall meet the following standards:

1. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16 square feet, and

a permanent, sheltering roof covering at least 12 square feet.

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

3. At least one primary entrance per building shall be visible (via an unobstructed line of sight) from a street or a common private open space (21.07.030), the parking lot, or a shared parking courtyard (21.07.090N).

4. A vestibule can be used to meet the requirements of this section.

c. The director may provide relief from this standard for developments where it is not feasible. The director shall consult with the Fire Marshall when considering the provision of relief to visibility for the primary entrance in c.3 above. The department shall keep record of the approved relief with written findings supporting such relief on file.

[TABLE 21.07-3: GENERAL PEDESTRIAN FRONTAGE STANDARD FOR DEVELOPMENT

REQUIRED SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION ¹	20% OF BUILDING ELEVATION WIDTH, ON ONE FRONTAGE
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	67% OF BUILDING ELEVATION WIDTH
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING ELEVATION
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL GROUND-FLOOR STREET-FACING BUILDING ELEVATION ^{1,2}	15% ON PRIMARY FRONTAGE 10% ON SECONDARY FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS ^{1,2}	10% ON PRIMARY FRONTAGE 5% ON SECONDARY FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM A STREET VIA AN UNOBSTRUCTED LINE OF SIGHT AND FOR RESIDENTIAL ENTRANCES TO BE COVERED ¹	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE
G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)	DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY
¹ EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE. NON-RESIDENTIAL BUILDINGS LOCATED MORE THAN 100 FEET FROM THE APPLICABLE STREET RIGHTS-OF-WAY ARE EXEMPT FROM A., D., E., AND F. ABOVE.	
² VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.0200. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.]	

G. [PEDESTRIAN AMENITIES MENU]

[1. PURPOSE

[THIS SECTION DEFINES AND PROVIDES STANDARDS FOR PEDESTRIAN AMENITIES THAT ARE USED IN DEVELOPMENTS TO SATISFY A REQUIREMENT, MENU CHOICE, OR INCENTIVE IN THIS TITLE. THE STANDARDS IN THIS SECTION GIVE PREDICTABILITY FOR APPLICANTS AND THE PUBLIC FOR THE MINIMUM ACCEPTABLE STANDARDS FOR PEDESTRIAN AMENITIES. IT ENCOURAGES AMENITIES THAT WILL IMPROVE AND ENHANCE THE COMMUNITY AND RESPOND TO ANCHORAGE'S NORTHERN LATITUDE CLIMATE.]

- 1 [2. APPLICABILITY
2 PEDESTRIAN [AMENITIES] SHALL MEET THE MINIMUM
3 STANDARDS OF THIS SECTION TO BE CREDITED TOWARD A
4 REQUIREMENT, MENU CHOICE, OR INCENTIVE OF THIS TITLE,
5 EXCEPT WHERE SPECIFICALLY PROVIDED OTHERWISE IN THIS
6 TITLE. THE STANDARDS OF THIS SECTION DO NOT APPLY TO
7 AMENITIES THAT ARE NOT COUNTED TOWARD A
8 REQUIREMENT, MENU CHOICE, OR INCENTIVE UNDER THIS
9 TITLE.
- 10
11 3. ADMINISTRATIVE ADJUSTMENTS
12 THE ALTERNATIVE EQUIVALENT COMPLIANCE PROCEDURE
13 SET FORTH IN SUBSECTION 21.07.010D. MAY BE USED TO
14 PROPOSE ALTERNATIVE MEANS OF COMPLYING WITH THE
15 STANDARDS OF THIS SUBSECTION 21.07.060G.]
- 16
17 [4. ENHANCED ON-SITE WALKWAY
18 AN ENHANCED ON-SITE WALKWAY IS INTENDED TO PROVIDE
19 AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR
20 EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR
21 WALKWAYS AND IMPROVING PEDESTRIAN CONVENIENCE,
22 COMFORT, AND SAFETY ON THE SITE. ENHANCED ON-SITE
23 WALKWAYS PROVIDE ADDITIONAL WIDTH FOR PEDESTRIAN
24 MOVEMENT AND PERIPHERAL SPACE THAT ACCOMMODATES
25 LANDSCAPING, FURNITURE, AND UTILITIES.
- 26
27 A. AN ENHANCED ON-SITE WALKWAY SHALL HAVE A
28 PEDESTRIAN MOVEMENT ZONE WITH A CONTINUOUS,
29 UNOBSTRUCTED WALKWAY CLEAR WIDTH OF AT LEAST
30 EIGHT FEET, OR SIX FEET WHERE PROVIDING ACCESS
31 ONLY TO FOUR OR FEWER RESIDENTIAL DWELLING
32 UNITS. WHERE ADJACENT TO A GROUND-FLOOR
33 BUILDING ELEVATION IT SHALL ALSO HAVE A BUILDING
34 INTERFACE ZONE A MINIMUM OF TWO FEET IN WIDTH
35 FOR BUILDING FOUNDATION LANDSCAPING OR SPACE
36 FOR OPENING DOORS OR SEATING AND TRANSITION
37 PEDESTRIAN SPACES. IN ADDITION TO THE PEDESTRIAN
38 MOVEMENT ZONE AND ANY BUILDING INTERFACE ZONE,
39 THE ENHANCED ON-SITE WALKWAY SHALL HAVE A
40 BUFFER SPACE OF AT LEAST TWO FEET IN WIDTH
41 WHERE ABUTTING MOTOR VEHICLE PARKING LOTS,
42 CIRCULATION AISLES, OR DRIVEWAYS. THE BUFFER
43 SPACES SHALL ACCOMMODATE LANDSCAPING BEDS,
44 FENCING OR BOLLARDS, LIGHT POLES, UTILITIES,
45 BENCHES, AND OTHER FURNISHINGS.
46

- 1 B. A MINIMUM OF TWO PEDESTRIAN FEATURES AS
2 DEFINED BY THIS TITLE (21.15.040) SHALL BE PROVIDED
3 ALONG THE ENHANCED WALKWAY, WITH AT LEAST ONE
4 FOR EVERY 50 FEET OF THE WALKWAY LENGTH.
5
6 C. ENHANCED ON-SITE WALKWAYS SHALL PROVIDE
7 CONTINUOUS DIRECT CONNECTIONS FROM BUILDING
8 PRIMARY ENTRANCE(S) TO SURROUNDING PUBLIC
9 STREETS AND SIDEWALKS AND BE PUBLICLY
10 ACCESSIBLE OR AVAILABLE TO ALL RESIDENTS OF THE
11 DEVELOPMENT.
12
13 5. ICE-FREE (SNOW MELTING) WALKWAY
14 AN ICE-FREE (SNOW MELTING) WALKWAY HAS A HEATED
15 SURFACE FOR THE FULL EXTENT OF THE WALKWAY CLEAR
16 WIDTH. THE WALKWAY SHALL BE MAINTAINED AS ICE-FREE AT
17 ALL TIMES IN AREAS REQUIRED TO BE PUBLICLY ACCESSIBLE,
18 AND OTHERWISE DURING ALL HOURS OF OPERATION OF AN
19 ESTABLISHMENT.
20
21 6. PLAZA OR COURTYARD
22
23 A. A PLAZA IS AN OPEN SPACE WHICH IS DESIGNED TO BE
24 USED FOR RELAXATION, CONVERSATION, EATING, OR
25 OTHER OUTDOOR ACTIVITIES.
26
27 B. A PLAZA SHALL CONTAIN AT LEAST ONE PEDESTRIAN
28 FEATURE AS DEFINED BY THIS TITLE FOR EACH 200
29 SQUARE FEET OF PLAZA OR COURTYARD AREA.
30
31 C. A PLAZA SHALL BE VISIBLE AND DIRECTLY ACCESSIBLE
32 FROM THE PUBLIC SIDEWALK AND AT NO POINT BE
33 MORE THAN FIVE FEET ABOVE NOR MORE THAN 12 FEET
34 BELOW THE CURB LEVEL OF THE NEAREST STREET.
35
36 D. A PLAZA SHALL BE UNOBSTRUCTED TO THE SKY
37 EXCEPT FOR CERTAIN PERMITTED OBSTRUCTIONS
38 SUCH AS CANOPIES OR AWNINGS, LANDSCAPING, OR
39 ORNAMENTAL FEATURES SUCH AS FOUNTAINS AND
40 FLAG POLES.
41
42 E. A PLAZA SHALL BE POSITIONED SO THAT AT LEAST TWO-
43 THIRDS OF ITS AREA RECEIVES ACCESS TO AT LEAST
44 FOUR HOURS OF DIRECT OR REFLECTED SUNLIGHT ON
45 MARCH 21 AND SEPTEMBER 21. A PLAZA OR
46 COURTYARD MAY BE CREDITED TOWARDS A

1 REQUIREMENT, MENU CHOICE, OR BONUS AS LONG AS
2 IT MEETS THIS STANDARD. THE DIRECTOR MAY
3 REDUCE THIS REQUIREMENT IN CASES WHERE
4 TOPOGRAPHY OR VEGETATION SHADOW THE SITE.
5 REDUCTIONS SHALL BE THE MINIMAL ACTION THAT
6 WOULD ADDRESS THESE FACTORS.
7

8 F. PLAZAS SHALL NOT BE PAVED WITH ASPHALT.
9

10 7. HOUSING COURTYARD

11 A HOUSING COURTYARD MAY BE CREATED WHEN A
12 MULTIFAMILY BUILDING OR BUILDINGS ARE ARRANGED OR
13 CONFIGURED TO ENCLOSE AND FRAME A COMMON PRIVATE
14 OPEN SPACE. TO RECEIVE CREDIT AS A HOUSING
15 COURTYARD, THE SPACE SHALL ACHIEVE THE
16 FOLLOWING:
17

18 A. THE RESIDENTIAL BUILDING(S) SHALL ENCLOSE A
19 CLEARLY DEFINED COURTYARD OPEN SPACE. THE
20 STRUCTURE(S) SURROUNDING THE HOUSING
21 COURTYARD MAY, FOR EXAMPLE, FORM AN O, L, OR U
22 SHAPED ENCLOSURE.
23

24 B. A COURTYARD SHALL COMPLY WITH THE PLAZA
25 REQUIREMENT FOR PEDESTRIAN FEATURES, AND WITH
26 THE COMMON PRIVATE OPEN SPACE STANDARDS OF
27 SECTION 21.07.030.
28

29 C. ALL INDIVIDUAL DWELLING UNITS AROUND THE
30 PERIMETER OF A COURTYARD SHALL HAVE WINDOWS,
31 ENTRANCES, AND/OR TRANSITIONAL SPACES SUCH AS
32 PORCHES OR BALCONIES THAT FACE THE COURTYARD.
33

34 D. A COURTYARD SHALL HAVE A SOLAR ORIENTATION AS
35 DEFINED BY THIS TITLE IN TERMS OF OPENINGS IN THE
36 COURTYARD AND THE LOWER HEIGHT OF
37 SURROUNDING BUILDINGS.
38

39 8. TRANSIT STOP OR TRANSIT SHELTER

40 A TRANSIT STOP OR TRANSIT SHELTER SHALL MEET OR
41 EXCEED THE MINIMUM DESIGN STANDARDS ESTABLISHED BY
42 THE TRANSIT FACILITIES DESIGN GUIDELINES IN THE *DESIGN*
43 *CRITERIA MANUAL*.
44

45 9. PEDESTRIAN SHELTER SUCH AS A CANOPY, AWNING, OR
46 MARQUEE

1 A PEDESTRIAN SHELTER IS A ROOF-LIKE STRUCTURE
2 EXTENDING OUT FROM THE BUILDING FACE THAT PROVIDES
3 YEAR ROUND OVERHEAD PROTECTION FROM PRECIPITATION
4 AND WIND, AND THAT CAN PROVIDE VISUAL INTEREST AND
5 WAYFINDING ORIENTATION TO PRIMARY ENTRANCES,
6 PASSENGER LOADING AREAS, OR WAITING AREAS.
7 PEDESTRIAN SHELTER MAY BE COMPOSED OF AWNINGS,
8 CANOPIES, MARQUEES, CANTILEVERED OVERHANGS,
9 COLONNADES, OR SIMILAR OVERHANGS ALONG THE
10 PEDESTRIAN ROUTE.
11

12 A. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
13 DIMENSION OF SIX FEET MEASURED HORIZONTALLY
14 FROM THE BUILDING WALL, OR SHALL EXTEND TO A LINE
15 TWO FEET FROM THE CURB LINE OF THE STREET OR
16 NEAREST MOTOR VEHICLE AREA, WHICHEVER IS LESS.
17

18 B. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM
19 VERTICAL CLEARANCE OF EIGHT FEET AND A MAXIMUM
20 VERTICAL CLEARANCE OF 12 FEET, EXCEPT THAT A
21 PEDESTRIAN SHELTER THAT PROJECTS OUT MORE
22 THAN EIGHT FEET MEASURED HORIZONTALLY FROM
23 THE BUILDING WALL SHALL HAVE A MAXIMUM VERTICAL
24 CLEARANCE OF 16 FEET.
25

26 C. A PEDESTRIAN SHELTER MAY BE INDENTED AS
27 NECESSARY TO ACCOMMODATE STREET TREES,
28 LANDSCAPING BEDS, STREET LIGHTS, BAY WINDOWS,
29 OR SIMILAR BUILDING ACCESSORIES.
30

31 D. A PEDESTRIAN SHELTER SHALL NOT EXTEND OUT TO
32 WITHIN THREE FEET OF THE CENTER OF THE MAIN
33 TRUNK OF A STREET TREE. A PEDESTRIAN SHELTER
34 SHALL INCORPORATE ARCHITECTURAL DESIGN
35 FEATURES OF THE BUILDING FROM WHICH IT IS
36 SUPPORTED.
37

38 10. ARCADE (OR BUILDING RECESS)

39 AN ARCADE IS A COVERED PASSAGEWAY CREATED BY THE
40 OVERHANGING UPPER PORTION OF THE BUILDING ALONG A
41 SIDEWALK OR WALKWAY TO PROVIDE A SHELTERED AREA AT
42 GRADE LEVEL. AN ARCADE IS USUALLY SEPARATED FROM
43 THE ADJACENT STREET, SIDEWALK/WALKWAY, OR
44 PEDESTRIAN SPACE BY A LINE OF SUPPORTING COLUMNS OR
45 ARCHES. A GROUND LEVEL BUILDING RECESS WITHOUT

SUPPORTING COLUMNS MAY ALSO RECEIVE CREDIT IF IT ACHIEVES THE FOLLOWING STANDARDS:

- A. AN ARCADE SHALL BE DEVELOPED AS A CONTINUOUS COVERED SPACE EXTENDING ALONG A STREET, PLAZA, OR COURTYARD OR OTHER PEDESTRIAN OPEN SPACE. AN ARCADE SHALL BE OPEN FOR ITS ENTIRE LENGTH TO THE STREET OR PEDESTRIAN OPEN SPACE, EXCEPT FOR BUILDING COLUMNS.
- B. AN ARCADE SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF NO LESS THAN 12 FEET, AND ON AVERAGE NO GREATER THAN 18 FEET.
- C. AN ARCADE SHALL HAVE A MINIMUM HORIZONTAL WALKWAY CLEAR WIDTH OF EIGHT FEET BETWEEN THE BUILDING AND ANY SUPPORTING COLUMNS, AND A MAXIMUM COVERED WIDTH OF 20 FEET.
- D. AN ARCADE SHALL NOT AT ANY POINT BE ABOVE THE LEVEL OF THE ADJACENT SIDEWALK, WALKWAY, OR PEDESTRIAN OPEN SPACE (WHICHEVER IS HIGHER). THE WIDTH AND SPACING OF THE SUPPORTING COLUMNS SHALL BE SUCH THAT MAXIMUM VISIBILITY IS MAINTAINED.
- E. THE SPACING AND RHYTHM OF THE SUPPORTING COLUMNS SHALL RELATE TO THE STRUCTURAL OR ARCHITECTURAL PATTERN OF THE BUILDING AND SHALL BE CONSISTENT ALONG THE LENGTH OF THE ARCADE.
- F. NO OFF-STREET PARKING SPACES, PASSENGER LOADING ZONES, DRIVEWAYS, OR OFF-STREET LOADING BERTHS ARE PERMITTED ANYWHERE WITHIN AN ARCADE OR WITHIN 10 FEET OF ANY PORTION THEREOF, UNLESS THE DECISION-MAKING BODY DETERMINES THAT SUCH ACTIVITY WILL NOT ADVERSELY AFFECT THE AIR QUALITY OR FUNCTIONING OF THE ARCADE. IN NO EVENT SHALL SUCH VEHICULAR AREAS BE ELIGIBLE FOR CREDIT AS PART OF THE ARCADE.
- G. AN ARCADE SHALL BE PUBLICLY ACCESSIBLE AT ALL TIMES.

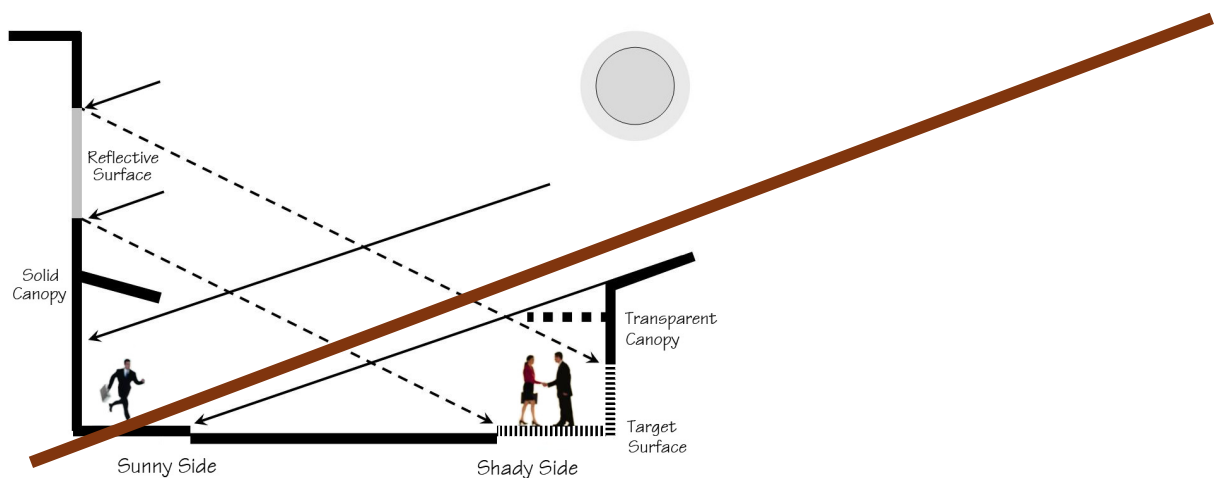
11. ATRIUM, GALLERIA, OR WINTER GARDEN
AN ATRIUM, GALLERIA, OR WINTER GARDEN IS A PUBLICLY ACCESSIBLE SUNLIT INTERIOR SPACE SUITED FOR YEAR-ROUND PUBLIC USE, AND WHICH TAKES ADVANTAGE OF WINDOWS AND SUNLIGHT ACCESS TO PROVIDE BRIGHTNESS, ORIENTATION, AND VISUAL CONNECTIONS TO THE OUTDOORS.
- A. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE DEVELOPED AND MAINTAINED AS A TEMPERATURE CONTROLLED, PUBLICLY ACCESSIBLE SPACE FURNISHED WITH FEATURES AND AMENITIES THAT ENCOURAGE ITS USE.
- B. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL CONTAIN AT LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE FOR EACH 200 SQUARE FEET OF FLOOR AREA.
- C. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE CO-LOCATED WITH PRIMARY ENTRANCES AND PEDESTRIAN ACTIVITY AREAS, AND EITHER ADJOIN OR DIRECTLY CONNECT TO A PUBLICLY ACCESSIBLE SIDEWALK OR OPEN SPACE.
- D. THE PUBLICLY ACCESSIBLE PORTION OF THE ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE AT LEAST 400 SQUARE FEET, WITH A MINIMUM DIMENSION OF 16 FEET.
- E. AT LEAST HALF OF AN ATRIUM, GALLERIA, OR WINTER GARDEN'S CEILING AREA AND AT LEAST A PORTION OF ITS WALL AREA SHALL CONSIST OF TRANSPARENT GLAZING.
- F. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL HAVE ACCESS TO DIRECT AND/OR REFLECTED SUNLIGHT FOR AT LEAST FOUR HOURS DAILY FOR EIGHT MONTHS OF THE YEAR.
12. SUN POCKET (OR SUN TRAP)
A SUN POCKET OR SUN TRAP IS A PEDESTRIAN SPACE THAT CAPTURES DIRECT AND REFLECTED SUNLIGHT. A SUN POCKET SHALL BE A CLEARLY DEFINED OPEN SPACE PARTLY SHELTERED BY BUILDING WALLS, FENCES, OR LANDSCAPE FEATURES, SUCH AS A C, L, OR U SHAPED SEMI-ENCLOSURE. THE PROTECTED SPACE SHALL CONTAIN AT LEAST 250

SQUARE FEET OF PEDESTRIAN AREA THAT IS EXPOSED TO DIRECT AND REFLECTED SUNLIGHT ACCESS FOR AT LEAST SIX HOURS ON MARCH 21 AND SEPTEMBER 21.

13. REFLECTED SUNLIGHT

REFLECTED SUNLIGHT AS A PEDESTRIAN AMENITY IS CREATED BY A LIGHT-COLORED, PARTIALLY REFLECTIVE, UPPER-STORY FAÇADE SURFACE THAT REDIRECTS SUNLIGHT RADIATION TO PEDESTRIAN SPACES AND WALKWAYS TO BRIGHTEN OR INCREASE THE COMFORT LEVEL IN THOSE SPACES.

- A. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A SOLAR ORIENTATION.
- B. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A REFLECTANCE OF AT LEAST 50 PERCENT AND NO GREATER THAN 75 PERCENT IN ORDER TO AVOID EXCESSIVE GLARE.
- C. THE REFLECTIVE FAÇADE SURFACE SHALL BE AN UPPER FLOOR ABOVE GROUND-LEVEL.
- D. REFLECTED SUNLIGHT SHALL FALL ON AT LEAST 400 SQUARE FEET OF A PUBLICLY ACCESSIBLE WALKWAY, OPEN SPACE, AND/OR ABUTTING GROUND-LEVEL WALL AREA FOR AT LEAST FOUR HOURS ON MARCH 21 AND SEPTEMBER 21.



14. SHELTERED TRANSITION SPACE

A SHELTERED TRANSITION SPACE IS AN OUTDOOR OR GLASS COVERED SPACE SUCH AS CAFÉ SEATING ALONG A BUILDING

1 FAÇADE THAT PROVIDES A COMFORTABLE TRANSITION
2 BETWEEN INDOOR AREAS AND UNSHELTERED OUTDOOR
3 SPACES.

4
5 A. A SHELTERED TRANSITION SPACE SHALL BE A MINIMUM
6 OF 400 SQUARE FEET.

7
8 B. A SHELTERED TRANSITION SPACE SHALL COMPLY WITH
9 THE DIMENSIONAL STANDARDS FOR PEDESTRIAN
10 SHELTER OR ARCADE.

11
12 C. A SHELTERED TRANSITION SPACE SHALL CONTAIN
13 A MINIMUM OF ONE PEDESTRIAN FEATURE AS DEFINED
14 BY THIS TITLE.

15
16 D. A SHELTERED TRANSITION SPACE SHALL NOT
17 OBSTRUCT THE MINIMUM CLEAR WIDTH OF THE
18 ADJOINING WALKWAY OR SIDEWALK.]

19
20 15. [SEPARATED WALKWAY TO THE STREET
21 THE DEVELOPMENT SHALL CONNECT THE BUILDING PRIMARY
22 ENTRANCES TO THE STREET WITH A CLEAR AND DIRECT
23 WALKWAY THAT IS NOT ROUTED THROUGH A PARKING
24 FACILITY OR ACROSS VEHICLE DRIVEWAYS OR CIRCULATION
25 AISLES. THE MINIMUM CLEAR WIDTH PORTION OF THE
26 WALKWAY SHALL BE SEPARATED FROM THE PARKING
27 FACILITY BY AT LEAST FIVE FEET.]

28
29 16. COVERED, VISIBLE RESIDENTIAL ENTRANCE
30 A PORCH, STOOP, OR LANDING SHELTERED BY A ROOF IS
31 INTENDED TO GIVE VISUAL EMPHASIS TO THE BUILDING
32 ENTRANCE AS AN AID IN WAYFINDING, AND HELP PROVIDE
33 SAFE, CONVENIENT ACCESS TO RESIDENTIAL BUILDINGS
34 FROM THE STREET. RESIDENTIAL PRIMARY ENTRANCES
35 SHALL MEET THE FOLLOWING STANDARDS:

36
37 A. THE ENTRANCE SHALL INCORPORATE A PORCH, STOOP,
38 OR LANDING WITH AN INTERNAL DIMENSION OF AT
39 LEAST 16 SQUARE FEET, AND A PERMANENT,
40 SHELTERING ROOF COVERING AT LEAST 12 SQUARE
41 FEET.

42
43 B. THE PORCH, STOOP, OR LANDING SHALL BE
44 DISTINGUISHED FROM ADJOINING AREAS AND VEHICLE
45 PARKING BY VERTICAL SEPARATION OR A CHANGE IN
46 SURFACING MATERIAL.

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- C. AT LEAST ONE PRIMARY ENTRANCE, AND AT LEAST HALF OF INDIVIDUAL DWELLING UNIT PRIMARY ENTRANCES IN A MULTI-UNIT DEVELOPMENT,] SHALL BE VISIBLE (VIA AN UNOBSTRUCTED LINE OF SIGHT) FROM A STREET OR A COMMON PRIVATE OPEN SPACE (21.07.030), A PLAZA OR COURTYARD (21.07.060G.6.), A HOUSING COURTYARD (21.07.060G.7.), OR A SHARED PARKING COURTYARD (21.07.060G.23.).
17. [ENHANCED PRIMARY ENTRANCE
AN ENHANCED BUILDING ENTRY IS INTENDED TO PROVIDE A MORE PROMINENT AND INVITING PRIMARY PEDESTRIAN ENTRANCE. TO RECEIVE CREDIT, THE ENHANCED PRIMARY ENTRANCE SHALL INCORPORATE AT LEAST THREE OF THE FOLLOWING FEATURES:
- A. OUTDOOR SHELTERING ROOF FEATURE PROJECTING FROM THE BUILDING FAÇADE SUCH AS AN OVERHANG, PORTICO, CANOPY, MARQUEE WITH AN INSIDE DIMENSION OF AT LEAST 16 SQUARE FEET;
- B. RECESSED AND/OR PROJECTED ENTRANCE OR OTHER BUILDING WALL MODULATION WITH PROJECTIONS OR RECESSES IN THE BUILDING WALL PLANE;
- C. CHANGES IN THE BUILDING'S MAIN ROOFLINE SUCH AS ARCHES, PEAKED ROOF FORMS, OR TERRACING PARAPETS;
- D. CHANGES IN SIDING MATERIAL OR EXTERIOR FINISHES, OR FAÇADE DETAIL FEATURES SUCH AS TILEWORK THAT EMPHASIZE THE ENTRANCE;
- E. ENTRANCE PLAZA, PATIO, OR SIMILAR COMMON PRIVATE OPEN SPACE;
- F. LANDSCAPING NOT OTHERWISE REQUIRED BY THIS TITLE, SUCH AS INTEGRATED PLANTERS, LANDSCAPE ACCENT LIGHTING OR SPECIAL PAVING TREATMENTS; OR
- G. ONE OR MORE PEDESTRIAN FEATURES (21.15.040) SUCH AS PEDESTRIAN-SCALE LIGHTING OR SEATING.]
18. [ENHANCED FAÇADE TRANSPARENCY

1 INCREASE THE WINDOWS AND/OR PRIMARY ENTRANCES ON
2 STREET-FACING BUILDING ELEVATIONS WHICH ARE SUBJECT
3 TO THE WINDOW REQUIREMENT IN 21.07.060F., BY AN
4 ADDITIONAL FIVE (5) PERCENT OF THE WALL AREA.
5

- 6 19. PEDESTRIAN FRONTAGE FREE OF PARKING IN FRONT
7 IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS
8 (21.07.010E.), PROVIDE A STREET FRONTAGE WITHOUT
9 DRIVEWAYS, PARKING, OR LOADING FACILITIES IN FRONT OF
10 AT LEAST 75% OF THE GROUND-FLOOR, STREET-FACING
11 BUILDING ELEVATION. IN OTHER AREAS, PROVIDE SUCH A
12 FRONTAGE IN FRONT OF AT LEAST 33% OF THE STREET-
13 FACING BUILDING ELEVATION.
14

- 15 20. SITE ENTRY FEATURE
16 HIGHLIGHT AND DEFINE A PEDESTRIAN ENTRANCE TO A
17 DEVELOPMENT SITE USING THREE OR MORE OF THE
18 FOLLOWING ELEMENTS:
19

- 20 A. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND
21 TREES, WHICH CLEARLY DISTINGUISHES AND
22 HIGHLIGHTS THE SITE ENTRY.
23
24 B. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION
25 21.07.060G.6.
26
27 C. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM
28 INCLUDING A COVERED ENTRY, WHEN THE PRIMARY
29 ENTRANCE IS WITHIN 50 FEET OF THE SITE ENTRANCE.
30
31 D. SPECIAL PAVING, PEDESTRIAN WALKWAY AREA
32 LIGHTING, ORNAMENTAL LIGHTING, AND/OR BOLLARDS.
33
34 E. ORNAMENTAL GATE AND/OR FENCE.
35

- 36 21. PEDESTRIAN-INTERACTIVE BUILDING
37 A PEDESTRIAN-INTERACTIVE BUILDING IS INTENDED TO
38 PROVIDE INTERIOR SPACES THAT ENGAGE THE SIDEWALK
39 WITH STREET-FACING WINDOWS AND ENTRANCES, AND
40 ACTIVITIES AND SERVICES THAT SUPPORT NEIGHBORHOOD
41 RESIDENTS, AND GENERALLY CONTRIBUTE TO THE ACTIVITY
42 LEVEL AND QUALITY OF THE PEDESTRIAN ENVIRONMENT OF
43 THE NEIGHBORHOOD OR DISTRICT.
44

- 45 A. A PEDESTRIAN-INTERACTIVE BUILDING SHALL PROVIDE
46 A PRIMARY ENTRANCE FACING THE STREET.

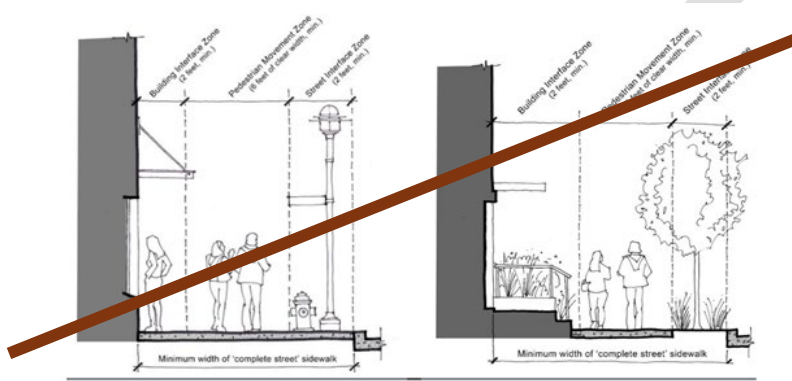
ENTRANCES AT BUILDING CORNERS FACING A STREET
MAY BE USED TO SATISFY THIS REQUIREMENT.

- B. A PEDESTRIAN-INTERACTIVE BUILDING SHALL CONTAIN HABITABLE FLOOR AREA AT LEAST 24 FEET DEEP EXTENDING ALONG A MINIMUM OF 50 PERCENT OF THE LENGTH OF THE GROUND-FLOOR, STREET-FACING BUILDING ELEVATION IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS, (21.07.010E.), AND 30 PERCENT ELSEWHERE. THE HABITABLE FLOOR AREA MAY INCLUDE PEDESTRIAN ENTRANCES, ENTRY LOBBIES OR ATRIUMS, AND STAIRWELLS.
- C. AT LEAST 50 PERCENT OF THE STREET-FACING BUILDING ELEVATION WIDTH OF A PEDESTRIAN-INTERACTIVE BUILDING SHALL HAVE NO PARKING FACILITIES IN FRONT.
- D. STREET-FACING WALL AREAS OF A NON-RESIDENTIAL USE SHALL BE 50 PERCENT VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON THE GROUND FLOOR, AND 20 PERCENT WINDOWS ABOVE THE GROUND FLOOR.,
- E. STREET-FACING WALL AREAS FOR RESIDENTIAL USES SHALL BE AT LEAST 20 PERCENT WINDOWS OR PRIMARY ENTRANCES.
- F. WHERE A BUILDING HAS THREE OR MORE STREET FRONTAGES, THESE CRITERIA APPLY ALONG ONLY TWO OF THE FRONTAGES.

22. ENHANCED STREET SIDEWALK

AN ENHANCED STREET SIDEWALK IS INTENDED TO PROVIDE AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR SIDEWALKS. AN ENHANCED STREET SIDEWALK PROMOTES SIDEWALK WIDENING AND STREETSCAPE ENHANCEMENTS TO SUPPORT HIGHER LEVELS OF PEDESTRIAN ACTIVITY, COMFORT, AND SAFETY IN THE DISTRICT. AN ENHANCED STREET SIDEWALK WITH "COMPLETE STREET" (21.15.040) STYLE AMENITIES MAY BE PROVIDED IN LIEU OF REQUIRED SITE PERIMETER LANDSCAPING AS DETERMINED THROUGH AN ADMINISTRATIVE SITE PLAN REVIEW, AND SUBJECT TO THE FOLLOWING:

- A. THE ENHANCED STREET SIDEWALK CROSS-SECTION SHALL BE AT LEAST 12 FEET WIDE, AND INCLUDE A PEDESTRIAN MOVEMENT ZONE, BUILDING INTERFACE ZONE, AND STREET INTERFACE ZONE (21.15.040). THE PEDESTRIAN MOVEMENT ZONE SHALL HAVE A CLEAR WIDTH OF AT LEAST SIX FEET. THE STREET INTERFACE ZONE SHALL BE AT LEAST TWO FEET WIDE FROM BACK OF CURB, AND FOUR FEET WIDE ALONG MAJOR ARTERIALS. WHERE A BUILDING ADJOINS THE SIDEWALK, THERE SHALL BE A BUILDING INTERFACE ZONE AT LEAST TWO FEET WIDE.



ENHANCED STREET SIDEWALKS IN COMMERCIAL AND RESIDENTIAL SETTINGS

- B. THE ENHANCED STREET SIDEWALK SHALL PROVIDE AT LEAST HALF THE NUMBER OF TREES AND SHRUBS THAT WOULD OTHERWISE HAVE BEEN REQUIRED FOR SITE PERIMETER LANDSCAPING. SHRUBS ARE NOT REQUIRED IF PERENNIALS ARE SUBSTITUTED FOR SHRUBS ON A THREE TO ONE BASIS OR IF THE TREE PLANTING BED IS PROVIDED AS A SUSPENDED PAVEMENT SYSTEM WITH A MINIMUM OF 300 CUBIC YARDS OF SOIL PER TREE.
- C. THE ENHANCED STREET SIDEWALK MAY BE PLACED WHOLLY OR IN PART WITHIN A RIGHT-OF-WAY, SUBJECT TO APPROVAL OF THE TRAFFIC ENGINEER AND MUNICIPAL ENGINEER.
- I. THE ENHANCED STREET SIDEWALK SHALL BE SUBJECT TO THE APPLICABLE REQUIREMENTS OF TITLE 24, INCLUDING SECTIONS 24.30.020., *PERMIT TO USE PUBLIC PLACES*, AND 24.90, *ENCROACHMENT PERMIT*.

- 1 II. EXISTING IMPROVEMENTS THAT MEET THE
2 STANDARDS OF THE ENHANCED STREET
3 SIDEWALK MAY BE COUNTED TOWARDS THE
4 REQUIREMENTS OF THIS SECTION, SUBJECT TO
5 APPROVAL BY THE DIRECTOR.
6
7 III. THE OWNER SHALL MAINTAIN LANDSCAPING AND
8 AMENITIES FOR THE ENHANCED STREET
9 SIDEWALK WITHIN THE RIGHT-OF-WAY.
10
11 IV. WHERE THE RIGHT-OF-WAY IS NOT ADEQUATE OR
12 CANNOT BE CONFIGURED TO ACCOMMODATE
13 THE ENHANCED STREET SIDEWALK, THEN THE
14 DEVELOPMENT SHALL BE SET BACK FROM THE
15 STREET FRONTAGE AS NECESSARY TO
16 ACCOMMODATE PART OF THE IMPROVEMENTS
17 WITHIN THE PROPERTY. A PUBLIC USE EASEMENT
18 SHALL BE RECORDED FOR ANY PART OF THE
19 DESIGNATED SIDEWALK WIDTH TO BE LOCATED
20 WITHIN THE SUBJECT PARCEL.]
21

22 [23. SHARED PARKING COURTYARD

23 A PARKING COURTYARD IS A PEDESTRIAN-ORIENTED
24 PARKING FACILITY FOR RESIDENTIAL DEVELOPMENTS THAT
25 USES THE PRINCIPLES OF A "WOONERF STREET" OR "PLAY
26 STREET." IT IS DESIGNED AND OPERATED AS A SHARED
27 SPACE TO ALLOW ALL RESIDENT USERS, NOT ONLY DRIVERS,
28 TO USE IT SAFELY. A PARKING COURTYARD THAT IS
29 CREDITED TOWARDS A RESIDENTIAL PEDESTRIAN FACILITY
30 REQUIREMENT OR MENU CHOICE OF THIS TITLE SHALL MEET
31 THE FOLLOWING STANDARDS:
32

- 33 A. AN ADMINISTRATIVE SITE PLAN REVIEW IS PERFORMED,
34 UNLESS A HIGHER LEVEL OF REVIEW IS ALREADY
35 REQUIRED;
36
37 B. THE PARKING COURTYARD SERVES NO MORE THAN
38 EIGHT DWELLING UNITS AND CONTAINS NO MORE THAN
39 12 PARKING SPACES (NOT INCLUDING GARAGE SPACES
40 IN INDIVIDUAL DWELLINGS);
41
42 C. THE PARKING COURTYARD IS A DEAD END AND DOES
43 NOT LEAD OR PROVIDE ACCESS TO OTHER DWELLING
44 UNITS, PARKING FACILITIES, OR STREETS;
45

- 1 D. A WALKWAY IS PROVIDED BETWEEN THE PARKING
2 COURTYARD AND THE STREET—THE COMMON ACCESS
3 DRIVEWAY DOES NOT QUALIFY AS A PEDESTRIAN
4 WALKWAY;
5
6 E. A SPECIAL PAVING SCHEME AND LANDSCAPE
7 TREATMENT IS APPLIED, AS APPROVED THROUGH THE
8 REVIEW;
9
10 F. THE SPACE IS DESIGNED FOR BOTH VEHICLES AND
11 PEOPLE, WITH AN EMPHASIS ON PEDESTRIANS AND
12 USABLE, SAFE, AND ATTRACTIVE PEDESTRIAN AND
13 PLAY SPACE, AS APPROVED THROUGH THE REVIEW;
14 AND
15
16 G. THE PARKING COURTYARD ACHIEVES THE INTENT OF
17 THIS TITLE FOR PEDESTRIAN ACCESS, AS DETERMINED
18 THROUGH THE REVIEW.]
19

20 *** **

21 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO
22 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20; AO 2022-
23 80(S), 11-22-2022; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)
24

25 *** **

26
27 **Section 7.** Anchorage Municipal Code 21.07.080 Development and Design
28 Standards, Off-Street Parking and Loading, is hereby amended to read as follows
29 *(the remainder of the section is not affected and therefore not set out):*
30

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

32 *** **

33 **21.07.080 LANDSCAPING, SCREENING, AND FENCES**

34 *** **

35 **E. Types of Landscaping**

36 Four types of landscaping may be required for a development, depending on
37 the use and zoning district of the property and adjacent properties, and the
38 portion of the property involved. These types of landscaping are: (1) site
39 perimeter landscaping; (2) parking lot landscaping—perimeter and interior;
40 (3) site enhancement landscaping applied in site interiors; and (4) tree
41 requirements for new residential development. Minimum requirements for
42 these landscaping types are set forth in subsections 21.07.080E.1. through
43 E.4. below and in table 21.07-4: *Landscaping Specifications*.
44
45
46

1

TABLE 21.07-4: LANDSCAPING SPECIFICATIONS			
	BED WIDTH OR AREA/LOCATION REQUIRED	PLANT MATERIALS REQUIRED	OPTIONAL DESIGN STANDARDS
SITE PERIMETER LANDSCAPING REQUIREMENTS			
***	***	***	***
Parking Lot and Parking Facility Perimeter Landscaping	Same as perimeter landscaping bed width requirements for L1 or L2 landscaping, as applicable. Refer to L1 and L2 perimeter landscaping requirements above in this table.	As required for L1 visual enhancement or L2 buffer landscaping (see subsection E.2.b.ii.) When not serving as required site perimeter landscaping, trees and shrubs may be grouped to best serve the design intentions for the site and promote safe use. Sightlines for entry and egress shall be considered for placement of landscaping.	Where L1 visual enhancement landscaping is required in the same location as site perimeter landscaping, the requirement for parking lot landscaping takes precedence—no use of optional design standards allowed. Where parking lot perimeter landscaping is in the same location as a higher level of site perimeter landscaping, the site perimeter landscaping requirement takes precedence. <u>For parking lot perimeter landscaping for parking lots with 9 or fewer parking spaces and parking facilities (this includes excess pavement beyond the maximum allowed width of the driveway at the ROW): a permanent vertical barrier greater than 18" in height or depth (such as bollards, large rocks, swales, or fences) may be substituted for the L1 landscape bed and landscape plantings. The items that make up the barrier may be spaced in a manner that ensures that the barrier prevents vehicular circulation across the ROW.</u>
***	***	***	***

1. **Site Perimeter Landscaping Requirements**

*** *** ***

c. **Exceptions**

- i. Reserved. [DEVELOPMENT WHICH IS ELIGIBLE TO USE ENHANCED STREET SIDEWALK ENVIRONMENT STANDARDS OF SUBSECTION 21.07.060G.22 MAY USE THOSE STANDARDS THAT MODIFY THE REQUIREMENTS OF REQUIRED VISUAL ENHANCEMENT OR BUFFER LANDSCAPING ALONG PUBLIC STREETS.]

*** *** ***

2. **Parking Lot and Parking Facility Landscaping Requirements**

1 **a. Purpose**

2 Parking lot landscaping softens the view and breaks up the
3 visual impact of extensive paved surfaces associated with
4 multifamily residential and nonresidential development. It also
5 contributes to storm water management, provides orientation
6 to entrances, increases outdoor comfort levels, and mitigates
7 wind and dust in large parking lots. Parking lot landscaping
8 consists of parking lot perimeter landscaping and parking lot
9 interior landscaping.

10 **b. Parking Lot and Parking Facility Perimeter Landscaping**

11 i. Parking lot perimeter landscaping is required for all
12 parking lots[WITH 10 OR MORE PARKING SPACES
13 THAT ARE ASSOCIATED WITH ANY MULTIFAMILY
14 OR NONRESIDENTIAL USE, AND FOR PARKING
15 LOTS THAT ARE A PRINCIPAL USE ON A SITE].

16 ii. For parking lots with 10 or more spaces: Parking lot
17 perimeter landscaping shall be placed on all perimeters
18 of a parking lot, which includes appurtenant driveways,
19 where the parking lot abuts a property line. L2 buffer
20 landscaping shall be used where a nonresidential district
21 abuts a residential district, or is adjacent to a residential
22 district across an alley, and where a multifamily district
23 abuts a single-family residential district. All other sides
24 of the parking lot perimeter shall have L1 visual
25 enhancement landscaping.

26 iii. For parking facilities and parking lots with 9 or fewer
27 spaces (including any excess pavement beyond the
28 maximum allowed width of a driveway at the ROW line):
29 Parking lot perimeter landscaping shall be placed where
30 the paved surface abuts or is within 8 feet of a public
31 right-of-way. Paved surfaces abutting or within 8 feet of
32 an alley right of way are exempt from this requirement.
33 The parking lot perimeter landscaping shall meet L1
34 visual enhancement landscaping standards.

35 iv. ____ Exceptions include:
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- (A) At approved points of pedestrian and vehicle access; and
- (B) Adjacent to lots being developed under a common development plan, where the director waives the requirement.
- (C) Development in the DT districts, which shall follow the parking lot landscaping standards set forth in 21.11.070D.1.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2017-55, 4-11-17; 2017-160, 12-19-17; AO 2017-176, 1-9-18; AO 2020-133, 1-14-20; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2020-93, 10-1-20; AO 2021-89(S), 2-15-2022; AO 2023-103(S), 12-18-23; AO 2024-24, 4-23-24)

Section 8. Anchorage Municipal Code 21.07.090 Development and Design Standards, Off-Street Parking and Loading, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.090 OFF-STREET PARKING AND LOADING

*** *** ***

H. Parking and Loading Facility Design Standards

*** *** ***

1. Vehicular Access Location

a. Street Access Location

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

b. Alley Access Requirement

Where a residential use is served by an improved alley, [AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.),] vehicle access shall take place from the alley, except for direct vehicle access to the street that is limited to the following:

- i. One driveway no wider than 12 feet at any point, except that lot frontages 100 feet or wider on a primary street frontage may have one driveway per 50 feet of lot frontage on that street.
- ii. One additional driveway no wider than 12 feet providing access to the secondary street frontage on corner lots for multifamily, townhouse, or two-family developments.
- iii. The director, with the concurrence of the development services director, and traffic engineer may approve alternative access arrangements as necessary. The department shall keep record of the approved relief with written findings supporting such relief on file. Applicants may also apply for an administrative variance as provided in 21.03.240J. [AN ADMINISTRATIVE VARIANCE FROM THE REQUIREMENTS OF THIS SUBSECTION, AS PROVIDED IN 21.03.240J.7.]
- iv. The Traffic Engineer and Municipal Engineer may jointly determine whether an alley is improved to an appropriate access standard. If the engineer determines that an alley is not appropriate for access, then lots located along it shall be considered not to have alley access and the alley access requirement shall not apply.

*** *** ***

9. Vehicular Access Location

*** *** ***

e. Garage Door Setbacks

Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9, Parking Angle, Stall, and Aisle Dimensions) shall be reviewed and approved by the traffic engineer, unless there is a sign posted for "no parking". Garages shall be set back from [PUBLIC RIGHTS-OF-WAY INCLUDING ALLEYS] alley rights-of-way by at least four feet unless the traffic engineer approves

otherwise, to ensure adequate [SIGHT] distance for turning and maneuvering. Where garages front on streets, whether public or private, garages shall be set back from the edge of vehicle and/or pedestrian traveled ways by a minimum of 22-feet to ensure adequate sight distance, unless the traffic engineer approves otherwise. Where building setbacks exceed the minimum garage setback, the building setback shall dictate. Where garages front on a shared parking courtyard, no setback is required from the adjacent traveled ways.

*** *** ***

11. Driveway Design and Dimensions

a. Parking Lot Entries/Driveway Approaches

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

b. Curb Openings and Public Walkway Crossings

- i. Curb cuts and curb returns at driveway openings to the street shall be provided as prescribed in the municipal driveway standards.
- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope [PRESCRIBED] as required by M.A.S.S. and A.D.A., and [EXCEPT THAT IN AREAS SUBJECT TO THE URBAN NEIGHBORHOOD CONTEXT STANDARDS (21.07.010E.),] public walkways on local streets shall be restored to a level running grade to the maximum extent [REASONABLY] feasible.

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

The total width of driveway approach from a street shall not exceed 40 percent of the frontage of the lot, not to exceed 28 feet within residential zoning districts, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, provided the following:

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

d. Minimum Driveway Width

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

- i. The minimum width of parking aisles shall be as set forth in 21.07.090H.12.
- ii. The minimum width of the driveway approach shall be as set forth in the municipal driveway standards, except as modified or clarified by subsections iii. through vi.
- iii. The minimum width of a driveway providing access to a single-family, two-family, townhouse, mobile home, or other individual dwelling from a local street or alley is 10 [12] feet.
- iv. The minimum width of a driveway providing access for up to 10 parking spaces serving a townhouse or multifamily residential use from a local street or alley is 12 feet, except that straight (non-curving) driveway segments on the development property (i.e., not in the driveway approach) may be 10 feet.

*** *** ***

g. Circulation Definition

Circulation patterns within parking facilities shall be well defined with pavement marking and signage, curbs, landscaping,

and/or other similar features. Curbed end islands shall be provided at the end of each row of parking spaces to define circulation and provide sight distance at internal intersections of parking aisles, driveways, and/or on-site roadways. Shared parking courtyards meeting 21.07.090N [21.07.060G.23]. may depart from this requirement.

*** *** ***

N. Shared Parking Courtyard

A parking courtyard is a pedestrian-oriented parking facility. It is designed and operated as a shared space to allow all resident users, not only drivers, to use it safely. A parking courtyard that is credited towards a residential pedestrian facility requirement or menu choice of this title shall meet the following standards:

1. An administrative site plan review is performed, unless a higher level of review is already required;
2. The parking courtyard serves no more than 28 parking spaces (including garage spaces);
3. The parking courtyard provides motor vehicle access only to the parking spaces served and does not lead to other parking facilities;
4. The parking courtyard has a signed speed limit of 5 miles per hour and a design speed of no more than 10 mph.
5. The parking courtyard conforms to the provisions for stormwater and snow management in section 21.07.040 and parking facility dimensional standards in this section 21.07.090
6. The shared parking courtyard provides an ADA accessible route.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-82, 7-28-15; AO 2015- 100, 10-13-15; AO 2015-131, 1-12-16; AO 2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1- 9-18; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; AO 2022-80(S), 11-22-22; AO 2023-77, 7-25-23; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)

Section 9. Anchorage Municipal Code 21.07.110 Development and Design Standards, Residential Design Standards, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out):*

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.110 RESIDENTIAL DESIGN STANDARDS

*** *** ***

C. Standards for Multifamily and Townhouse Residential

*** *** ***

3. Building[PEDESTRIAN ORIENTED STREET] Frontage Standards

Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

D. Standards for Some Single-Family and Two-Family Residential Structures, and Multifamily and Townhouse Developments with Less Than Five Units.

*** *** ***

3. Building[PEDESTRIAN-ORIENTED STREET] Frontage Standards. Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-36, 5-14-15; AO 2015- 100, 10-13-15; AO 2016-34(S), 4-12-16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59, 7- 31-2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; 2022-80(S), 11-21-22; AO 2023-30, 3-22-23; AO 2023-42, 8-22-23; AO 2023-50, 7-11-23; AO 2023-103(S), 12-18-23; AO 2024- 24, 4-23-24; AO 2024-83(s), 10-8-24)

Section 10. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day
of _____, 2025.

Chair of the Assembly

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2025-0018)

DRAFT

APPENDIX C

Agency Review Draft Ordinance, January 8, 2025

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

ANCHORAGE, ALASKA
AO No. 2025-___

**AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTERS
21.03, 21.04, AND 21.07 TO CHANGE STANDARDS RELATED TO SITE
ACCESS, BUILDING FRONTAGE, DRIVEWAY, AND HOW PRIVATE
PROPERTIES CONNECT TO THE PUBLIC STREET.**

(Planning and Zoning Commission Case No. 2025-0018)

WHEREAS, AO 2023-50, As Amended, consolidated several sections of code relating to pedestrian frontage standards and amenities (referred to as "site access") and established a new set of neighborhood context areas in certain parts of the Anchorage Bowl which had a distinct set of design standards; and

WHEREAS, the Anchorage development community provided significant feedback on the negative impact of these standards in relation to housing production; and

WHEREAS, AO 2024-23, As Amended, rolled back some of those standards due to unforeseen challenges for housing developments; and

WHEREAS, AO 2024-24, As Amended, established a moratorium on the most strict of these standards until November 1, 2025; and

WHEREAS, the Mayor's 10,000 Homes in Ten Years Strategy calls for reforming design standards, including site access, especially when they discriminate against multi-family homes; and

WHEREAS, the Assembly convened a working group of developers, Assembly members, community council representatives, residents, and staff, which met four times in 2024 and one additional time planned for 2025, plus two site visits in November and December 2024; and

WHEREAS, the working group has provided consistent feedback, which has shaped this proposal in light of current conditions and development needs; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code 21.03.Review and Approval Procedures is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.03: REVIEW AND APPROVAL PROCEDURES

*** *** ***

21.03.240 VARIANCES

*** **

J. Administrative Variances

*** **

[7. FOR FRONT DRIVEWAYS ON MULTIFAMILY AND TOWNHOUSE LOTS WITH ALLEYS.WHERE A MULTIFAMILY OR TOWNHOUSE DEVELOPMENT SITE IS SERVED BY AN ALLEY AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.), THE DIRECTOR AND TRAFFIC ENGINEER MAY GRANT AN ADMINISTRATIVE VARIANCE FROM SUBSECTION 21.07.090H.9.B., ALLEY ACCESS REQUIREMENT, PROVIDED:

- A. THERE EXIST PHYSICAL CIRCUMSTANCES OF THE SUBJECT PROPERTY SUCH AS TOPOGRAPHY, ABSENCE OF ALLEY IMPROVEMENTS, EXCEPTIONAL LOT CONFIGURATION NOT SHARED BY LANDOWNERS IN GENERAL, OR ADJOINING STREET TRAFFIC PATTERNS, AND THE TRAFFIC ENGINEER DETERMINES THAT ALLEY IMPROVEMENT AND/OR VEHICLE ACCESS ARE NOT FEASIBLE OR WOULD CREATE A TRAFFIC IMPACT OR SAFETY HAZARD;
- B. BECAUSE OF THESE PHYSICAL CIRCUMSTANCES, THE STRICT APPLICATION OF THE ALLEY ACCESS REQUIREMENT IN 21.07.090H.9.B. WOULD CREATE AN EXCEPTIONAL OR UNDUE HARDSHIP UPON THE PROPERTY OWNER, AND WOULD DEPRIVE THE OWNER OF RIGHTS COMMONLY ENJOYED BY OTHER PROPERTIES IN THE SAME ZONING DISTRICT;
- C. THE HARDSHIP IS NOT SELF-IMPOSED, THE CONDITIONS AND CIRCUMSTANCES DO NOT RESULT FROM THE ACTIONS OF THE APPLICANT, AND SUCH CONDITIONS AND CIRCUMSTANCES DO NOT MERELY CONSTITUTE INCONVENIENCE; AND
- D. THE ADMINISTRATIVE VARIANCE GRANTED FOR ADDITIONAL DRIVEWAY ACCESS SHALL BE THE MINIMUM THE TRAFFIC ENGINEER DETERMINES IS NECESSARY TO PROVIDE ACCESS FOR THE DEVELOPMENT.]

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-36, 5-14-15; AO 2015-133(S), 2-23-16; AO 2017-55, 4-11-17; 2018-67(S-1), 10-9-18; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-2022; AO 2022-38, 4-12-22; 2022-36, 4-26-22; AO 2023-50, 7-11-23; AO 2023-120, 12-5-23; AO 2024-24, 4-23-24)

*** *** ***

Section 2. Anchorage Municipal Code 21.04.020 Zoning Districts, Residential Districts, Transportation and Connectivity, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

CHAPTER 21.04: ZONING DISTRICTS

*** *** ***

21.04.020 RESIDENTIAL DISTRICTS

*** *** ***

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

*** *** ***

2. District-Specific Standards

*** *** ***

e. Reserved [ENHANCED STREET SIDEWALK AN ENHANCED STREET SIDEWALK MAY BE PROVIDED IN LIEU OF REQUIRED SIDEWALKS AND SITE PERIMETER LANDSCAPING, AS DEFINED IN SUBSECTION 21.07.060G.20.]

f. Building Height Increases

*** *** ***

vii. Reserved [HIGHER-QUALITY STREET-LEVEL MIXED-USE PEDESTRIAN ENVIRONMENT. ONE STORY OF ADDITIONAL HEIGHT IS ALLOWED WHERE THE DEVELOPMENT PROVIDES A PEDESTRIAN- INTERACTIVE USE MEETING THE STANDARDS OF SUBSECTION 21.07.060F.15. AND ENHANCED SIDEWALK MEETING THE STANDARDS OF SUBSECTIONS 21.07.060F.4. OR F.17., ALONG THE MAJORITY OF THE STREET-FACING BUILDING ELEVATIONS. SITES WITH MORE THAN TWO FRONTAGES ARE NOT REQUIRED TO MEET THIS STANDARD ON MORE THAN TWO STREETS.]

*** *** ***

I. R-4: Multifamily Residential District

2. District-Specific Standards

*** *** ***

c. Floor Area Ratio (FAR)

*** *** ***

[iv. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING. TWO SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER SQUARE FOOT OF AREA PROVIDED AS PART OF A PRIMARY PEDESTRIAN WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR 21.07.060F.17.]

*** *** ***

vii. Reserved [BONUS FOR PEDESTRIAN-INTERACTIVE USE. THREE SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER EACH SQUARE FOOT OF GROUND-FLOOR SPACE WHICH IS TO BE OCCUPIED BY A PEDESTRIAN-INTERACTIVE USE THAT MEETS THE STANDARDS OF 21.07.060F.16.

(AO 2012-124(S), 2-26-13; AO 2014-132, 11-5-14; AO 2015-100, 10-13-15; AO 2017-176, 1-9-18; AO 2019-58, 5-7-19; AO 2022-36, 4-26-22; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-50, 7- 11-23; AO 2023-103(S), 12-18-23)

*** *** ***

Section 3. Anchorage Municipal Code 21.04.030 Zoning Districts, Commercial Districts, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

21.04.030 COMMERCIAL DISTRICTS

*** *** ***

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

*** *** ***

3. Floor Area Ratio (FAR) Incentives

e. Reserved [BONUS FOR ENHANCED SIDEWALK/WALKWAY WIDENING TWO SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER SQUARE FOOT OF AREA

PROVIDED AS PART OF A PRIMARY PEDESTRIAN WALKWAY OR ENHANCED SIDEWALK THAT MEETS THE REQUIREMENTS OF SUBSECTIONS 21.07.060F.4. OR 21.07.060F.16.]

- f. Reserved [BONUS FOR PEDESTRIAN-INTERACTIVE USE THREE SQUARE FEET OF ADDITIONAL FLOOR AREA IS ALLOWED PER EACH SQUARE FOOT OF GROUND-FLOOR SPACE WHICH IS TO BE OCCUPIED BY A PEDESTRIAN-INTERACTIVE USE THAT MEETS THE STANDARDS OF SUBSECTION 21.07.060F.15.

Section 4. Anchorage Municipal Code 21.07.010 Development and Design Standards, General Provisions, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.010 GENERAL PROVISIONS

*** *** ***

D. Alternative Equivalent Compliance

*** *** ***

2. Applicability

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

- a. Subsection 21.06.030D.7.c., Height/Bulk Transitions;
- b. Subsection 21.06.030D.8., Height Transitions for Neighborhood Compatibility;
- c. Subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard;
- d. Reserved [SUBSECTION 21.07.060G., PEDESTRIAN AMENITIES];
- e. Subsection 21.07.080, Landscaping, Screening, and Fences;
- f. Subsection 21.07.090M.3., Structured Parking; Façade Treatment;
- g. Section 21.07.110, Residential Design Standards;

- 1
2 h. Section 21.07.120, Large Commercial Establishments;
3
4 i. Subsection 21.09.080, Building Design Standards (Girdwood);
5 and
6
7 j. Chapter 21.11, Downtown.
8

9 *** **

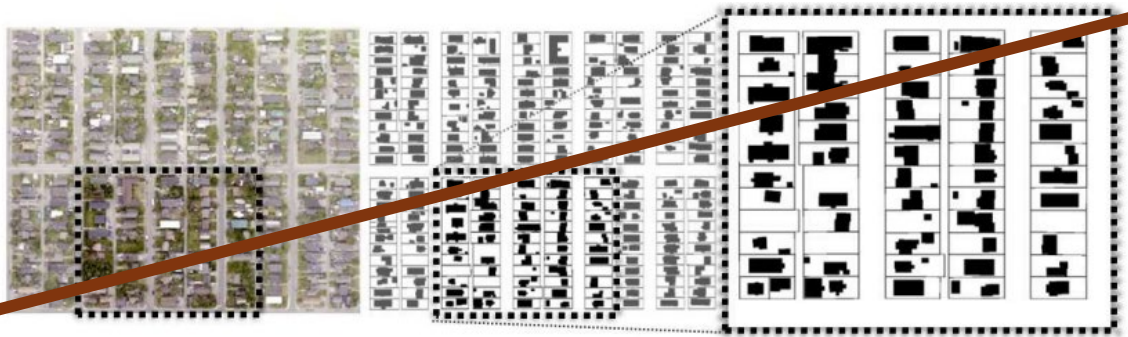
10
11 **E. [URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS**
12

13 1. PURPOSE

14 THIS SECTION ESTABLISHES AN URBAN NEIGHBORHOOD
15 DEVELOPMENT CONTEXT STANDARDS AREA THAT REFLECTS
16 THE EXISTING AND DESIRED CHARACTERISTICS OF
17 ANCHORAGE'S OLDER, URBAN NEIGHBORHOODS IDENTIFIED
18 BY THE COMPREHENSIVE PLAN, LAND USE PLAN MAP AS
19 TRADITIONAL NEIGHBORHOOD DESIGN AREAS. THIS SECTION
20 PROVIDES A BASIS FOR DEVELOPMENT REGULATIONS
21 TAILORED TO THE CHARACTERISTICS OF THESE
22 NEIGHBORHOODS AND FULFILLS THEIR ROLE AS
23 RECOMMENDED IN THE COMPREHENSIVE PLAN.
24

25 A. THIS AREA IS INTENDED TO INCLUDE ANCHORAGE'S
26 ORIGINAL URBAN NEIGHBORHOODS OF GOVERNMENT
27 HILL, SOUTH ADDITION, AND FAIRVIEW, AND POST-WARE
28 ERA (1950S-1960S) NEIGHBORHOODS SUCH AS
29 SPENARD, AIRPORT HEIGHTS, AND RUSSIAN JACK
30 PARK. IT ALSO INCLUDES TRANSIT-SUPPORTIVE
31 DEVELOPMENT CORRIDORS AND DESIGNATED MIXED-
32 USE CENTERS.
33

34 B. THIS AREA RECOGNIZES URBAN NEIGHBORHOOD
35 CHARACTERISTICS INCLUDING A MORE HIGHLY
36 INTERCONNECTED STREET SYSTEM, SMALLER LOT AND
37 BLOCK SIZES, AND ACCESS TO PEDESTRIAN FACILITIES
38 AND PUBLIC TRANSIT. SOME NEIGHBORHOODS HAVE
39 CONSISTENT OR FREQUENT SIDEWALKS AND ALLEYS.
40 BUILDINGS AND RESIDENCES OFTEN HAVE MODERATE
41 FRONT SETBACKS AND ORIENT TO THE STREET, WITH
42 LANDSCAPING OR WALKWAYS (INSTEAD OF PARKING)
43 COMPRISING MOST OF THEIR STREET FRONTAGE.
44 TRANSIT-SUPPORTIVE DEVELOPMENT CORRIDORS AND
45 MIXED-USE CENTERS CONTRIBUTE TO A COMPACT,
46 ACCESSIBLE LAND USE PATTERN.



REGULAR STREET GRID OF CITY BLOCKS AND ALLEYS IN MOUNTAIN VIEW.



MORE RELAXED STREET GRID ALONG A TRANSIT CORRIDOR IN SPENARD.

2. APPLICABILITY

THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS SHALL APPLY AS A BASIS FOR AREA-SPECIFIC DEVELOPMENT STANDARDS IN THIS CHAPTER 21.07. IT SHALL NOT BE USED AS A BASIS TO CHANGE ALLOWED USES OR REVIEW AND APPROVAL PROCEDURES OF THE UNDERLYING ZONING DISTRICT, DISTRICT-SPECIFIC DIMENSIONAL STANDARDS, OR ANY OTHER STANDARDS ELSEWHERE IN THIS TITLE. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS SHALL BE EFFECTIVE NOVEMBER 1, 2025.

3. URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS ESTABLISHED.

THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT AREA IS DELINEATED IN MAP 21.07-1, WITH THE FOLLOWING CLARIFICATIONS:

- A. BIRCHWOOD PARK, DEBARR VISTA, AND GREEN ACRES SUBDIVISIONS (AND ADDITIONS) ARE INCLUDED (MARKED "A" ON MAP).

- B. THE DOWNTOWN (DT) ZONING DISTRICTS ARE NOT INCLUDED. THE UNIVERSITY AND MEDICAL CAMPUSES OF THE UMED DISTRICT ARE ALSO NOT INCLUDED.
- C. THE PROPERTIES OF MERRILL FIELD AIRPORT, ALASKA RAILROAD TERMINAL RESERVE, AND PORT OF ALASKA ARE NOT INCLUDED.
- D. BROADMORE ESTATES, BENTZEN ADDITION, CREEKSIDE PARK, TOWN SQUARE, TUDOR PARK, UNIVERSITY PARK, AND WINDEMERE SUBDIVISIONS (AND THEIR ADDITIONS) ARE NOT INCLUDED (MARKED "B" ON MAP).]



(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2022-36, 4-26-22; AO 2023-43, 4-25-23; AO 2023-50, 7-11-23; AO 2024-23, 2-27-24; AO2024-24, 4-23-24)

*** **

Section 5. Anchorage Municipal Code 21.07.030 Development and Design Standards, Private Open Space, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** **

21.07.030 PRIVATE OPEN SPACE

*** **

D. Standards

1. Areas Not Credited Lands within the following areas shall not be counted towards required private open space areas:

*** **

- e. Parking facilities, driveways, other motor vehicle circulation areas, loading areas, and refuse collection areas, except as provided in subsection 21.07.090N [21.07.060G.23.], Shared Parking Courtyards; and f. Land covered by structures not intended solely for recreational uses.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-100, 10-13-15; AO 2017-176, 1-9-18; AO 2020-38, 4-28-20; AO 2023-43, 4-25-23; AO 2023-77, 7-25-23; AO 2023-103(S), 12-18-23; AO 2024-16, 2-27-24)

*** **

Section 6. Anchorage Municipal Code 21.07.060 Development and Design Standards, Transportation and Connectivity, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** **

21.07.060 TRANSPORTATION AND CONNECTIVITY

*** **

E. Standards for Pedestrian Facilities**2. Sidewalks**

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H.
- b. Street improvement projects and new streets in subdivisions in all class A zoning districts except for industrial districts shall install sidewalks both sides of all streets (local, collector, arterial, public or private, including loop streets). Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one side. Street improvement projects in industrial

zoning districts shall install a sidewalk on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile.

- c. The Traffic Engineer, with the concurrence of the Director and the Development Services Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The department shall keep record of the approved relief with written findings supporting such relief on file.

*** *** ***

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

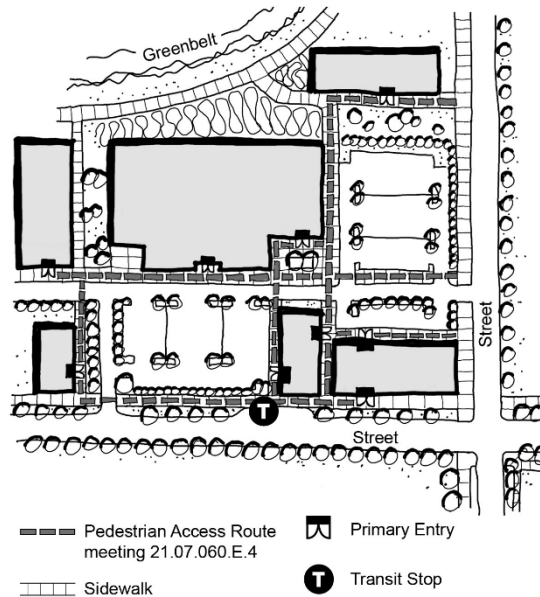
- i. In the R-4, R-4A, and commercial zoning districts.
- ii. In the DT zoning districts as set forth in the provisions of chapter 21.11, Downtown.
- iii. Along streets identified in Appendix A of the Anchorage Pedestrian Plan as “missing sidewalk” or “inadequate sidewalk”, with a total point rating of five or higher.
- iv. The Traffic Engineer, with the concurrence of the Director and the Development Services Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The department shall keep record of the approved relief with written findings supporting such relief on file.

*** *** ***

4. On-Site Pedestrian Walkways

- a. Intent for Continuous Pedestrian Access. Pedestrian walkways are intended to form a convenient on-site circulation system that minimizes conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. This section applies to all development except those exempted in b below.
- b. Exempted from this section:

- i. Industrial Uses
- ii. Marijuana manufacturing or cultivation facilities
- iii. Utility facilities



c. On-Site Pedestrian Connections Requirement. The following walkways shall be provided. Where one walkway fulfills more than one requirement, only one walkway need be provided. If they can provide a relatively direct route, public pedestrian facilities such as public sidewalks shall satisfy any or all of the requirements below.

i. A walkway shall connect the primary entrance to the abutting primary street frontage, except where a proposed walkway connection to an alternative street frontage is determined by the director to provide equal or better pedestrian access. No walkway need be provided to the primary street frontage if that frontage is a restricted access street or a frontage road, unless there is a pathway or other pedestrian facility to which access can be provided along the restricted access street or frontage road, in which case a walkway shall connect to that pedestrian facility. The walkway route shall be clear and direct, to the extent reasonably feasible. For residential developments with 4 dwelling units or fewer, the driveway can be used to fulfill all or a portion of this requirement.

ii. All primary building entrances on a site shall be connected to the street by a convenient system of

walkways. This includes multiple primary entrances into one building, and primary entrances in separate buildings on a site.

iii. A walkway shall connect the primary entrances to any transit stop abutting the site, where on an active transit route with scheduled service. The walkway shall be clear and direct to the extent reasonably feasible.

iv. The primary front entrance of a residential dwelling shall be connected to the street by a walkway as provided in i. through ii. above, or by the dwelling's individual driveway, or by a shared parking courtyard meeting 21.07.090N.

d. Walkway Clear Width and Improvements

i. The minimum width of a required pedestrian walkway shall be five feet of unobstructed clear width, except where otherwise stated in this title.

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

e. Walkways and Parking

i. Where an on-site pedestrian walkway system or required pedestrian area abuts a parking lot or internal street or driveway, the pedestrian facility shall be clearly marked and physically separated from the parking lot or drive, through the use of an upright curb of six inches in height, bollards spaced a maximum of six feet apart, or other physical buffer approved by the traffic engineer; and a change of paving materials distinguished by color, texture, textured edge, or other edge, or striping.

ii. The vehicle overhang established in table 21.07-9, Parking Angle, Stall and Aisle Dimensions, shall not encroach into the minimum required walkway width or area.

iii. Where an on-site pedestrian walkway crosses an internal street or driveway, the crosswalk shall be clearly marked and delineated through a change in paving materials distinguished by color, texture, textured edge, other edge, or striping, and shall meet the requirements of the Americans with Disabilities Act.

iv. Developments of 5 or more units may provide a parking courtyard in lieu of required walkways, where specifically allowed in section 21.07.110 and in conformance with subsection 21.07.090N.

e. Walkways, Landscaping, and Open Space Walkways shall be credited toward a required private open space where they are contiguous. A walkway that crosses a required landscaping bed (at or near perpendicular) shall be credited against the required landscaping area and amount of planting material.

[CONTINUOUS PEDESTRIAN ACCESS

PEDESTRIAN WALKWAYS ARE INTENDED TO FORM A CONVENIENT ON-SITE CIRCULATION SYSTEM THAT MINIMIZES CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC AT ALL POINTS OF PEDESTRIAN ACCESS TO ON-SITE PARKING AND BUILDING ENTRANCES. THIS SUBSECTION E.4. DOES NOT APPLY TO SINGLE- AND TWO-FAMILY DEVELOPMENT, OR TO MARIJUANA CULTIVATION FACILITY, MARIJUANA MANUFACTURING FACILITY, INDUSTRIAL, AND UTILITY FACILITY USES IN THE I-1, I-2, MC, AND MI ZONING DISTRICTS.

[A. ON-SITE PEDESTRIAN CONNECTIONS

THE FOLLOWING WALKWAYS SHALL BE PROVIDED. WHERE ONE WALKWAY FULFILLS MORE THAN ONE REQUIREMENT, ONLY ONE WALKWAY NEED BE PROVIDED. IF THEY CAN PROVIDE A RELATIVELY DIRECT ROUTE, PUBLIC PEDESTRIAN FACILITIES SUCH AS PUBLIC SIDEWALKS SHALL SATISFY ANY OR ALL OF THE REQUIREMENTS BELOW.

I. A WALKWAY SHALL CONNECT THE PRIMARY ENTRANCE TO THE ABUTTING PRIMARY STREET FRONTAGE, EXCEPT WHERE A PROPOSED WALKWAY CONNECTION TO AN ALTERNATIVE STREET FRONTAGE IS DETERMINED BY THE DIRECTOR TO PROVIDE EQUAL OR BETTER PEDESTRIAN ACCESS. NO WALKWAY NEED BE PROVIDED TO THE PRIMARY STREET FRONTAGE IF THAT FRONTAGE IS A RESTRICTED ACCESS STREET OR A FRONTAGE ROAD, UNLESS THERE IS A PATHWAY OR OTHER PEDESTRIAN FACILITY TO WHICH ACCESS CAN BE PROVIDED ALONG THE RESTRICTED ACCESS STREET OR FRONTAGE ROAD, IN WHICH CASE A WALKWAY SHALL CONNECT TO THAT

PEDESTRIAN FACILITY. THE WALKWAY ROUTE SHALL BE CLEAR AND DIRECT, TO THE EXTENT REASONABLY FEASIBLE.

II. ALL PRIMARY BUILDING ENTRANCES ON A SITE SHALL BE CONNECTED TO THE STREET BY A CONVENIENT SYSTEM OF WALKWAYS. THIS INCLUDES MULTIPLE PRIMARY ENTRANCES INTO ONE BUILDING, AND PRIMARY ENTRANCES IN SEPARATE BUILDINGS ON A SITE.

III. A WALKWAY SHALL CONNECT THE PRIMARY ENTRANCES TO ANY TRANSIT STOP ABUTTING THE SITE, WHERE ON AN ACTIVE TRANSIT ROUTE WITH SCHEDULED SERVICE. THE WALKWAY SHALL BE CLEAR AND DIRECT TO THE EXTENT REASONABLY FEASIBLE.

IV. THE PRIMARY FRONT ENTRANCE OF A RESIDENTIAL DWELLING SHALL BE CONNECTED TO THE STREET BY A WALKWAY AS PROVIDED IN I. THROUGH II. ABOVE, OR BY THE DWELLING'S INDIVIDUAL DRIVEWAY, OR BY A SHARED PARKING COURTYARD MEETING 21.07.060G.23.

C. WALKWAY CLEAR WIDTH AND IMPROVEMENTS

I. THE MINIMUM WIDTH OF A REQUIRED PEDESTRIAN WALKWAY SHALL BE FIVE FEET OF UNOBSTRUCTED CLEAR WIDTH, EXCEPT WHERE OTHERWISE STATED IN THIS TITLE. A WALKWAY THAT PROVIDES ACCESS TO NO MORE THAN FOUR RESIDENTIAL DWELLING UNITS MAY PROVIDE AN UNOBSTRUCTED CLEAR WIDTH OF THREE FEET.

II. WALKWAYS SHALL BE IMPROVED IN ACCORDANCE WITH SUBSECTION 21.08.050H.

D. WALKWAYS AND PARKING

I. WHERE AN ON-SITE PEDESTRIAN WALKWAY SYSTEM OR REQUIRED PEDESTRIAN AREA ABUTS A PARKING LOT OR INTERNAL STREET OR DRIVEWAY, THE PEDESTRIAN FACILITY SHALL BE CLEARLY MARKED AND PHYSICALLY SEPARATED FROM THE PARKING LOT OR DRIVE, THROUGH THE USE OF AN UPRIGHT CURB OF SIX INCHES IN

HEIGHT, BOLLARDS SPACED A MAXIMUM OF SIX FEET APART, OR OTHER PHYSICAL BUFFER APPROVED BY THE TRAFFIC ENGINEER; AND A CHANGE OF PAVING MATERIALS DISTINGUISHED BY COLOR, TEXTURE, TEXTURED EDGE, OR OTHER EDGE, OR STRIPING.

II. THE VEHICLE OVERHANG ESTABLISHED IN TABLE 21.07-9, *PARKING ANGLE, STALL AND AISLE DIMENSIONS*, SHALL NOT ENCROACH INTO THE MINIMUM REQUIRED WALKWAY WIDTH OR AREA.

III. WHERE AN ON-SITE PEDESTRIAN WALKWAY CROSSES AN INTERNAL STREET OR DRIVEWAY, THE CROSSWALK SHALL BE CLEARLY MARKED AND DELINEATED THROUGH A CHANGE IN PAVING MATERIALS DISTINGUISHED BY COLOR, TEXTURE, TEXTURED EDGE, OTHER EDGE, OR STRIPING, AND SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.

IV. MULTIFAMILY OR TOWNHOUSE DEVELOPMENTS MAY PROVIDE A PARKING COURTYARD IN LIEU OF REQUIRED WALKWAYS, WHERE SPECIFICALLY ALLOWED IN SECTION 21.07.110 AND IN CONFORMANCE WITH SUBSECTION 21.07.060F.23.

E. WALKWAYS, LANDSCAPING, AND OPEN SPACE
WALKWAYS SHALL BE CREDITED TOWARD A REQUIRED PRIVATE OPEN SPACE WHERE THEY ARE CONTIGUOUS. A WALKWAY THAT CROSSES A REQUIRED LANDSCAPING BED (AT OR NEAR PERPENDICULAR) SHALL BE CREDITED AGAINST THE REQUIRED LANDSCAPING AREA AND AMOUNT OF PLANTING MATERIAL.]

*** *** ***

F. **Building[PEDESTRIAN] Frontage Standards**

1. **Purpose**

These standards require a minimum amount of fenestration for certain types of development and facilitate pedestrian access to main entries.
[PEDESTRIAN FRONTAGE STANDARD REQUIRES SITE PLANNING AND BUILDING ORIENTATION TOWARD NEIGHBORHOOD STREETS AND SIDEWALKS TO FACILITATE PEDESTRIAN ACCESS AND REDUCE AUTOMOBILE PARKING CONGESTION. OBJECTIVES INCLUDE TO:

- 1
- 2 **A.** ORGANIZE AND ORIENT BUILDINGS AROUND PUBLIC
- 3 STREETS AND ASSOCIATED FRONTAGES IN A WAY THAT
- 4 FRAMES STREETS AS POSITIVE PUBLIC SPACE,
- 5 PROMOTES PEDESTRIAN ACTIVITY, AND CONNECTS TO
- 6 MULTIPLE MODES OF TRANSPORTATION.
- 7 **B.** PROVIDE CLEARLY DEFINED, SAFE PEDESTRIAN
- 8 ACCESS TO BUILDING ENTRIES THAT INVITES PEOPLE
- 9 OF ALL ABILITIES AND MINIMIZES CONFLICTS WITH
- 10 VEHICLES AND PARKING.
- 11
- 12 **C.** PLACE ACTIVE INDOOR SPACES, ENTRANCES, AND
- 13 WINDOWS ON STREET-FACING BUILDING FACADES TO
- 14 IMPROVE THE VISUAL CONNECTION TO THE STREET
- 15 AND PROMOTE A SAFE, SECURE NEIGHBORHOOD.]

16 **2. Applicability**

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18 Subsection 4. applies to all development except for the cases listed

19 below: [.DEVELOPMENT IN AREAS SUBJECT TO THE URBAN

20 NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS

21 ESTABLISHED IN SUBSECTION 21.07.010E. EFFECTIVE ON

22 NOVEMBER 1, 2025. SUBSECTION 5. APPLIES TO

23 DEVELOPMENT GENERALLY UNTIL NOVEMBER 1, 2025, AND

24 THEREAFTER IN THE OTHER AREAS OF THE MUNICIPALITY.

25 THE FOLLOWING ARE EXEMPT:]

26

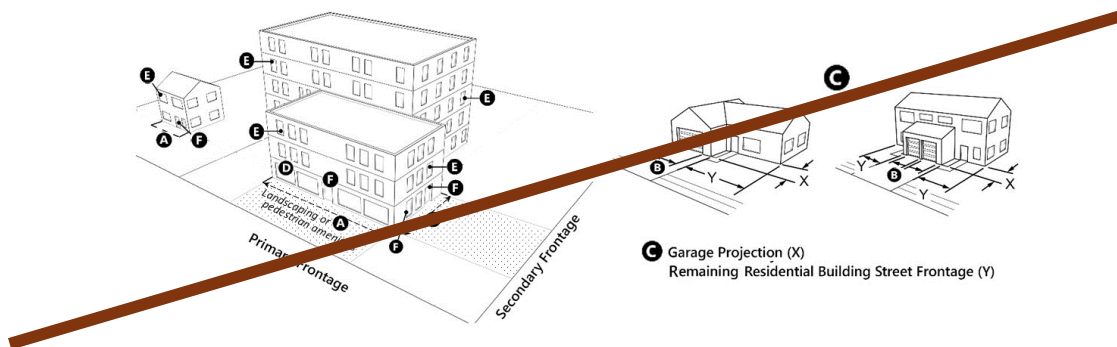
- 27 a. Changes of use and other developments that comprise building
- 28 modification of less than 50 percent of the building replacement
- 29 value of the building(s) on the site.
- 30
- 31 b. Development in Girdwood, Chugiak-Eagle River, Downtown
- 32 (DT), CE-DO, CE-EVO, PLI, PR, TA, or industrial zoning
- 33 districts.
- 34
- 35 c. Any residential development with 4 or fewer units [SINGLE-
- 36 FAMILY AND TWO-FAMILY DWELLINGS] constructed prior to
- 37 January 1, 2016, or on lots of 20,000 square feet or larger, or
- 38 in Class B zoning districts.
- 39
- 40 d. Uses without habitable floor area, such as utility substations.
- 41
- 42 e. Industrial uses
- 43
- 44 f. Buildings located more than 100 feet from applicable street
- 45 rights-of-way.
- 46

47 **3. Administrative Adjustments**

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- a. The Alternative Equivalent Compliance procedure in 21.07.010D. may be used to propose alternative means of complying with the intent of this section.
- b. The director, with the concurrence of the development services director, and traffic engineer may approve administrative relief if the applicant [THE DIRECTOR SHALL APPROVE ADMINISTRATIVE RELIEF IF THE APPLICANT] demonstrates the adjustment is necessary to compensate for some practical difficulty of the site such as adverse impacts from neighboring roadways. This includes reducing the window area requirement by the amount needed to comply with 5-star or affordable housing (21.15.040) energy rating requirements. The department shall keep record of the approved exception with written findings supporting the exception on file.
- c. [THE DIRECTOR MAY APPROVE ADMINISTRATIVE RELIEF FOR LAND USE PERMITS SUBMITTED FOR REVIEW BEFORE NOVEMBER 1, 2025 IF THE APPLICANT DEMONSTRATES IN WRITING AN UNDUE BURDEN PLACED UPON THE AFFECTED DEVELOPMENTS AS A RESULT OF STANDARDS SET FORTH IN TABLE 21.07-3]. The department shall keep record of the approved relief with written findings supporting such relief on file. The denial decision shall indicate the most appropriate alternative for the applicant to pursue.

[4. STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS
THE STANDARDS OF TABLE 21.07-2 APPLY TO THE PRIMARY FRONTAGE AND ONE SECONDARY FRONTAGE EFFECTIVE



NOVEMBER 1, 2025.]

[TABLE 21.07-2: PEDESTRIAN FRONTAGE STANDARD FOR URBAN NEIGHBORHOOD CONTEXTS AS OF NOVEMBER 1, 2025]

SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION	50% OF BUILDING ELEVATION WIDTH ^{1,2} LOTS WITH ALLEY ACCESS: NO PARKING ALLOWED IN FRONT OF BUILDING EXCEPT IN DRIVEWAYS FOR INDIVIDUAL DWELLINGS
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	40% OF BUILDING ELEVATION WIDTH ^{1,2}
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN 50% OF THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL GROUND-FLOOR STREET-FACING BUILDING ELEVATION ³	25% OF WALL AREA ON PRIMARY FRONTAGE 15% OF WALL AREA ON SECOND FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS ³	15% OF WALL AREA ON PRIMARY FRONTAGE 10% OF WALL AREA ON SECOND FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM THE STREET VIA AN UNOBSTRUCTED LINE OF SIGHT, AND FOR RESIDENTIAL ENTRANCES TO BE COVERED	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE
G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)	DEVELOPMENTS WITH 10,000 TO 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 2 PEDESTRIAN AMENITIES
¹ EXCEPTION: ON LOTS WITHOUT ALLEY ACCESS RESIDENTIAL DEVELOPMENTS WITH FOUR DWELLING UNITS OR LESS MAY HAVE A MINIMUM OF 20% IN A. ABOVE AND A MAXIMUM OF 67% IN B. ABOVE. THIS FOOTNOTE EXCEPTION SHALL SUNSET AT THE CLOSE OF JUNE 30, 2025. ² EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE. ³ VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.0200. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.]	

4. General Standard for Development

[THE STANDARDS OF TABLE 21.07-3 APPLY TO THE PRIMARY FRONTAGE, AND ONE SECONDARY FRONTAGE WHEN SPECIFIED.]

a. For all uses not exempted from this section,

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i. 15% of a primary frontage shall be visual access windows as measured in 21.15.0200 or primary entrances with or without windows

ii. 10% of all other street facing frontages, including a secondary frontage, shall be visual access windows as measured in 21.15.0200 or entrances with or without windows.

b. Covered, Visible Primary Entrance

All buildings are required to have a porch, stoop, or landing providing access to the primary entrance that is sheltered by a roof intended to give visual emphasis to the building entrance as an aid in wayfinding, and to help provide safe, convenient access from the street. Residential primary entrances shall meet the following standards:

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

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

3. At least one primary entrance per building shall be visible (via an unobstructed line of sight) from a street or a common private open space (21.07.030), the parking lot, or a shared parking courtyard (21.07.090N).

4. A vestibule can be used to meet the requirements of this section.

c. The director may provide relief from this standard for developments where it is not feasible. The director shall consult with the Fire Marshall when considering the provision of relief to visibility for the primary entrance in c.3 above. The department shall keep record of the approved relief with written findings supporting such relief on file.

[TABLE 21.07-3: GENERAL PEDESTRIAN FRONTAGE STANDARD FOR DEVELOPMENT

REQUIRED SITE ELEMENTS FOR PEDESTRIAN-ORIENTED FRONTAGES	STANDARD
A. MINIMUM REQUIRED GROUND-FLOOR, STREET-FACING BUILDING ELEVATION WITH ON-SITE WALKWAYS, PEDESTRIAN AMENITIES, OR LANDSCAPING IN FRONT – AND NO OFF-STREET AUTOMOBILE PARKING OR CIRCULATION ¹	20% OF BUILDING ELEVATION WIDTH, ON ONE FRONTAGE
B. MAXIMUM ALLOWED WIDTH OF RESIDENTIAL GARAGE ENTRANCE(S) ON GROUND-FLOOR STREET-FACING BUILDING ELEVATION	67% OF BUILDING ELEVATION WIDTH
C. MAXIMUM ALLOWED DISTANCE A GARAGE MAY PROJECT OUT IN FRONT OF THE REST OF THE STREET-FACING RESIDENTIAL BUILDING ELEVATION	NO MORE THAN THE WIDTH OF THE NON-GARAGE PORTION OF THE STREET-FACING BUILDING ELEVATION
D. MINIMUM REQUIRED VISUAL ACCESS WINDOWS OR PRIMARY ENTRANCES ON NON-RESIDENTIAL GROUND-FLOOR STREET-FACING BUILDING ELEVATION ^{1,2}	15% ON PRIMARY FRONTAGE 10% ON SECONDARY FRONTAGE
E. MINIMUM REQUIRED WINDOWS OR PRIMARY ENTRANCES ON RESIDENTIAL AND UPPER-FLOOR NON-RESIDENTIAL STREET-FACING ELEVATIONS ^{1,2}	10% ON PRIMARY FRONTAGE 5% ON SECONDARY FRONTAGE
F. REQUIREMENT FOR PRIMARY ENTRANCE(S) TO BE VISIBLE FROM A STREET VIA AN UNOBSTRUCTED LINE OF SIGHT AND FOR RESIDENTIAL ENTRANCES TO BE COVERED ¹	RESIDENTIAL: MEET 21.07.060G.16., COVERED, VISIBLE RESIDENTIAL ENTRANCE OTHER USES: AT LEAST ONE ENTRANCE
G. MINIMUM REQUIRED NUMBER OF PEDESTRIAN AMENITIES FROM 21.07.060G. (IN ADDITION TO G.16)	DEVELOPMENTS WITH GREATER THAN 20,000 SQUARE FEET OF GROSS FLOOR AREA: 1 PEDESTRIAN AMENITY
¹ EXCEPTION: SHARED PARKING COURTYARDS THAT COMPLY WITH SUBSECTION 21.07.060G.22. ARE EXEMPT FROM A. ABOVE. NON-RESIDENTIAL BUILDINGS LOCATED MORE THAN 100 FEET FROM THE APPLICABLE STREET RIGHTS-OF-WAY ARE EXEMPT FROM A., D., E., AND F. ABOVE. ² VISUAL ACCESS WINDOWS SHALL HAVE A SILL HEIGHT OF NO MORE THAN FOUR FEET ABOVE FINISHED GRADE. RULES FOR MEASURING WINDOW AREA AS A PERCENTAGE OF BUILDING WALL AREA ARE PROVIDED IN 21.15.0200. VISUAL ACCESS WINDOWS ("WINDOW, PROVIDING VISUAL ACCESS"), PRIMARY ENTRANCE, AND GROUND-FLOOR WALL AREA ARE DEFINED IN 21.15.040.	

G. [PEDESTRIAN AMENITIES MENU]

[1. PURPOSE

[THIS SECTION DEFINES AND PROVIDES STANDARDS FOR PEDESTRIAN AMENITIES THAT ARE USED IN DEVELOPMENTS TO SATISFY A REQUIREMENT, MENU CHOICE, OR INCENTIVE IN THIS TITLE. THE STANDARDS IN THIS SECTION GIVE PREDICTABILITY FOR APPLICANTS AND THE PUBLIC FOR THE MINIMUM ACCEPTABLE STANDARDS FOR PEDESTRIAN AMENITIES. IT ENCOURAGES AMENITIES THAT WILL IMPROVE AND ENHANCE THE COMMUNITY AND RESPOND TO ANCHORAGE'S NORTHERN LATITUDE CLIMATE.]

- 1 [2. APPLICABILITY
2 PEDESTRIAN [AMENITIES] SHALL MEET THE MINIMUM
3 STANDARDS OF THIS SECTION TO BE CREDITED TOWARD A
4 REQUIREMENT, MENU CHOICE, OR INCENTIVE OF THIS TITLE,
5 EXCEPT WHERE SPECIFICALLY PROVIDED OTHERWISE IN THIS
6 TITLE. THE STANDARDS OF THIS SECTION DO NOT APPLY TO
7 AMENITIES THAT ARE NOT COUNTED TOWARD A
8 REQUIREMENT, MENU CHOICE, OR INCENTIVE UNDER THIS
9 TITLE.
- 10
11 3. ADMINISTRATIVE ADJUSTMENTS
12 THE ALTERNATIVE EQUIVALENT COMPLIANCE PROCEDURE
13 SET FORTH IN SUBSECTION 21.07.010D. MAY BE USED TO
14 PROPOSE ALTERNATIVE MEANS OF COMPLYING WITH THE
15 STANDARDS OF THIS SUBSECTION 21.07.060G.]
- 16
17 [4. ENHANCED ON-SITE WALKWAY
18 AN ENHANCED ON-SITE WALKWAY IS INTENDED TO PROVIDE
19 AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR
20 EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR
21 WALKWAYS AND IMPROVING PEDESTRIAN CONVENIENCE,
22 COMFORT, AND SAFETY ON THE SITE. ENHANCED ON-SITE
23 WALKWAYS PROVIDE ADDITIONAL WIDTH FOR PEDESTRIAN
24 MOVEMENT AND PERIPHERAL SPACE THAT ACCOMMODATES
25 LANDSCAPING, FURNITURE, AND UTILITIES.
- 26
27 A. AN ENHANCED ON-SITE WALKWAY SHALL HAVE A
28 PEDESTRIAN MOVEMENT ZONE WITH A CONTINUOUS,
29 UNOBSTRUCTED WALKWAY CLEAR WIDTH OF AT LEAST
30 EIGHT FEET, OR SIX FEET WHERE PROVIDING ACCESS
31 ONLY TO FOUR OR FEWER RESIDENTIAL DWELLING
32 UNITS. WHERE ADJACENT TO A GROUND-FLOOR
33 BUILDING ELEVATION IT SHALL ALSO HAVE A BUILDING
34 INTERFACE ZONE A MINIMUM OF TWO FEET IN WIDTH
35 FOR BUILDING FOUNDATION LANDSCAPING OR SPACE
36 FOR OPENING DOORS OR SEATING AND TRANSITION
37 PEDESTRIAN SPACES. IN ADDITION TO THE PEDESTRIAN
38 MOVEMENT ZONE AND ANY BUILDING INTERFACE ZONE,
39 THE ENHANCED ON-SITE WALKWAY SHALL HAVE A
40 BUFFER SPACE OF AT LEAST TWO FEET IN WIDTH
41 WHERE ABUTTING MOTOR VEHICLE PARKING LOTS,
42 CIRCULATION AISLES, OR DRIVEWAYS. THE BUFFER
43 SPACES SHALL ACCOMMODATE LANDSCAPING BEDS,
44 FENCING OR BOLLARDS, LIGHT POLES, UTILITIES,
45 BENCHES, AND OTHER FURNISHINGS.
- 46
47 B. A MINIMUM OF TWO PEDESTRIAN FEATURES AS
48 DEFINED BY THIS TITLE (21.15.040) SHALL BE PROVIDED

1 ALONG THE ENHANCED WALKWAY, WITH AT LEAST ONE
2 FOR EVERY 50 FEET OF THE WALKWAY LENGTH.

3
4 C. ENHANCED ON-SITE WALKWAYS SHALL PROVIDE
5 CONTINUOUS DIRECT CONNECTIONS FROM BUILDING
6 PRIMARY ENTRANCE(S) TO SURROUNDING PUBLIC
7 STREETS AND SIDEWALKS AND BE PUBLICLY
8 ACCESSIBLE OR AVAILABLE TO ALL RESIDENTS OF THE
9 DEVELOPMENT.

10
11 5. ICE-FREE (SNOW MELTING) WALKWAY
12 AN ICE-FREE (SNOW MELTING) WALKWAY HAS A HEATED
13 SURFACE FOR THE FULL EXTENT OF THE WALKWAY CLEAR
14 WIDTH. THE WALKWAY SHALL BE MAINTAINED AS ICE-FREE AT
15 ALL TIMES IN AREAS REQUIRED TO BE PUBLICLY ACCESSIBLE,
16 AND OTHERWISE DURING ALL HOURS OF OPERATION OF AN
17 ESTABLISHMENT.

18
19 6. PLAZA OR COURTYARD

20
21 A. A PLAZA IS AN OPEN SPACE WHICH IS DESIGNED TO BE
22 USED FOR RELAXATION, CONVERSATION, EATING, OR
23 OTHER OUTDOOR ACTIVITIES.

24
25 B. A PLAZA SHALL CONTAIN AT LEAST ONE PEDESTRIAN
26 FEATURE AS DEFINED BY THIS TITLE FOR EACH 200
27 SQUARE FEET OF PLAZA OR COURTYARD AREA.

28
29 C. A PLAZA SHALL BE VISIBLE AND DIRECTLY ACCESSIBLE
30 FROM THE PUBLIC SIDEWALK AND AT NO POINT BE
31 MORE THAN FIVE FEET ABOVE NOR MORE THAN 12 FEET
32 BELOW THE CURB LEVEL OF THE NEAREST STREET.

33
34 D. A PLAZA SHALL BE UNOBSTRUCTED TO THE SKY
35 EXCEPT FOR CERTAIN PERMITTED OBSTRUCTIONS
36 SUCH AS CANOPIES OR AWNINGS, LANDSCAPING, OR
37 ORNAMENTAL FEATURES SUCH AS FOUNTAINS AND
38 FLAG POLES.

39
40 E. A PLAZA SHALL BE POSITIONED SO THAT AT LEAST TWO-
41 THIRDS OF ITS AREA RECEIVES ACCESS TO AT LEAST
42 FOUR HOURS OF DIRECT OR REFLECTED SUNLIGHT ON
43 MARCH 21 AND SEPTEMBER 21. A PLAZA OR
44 COURTYARD MAY BE CREDITED TOWARDS A
45 REQUIREMENT, MENU CHOICE, OR BONUS AS LONG AS
46 IT MEETS THIS STANDARD. THE DIRECTOR MAY
47 REDUCE THIS REQUIREMENT IN CASES WHERE
48 TOPOGRAPHY OR VEGETATION SHADOW THE SITE.

REDUCTIONS SHALL BE THE MINIMAL ACTION THAT WOULD ADDRESS THESE FACTORS.

F. PLAZAS SHALL NOT BE PAVED WITH ASPHALT.

7. HOUSING COURTYARD

A HOUSING COURTYARD MAY BE CREATED WHEN A MULTIFAMILY BUILDING OR BUILDINGS ARE ARRANGED OR CONFIGURED TO ENCLOSE AND FRAME A COMMON PRIVATE OPEN SPACE. TO RECEIVE CREDIT AS A HOUSING COURTYARD, THE SPACE SHALL ACHIEVE THE FOLLOWING:

A. THE RESIDENTIAL BUILDING(S) SHALL ENCLOSE A CLEARLY DEFINED COURTYARD OPEN SPACE. THE STRUCTURE(S) SURROUNDING THE HOUSING COURTYARD MAY, FOR EXAMPLE, FORM AN O, L, OR U SHAPED ENCLOSURE.

B. A COURTYARD SHALL COMPLY WITH THE PLAZA REQUIREMENT FOR PEDESTRIAN FEATURES, AND WITH THE COMMON PRIVATE OPEN SPACE STANDARDS OF SECTION 21.07.030.

C. ALL INDIVIDUAL DWELLING UNITS AROUND THE PERIMETER OF A COURTYARD SHALL HAVE WINDOWS, ENTRANCES, AND/OR TRANSITIONAL SPACES SUCH AS PORCHES OR BALCONIES THAT FACE THE COURTYARD.

D. A COURTYARD SHALL HAVE A SOLAR ORIENTATION AS DEFINED BY THIS TITLE IN TERMS OF OPENINGS IN THE COURTYARD AND THE LOWER HEIGHT OF SURROUNDING BUILDINGS.

8. TRANSIT STOP OR TRANSIT SHELTER

A TRANSIT STOP OR TRANSIT SHELTER SHALL MEET OR EXCEED THE MINIMUM DESIGN STANDARDS ESTABLISHED BY THE TRANSIT FACILITIES DESIGN GUIDELINES IN THE *DESIGN CRITERIA MANUAL*.

9. PEDESTRIAN SHELTER SUCH AS A CANOPY, AWNING, OR MARQUEE

A PEDESTRIAN SHELTER IS A ROOF-LIKE STRUCTURE EXTENDING OUT FROM THE BUILDING FACE THAT PROVIDES YEAR ROUND OVERHEAD PROTECTION FROM PRECIPITATION AND WIND, AND THAT CAN PROVIDE VISUAL INTEREST AND WAYFINDING ORIENTATION TO PRIMARY ENTRANCES, PASSENGER LOADING AREAS, OR WAITING AREAS.

PEDESTRIAN SHELTER MAY BE COMPOSED OF AWNINGS, CANOPIES, MARQUEES, CANTILEVERED OVERHANGS, COLONNADES, OR SIMILAR OVERHANGS ALONG THE PEDESTRIAN ROUTE.

A. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM DIMENSION OF SIX FEET MEASURED HORIZONTALLY FROM THE BUILDING WALL, OR SHALL EXTEND TO A LINE TWO FEET FROM THE CURB LINE OF THE STREET OR NEAREST MOTOR VEHICLE AREA, WHICHEVER IS LESS.

B. A PEDESTRIAN SHELTER SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF EIGHT FEET AND A MAXIMUM VERTICAL CLEARANCE OF 12 FEET, EXCEPT THAT A PEDESTRIAN SHELTER THAT PROJECTS OUT MORE THAN EIGHT FEET MEASURED HORIZONTALLY FROM THE BUILDING WALL SHALL HAVE A MAXIMUM VERTICAL CLEARANCE OF 16 FEET.

C. A PEDESTRIAN SHELTER MAY BE INDENTED AS NECESSARY TO ACCOMMODATE STREET TREES, LANDSCAPING BEDS, STREET LIGHTS, BAY WINDOWS, OR SIMILAR BUILDING ACCESSORIES.

D. A PEDESTRIAN SHELTER SHALL NOT EXTEND OUT TO WITHIN THREE FEET OF THE CENTER OF THE MAIN TRUNK OF A STREET TREE. A PEDESTRIAN SHELTER SHALL INCORPORATE ARCHITECTURAL DESIGN FEATURES OF THE BUILDING FROM WHICH IT IS SUPPORTED.

10. ARCADE (OR BUILDING RECESS)

AN ARCADE IS A COVERED PASSAGEWAY CREATED BY THE OVERHANGING UPPER PORTION OF THE BUILDING ALONG A SIDEWALK OR WALKWAY TO PROVIDE A SHELTERED AREA AT GRADE LEVEL. AN ARCADE IS USUALLY SEPARATED FROM THE ADJACENT STREET, SIDEWALK/WALKWAY, OR PEDESTRIAN SPACE BY A LINE OF SUPPORTING COLUMNS OR ARCHES. A GROUND LEVEL BUILDING RECESS WITHOUT SUPPORTING COLUMNS MAY ALSO RECEIVE CREDIT IF IT ACHIEVES THE FOLLOWING STANDARDS:

A. AN ARCADE SHALL BE DEVELOPED AS A CONTINUOUS COVERED SPACE EXTENDING ALONG A STREET, PLAZA, OR COURTYARD OR OTHER PEDESTRIAN OPEN SPACE. AN ARCADE SHALL BE OPEN FOR ITS ENTIRE LENGTH TO THE STREET OR PEDESTRIAN OPEN SPACE, EXCEPT FOR BUILDING COLUMNS.

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- B. AN ARCADE SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF NO LESS THAN 12 FEET, AND ON AVERAGE NO GREATER THAN 18 FEET.
 - C. AN ARCADE SHALL HAVE A MINIMUM HORIZONTAL WALKWAY CLEAR WIDTH OF EIGHT FEET BETWEEN THE BUILDING AND ANY SUPPORTING COLUMNS, AND A MAXIMUM COVERED WIDTH OF 20 FEET.
 - D. AN ARCADE SHALL NOT AT ANY POINT BE ABOVE THE LEVEL OF THE ADJACENT SIDEWALK, WALKWAY, OR PEDESTRIAN OPEN SPACE (WHICHEVER IS HIGHER). THE WIDTH AND SPACING OF THE SUPPORTING COLUMNS SHALL BE SUCH THAT MAXIMUM VISIBILITY IS MAINTAINED.
 - E. THE SPACING AND RHYTHM OF THE SUPPORTING COLUMNS SHALL RELATE TO THE STRUCTURAL OR ARCHITECTURAL PATTERN OF THE BUILDING AND SHALL BE CONSISTENT ALONG THE LENGTH OF THE ARCADE.
 - F. NO OFF-STREET PARKING SPACES, PASSENGER LOADING ZONES, DRIVEWAYS, OR OFF-STREET LOADING BERTHS ARE PERMITTED ANYWHERE WITHIN AN ARCADE OR WITHIN 10 FEET OF ANY PORTION THEREOF, UNLESS THE DECISION-MAKING BODY DETERMINES THAT SUCH ACTIVITY WILL NOT ADVERSELY AFFECT THE AIR QUALITY OR FUNCTIONING OF THE ARCADE. IN NO EVENT SHALL SUCH VEHICULAR AREAS BE ELIGIBLE FOR CREDIT AS PART OF THE ARCADE.
 - G. AN ARCADE SHALL BE PUBLICLY ACCESSIBLE AT ALL TIMES.
11. ATRIUM, GALLERIA, OR WINTER GARDEN
AN ATRIUM, GALLERIA, OR WINTER GARDEN IS A PUBLICLY ACCESSIBLE SUNLIT INTERIOR SPACE SUITED FOR YEAR-ROUND PUBLIC USE, AND WHICH TAKES ADVANTAGE OF WINDOWS AND SUNLIGHT ACCESS TO PROVIDE BRIGHTNESS, ORIENTATION, AND VISUAL CONNECTIONS TO THE OUTDOORS.
- A. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE DEVELOPED AND MAINTAINED AS A TEMPERATURE CONTROLLED, PUBLICLY ACCESSIBLE SPACE

FURNISHED WITH FEATURES AND AMENITIES THAT ENCOURAGE ITS USE.

B. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL CONTAIN AT LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE FOR EACH 200 SQUARE FEET OF FLOOR AREA.

C. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE CO-LOCATED WITH PRIMARY ENTRANCES AND PEDESTRIAN ACTIVITY AREAS, AND EITHER ADJOIN OR DIRECTLY CONNECT TO A PUBLICLY ACCESSIBLE SIDEWALK OR OPEN SPACE.

D. THE PUBLICLY ACCESSIBLE PORTION OF THE ATRIUM, GALLERIA, OR WINTER GARDEN SHALL BE AT LEAST 400 SQUARE FEET, WITH A MINIMUM DIMENSION OF 16 FEET.

E. AT LEAST HALF OF AN ATRIUM, GALLERIA, OR WINTER GARDEN'S CEILING AREA AND AT LEAST A PORTION OF ITS WALL AREA SHALL CONSIST OF TRANSPARENT GLAZING.

F. AN ATRIUM, GALLERIA, OR WINTER GARDEN SHALL HAVE ACCESS TO DIRECT AND/OR REFLECTED SUNLIGHT FOR AT LEAST FOUR HOURS DAILY FOR EIGHT MONTHS OF THE YEAR.

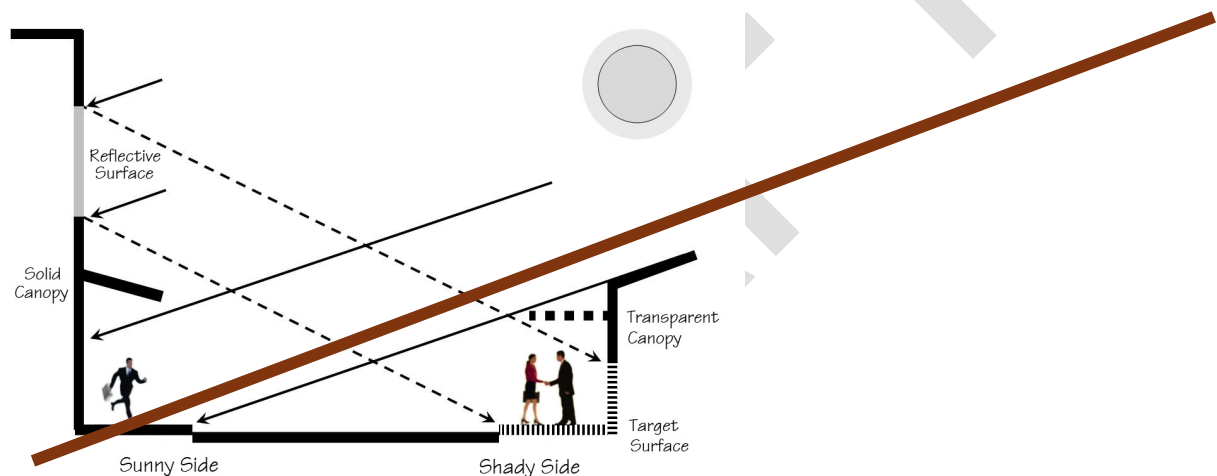
12. SUN POCKET (OR SUN TRAP)

A SUN POCKET OR SUN TRAP IS A PEDESTRIAN SPACE THAT CAPTURES DIRECT AND REFLECTED SUNLIGHT. A SUN POCKET SHALL BE A CLEARLY DEFINED OPEN SPACE PARTLY SHELTERED BY BUILDING WALLS, FENCES, OR LANDSCAPE FEATURES, SUCH AS A C, L, OR U SHAPED SEMI-ENCLOSURE. THE PROTECTED SPACE SHALL CONTAIN AT LEAST 250 SQUARE FEET OF PEDESTRIAN AREA THAT IS EXPOSED TO DIRECT AND REFLECTED SUNLIGHT ACCESS FOR AT LEAST SIX HOURS ON MARCH 21 AND SEPTEMBER 21.

13. REFLECTED SUNLIGHT

REFLECTED SUNLIGHT AS A PEDESTRIAN AMENITY IS CREATED BY A LIGHT-COLORED, PARTIALLY REFLECTIVE, UPPER-STORY FAÇADE SURFACE THAT REDIRECTS SUNLIGHT RADIATION TO PEDESTRIAN SPACES AND WALKWAYS TO BRIGHTEN OR INCREASE THE COMFORT LEVEL IN THOSE SPACES.

- A. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A SOLAR ORIENTATION.
- B. THE REFLECTIVE FAÇADE SURFACE SHALL HAVE A REFLECTANCE OF AT LEAST 50 PERCENT AND NO GREATER THAN 75 PERCENT IN ORDER TO AVOID EXCESSIVE GLARE.
- C. THE REFLECTIVE FAÇADE SURFACE SHALL BE AN UPPER FLOOR ABOVE GROUND-LEVEL.
- D. REFLECTED SUNLIGHT SHALL FALL ON AT LEAST 400 SQUARE FEET OF A PUBLICLY ACCESSIBLE WALKWAY, OPEN SPACE, AND/OR ABUTTING GROUND-LEVEL WALL AREA FOR AT LEAST FOUR HOURS ON MARCH 21 AND SEPTEMBER 21.



14. SHELTERED TRANSITION SPACE

A SHELTERED TRANSITION SPACE IS AN OUTDOOR OR GLASS COVERED SPACE SUCH AS CAFÉ SEATING ALONG A BUILDING FAÇADE THAT PROVIDES A COMFORTABLE TRANSITION BETWEEN INDOOR AREAS AND UNSHELTERED OUTDOOR SPACES.

- A. A SHELTERED TRANSITION SPACE SHALL BE A MINIMUM OF 400 SQUARE FEET.
- B. A SHELTERED TRANSITION SPACE SHALL COMPLY WITH THE DIMENSIONAL STANDARDS FOR PEDESTRIAN SHELTER OR ARCADE.
- C. A SHELTERED TRANSITION SPACE SHALL CONTAIN A MINIMUM OF ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE.

D. A SHELTERED TRANSITION SPACE SHALL NOT OBSTRUCT THE MINIMUM CLEAR WIDTH OF THE ADJOINING WALKWAY OR SIDEWALK.]

15. [SEPARATED WALKWAY TO THE STREET
THE DEVELOPMENT SHALL CONNECT THE BUILDING PRIMARY ENTRANCES TO THE STREET WITH A CLEAR AND DIRECT WALKWAY THAT IS NOT ROUTED THROUGH A PARKING FACILITY OR ACROSS VEHICLE DRIVEWAYS OR CIRCULATION AISLES. THE MINIMUM CLEAR WIDTH PORTION OF THE WALKWAY SHALL BE SEPARATED FROM THE PARKING FACILITY BY AT LEAST FIVE FEET.]

16. COVERED, VISIBLE RESIDENTIAL ENTRANCE
A PORCH, STOOP, OR LANDING SHELTERED BY A ROOF IS INTENDED TO GIVE VISUAL EMPHASIS TO THE BUILDING ENTRANCE AS AN AID IN WAYFINDING, AND HELP PROVIDE SAFE, CONVENIENT ACCESS TO RESIDENTIAL BUILDINGS FROM THE STREET. RESIDENTIAL PRIMARY ENTRANCES SHALL MEET THE FOLLOWING STANDARDS:

A. THE ENTRANCE SHALL INCORPORATE A PORCH, STOOP, OR LANDING WITH AN INTERNAL DIMENSION OF AT LEAST 16 SQUARE FEET, AND A PERMANENT, SHELTERING ROOF COVERING AT LEAST 12 SQUARE FEET.

B. THE PORCH, STOOP, OR LANDING SHALL BE DISTINGUISHED FROM ADJOINING AREAS AND VEHICLE PARKING BY VERTICAL SEPARATION OR A CHANGE IN SURFACING MATERIAL.

C. AT LEAST ONE PRIMARY ENTRANCE, AND AT LEAST HALF OF INDIVIDUAL DWELLING UNIT PRIMARY ENTRANCES IN A MULTI-UNIT DEVELOPMENT,] SHALL BE VISIBLE (VIA AN UNOBSTRUCTED LINE OF SIGHT) FROM A STREET OR A COMMON PRIVATE OPEN SPACE (21.07.030), A PLAZA OR COURTYARD (21.07.060G.6.), A HOUSING COURTYARD (21.07.060G.7.), OR A SHARED PARKING COURTYARD (21.07.060G.23.).

17. [ENHANCED PRIMARY ENTRANCE
AN ENHANCED BUILDING ENTRY IS INTENDED TO PROVIDE A MORE PROMINENT AND INVITING PRIMARY PEDESTRIAN ENTRANCE. TO RECEIVE CREDIT, THE ENHANCED PRIMARY ENTRANCE SHALL INCORPORATE AT LEAST THREE OF THE FOLLOWING FEATURES:

- A. OUTDOOR SHELTERING ROOF FEATURE PROJECTING FROM THE BUILDING FAÇADE SUCH AS AN OVERHANG, PORTICO, CANOPY, MARQUEE WITH AN INSIDE DIMENSION OF AT LEAST 16 SQUARE FEET;
 - B. RECESSED AND/OR PROJECTED ENTRANCE OR OTHER BUILDING WALL MODULATION WITH PROJECTIONS OR RECESSES IN THE BUILDING WALL PLANE;
 - C. CHANGES IN THE BUILDING'S MAIN ROOFLINE SUCH AS ARCHES, PEAKED ROOF FORMS, OR TERRACING PARAPETS;
 - D. CHANGES IN SIDING MATERIAL OR EXTERIOR FINISHES, OR FAÇADE DETAIL FEATURES SUCH AS TILEWORK THAT EMPHASIZE THE ENTRANCE;
 - E. ENTRANCE PLAZA, PATIO, OR SIMILAR COMMON PRIVATE OPEN SPACE;
 - F. LANDSCAPING NOT OTHERWISE REQUIRED BY THIS TITLE, SUCH AS INTEGRATED PLANTERS, LANDSCAPE ACCENT LIGHTING OR SPECIAL PAVING TREATMENTS; OR
 - G. ONE OR MORE PEDESTRIAN FEATURES (21.15.040) SUCH AS PEDESTRIAN-SCALE LIGHTING OR SEATING.]
18. [ENHANCED FAÇADE TRANSPARENCY
INCREASE THE WINDOWS AND/OR PRIMARY ENTRANCES ON STREET-FACING BUILDING ELEVATIONS WHICH ARE SUBJECT TO THE WINDOW REQUIREMENT IN 21.07.060F., BY AN ADDITIONAL FIVE (5) PERCENT OF THE WALL AREA.
 19. PEDESTRIAN FRONTAGE FREE OF PARKING IN FRONT IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS (21.07.010E.), PROVIDE A STREET FRONTAGE WITHOUT DRIVEWAYS, PARKING, OR LOADING FACILITIES IN FRONT OF AT LEAST 75% OF THE GROUND-FLOOR, STREET-FACING BUILDING ELEVATION. IN OTHER AREAS, PROVIDE SUCH A FRONTAGE IN FRONT OF AT LEAST 33% OF THE STREET-FACING BUILDING ELEVATION.
 20. SITE ENTRY FEATURE
HIGHLIGHT AND DEFINE A PEDESTRIAN ENTRANCE TO A DEVELOPMENT SITE USING THREE OR MORE OF THE FOLLOWING ELEMENTS:

- A. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND TREES, WHICH CLEARLY DISTINGUISHES AND HIGHLIGHTS THE SITE ENTRY.
 - B. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060G.6.
 - C. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM INCLUDING A COVERED ENTRY, WHEN THE PRIMARY ENTRANCE IS WITHIN 50 FEET OF THE SITE ENTRANCE.
 - D. SPECIAL PAVING, PEDESTRIAN WALKWAY AREA LIGHTING, ORNAMENTAL LIGHTING, AND/OR BOLLARDS.
 - E. ORNAMENTAL GATE AND/OR FENCE.
21. PEDESTRIAN-INTERACTIVE BUILDING
- A PEDESTRIAN-INTERACTIVE BUILDING IS INTENDED TO PROVIDE INTERIOR SPACES THAT ENGAGE THE SIDEWALK WITH STREET-FACING WINDOWS AND ENTRANCES, AND ACTIVITIES AND SERVICES THAT SUPPORT NEIGHBORHOOD RESIDENTS, AND GENERALLY CONTRIBUTE TO THE ACTIVITY LEVEL AND QUALITY OF THE PEDESTRIAN ENVIRONMENT OF THE NEIGHBORHOOD OR DISTRICT.
- A. A PEDESTRIAN-INTERACTIVE BUILDING SHALL PROVIDE A PRIMARY ENTRANCE FACING THE STREET. ENTRANCES AT BUILDING CORNERS FACING A STREET MAY BE USED TO SATISFY THIS REQUIREMENT.
 - B. A PEDESTRIAN-INTERACTIVE BUILDING SHALL CONTAIN HABITABLE FLOOR AREA AT LEAST 24 FEET DEEP EXTENDING ALONG A MINIMUM OF 50 PERCENT OF THE LENGTH OF THE GROUND-FLOOR, STREET-FACING BUILDING ELEVATION IN URBAN NEIGHBORHOOD DEVELOPMENT CONTEXTS, (21.07.010E.), AND 30 PERCENT ELSEWHERE. THE HABITABLE FLOOR AREA MAY INCLUDE PEDESTRIAN ENTRANCES, ENTRY LOBBIES OR ATRIUMS, AND STAIRWELLS.
 - C. AT LEAST 50 PERCENT OF THE STREET-FACING BUILDING ELEVATION WIDTH OF A PEDESTRIAN-INTERACTIVE BUILDING SHALL HAVE NO PARKING FACILITIES IN FRONT.
 - D. STREET-FACING WALL AREAS OF A NON-RESIDENTIAL USE SHALL BE 50 PERCENT VISUAL ACCESS WINDOWS

OR PRIMARY ENTRANCES ON THE GROUND FLOOR, AND 20 PERCENT WINDOWS ABOVE THE GROUND FLOOR.,

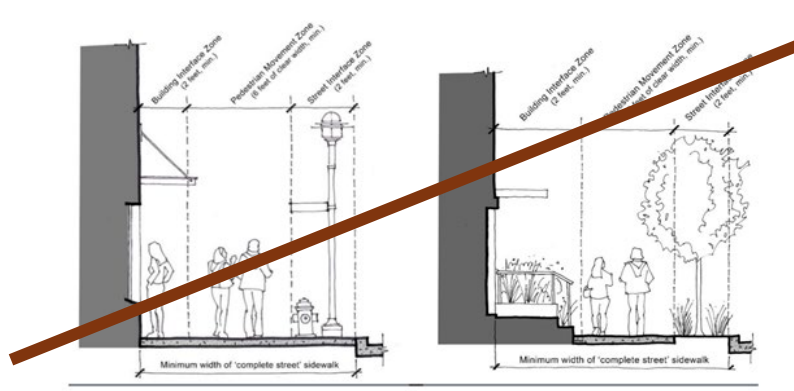
E. STREET-FACING WALL AREAS FOR RESIDENTIAL USES SHALL BE AT LEAST 20 PERCENT WINDOWS OR PRIMARY ENTRANCES.

F. WHERE A BUILDING HAS THREE OR MORE STREET FRONTAGES, THESE CRITERIA APPLY ALONG ONLY TWO OF THE FRONTAGES.

22. ENHANCED STREET SIDEWALK

AN ENHANCED STREET SIDEWALK IS INTENDED TO PROVIDE AN OPTION FOR APPLICANTS TO RECEIVE CREDIT FOR EXCEEDING THE MINIMUM DEVELOPMENT STANDARDS FOR SIDEWALKS. AN ENHANCED STREET SIDEWALK PROMOTES SIDEWALK WIDENING AND STREETSCAPE ENHANCEMENTS TO SUPPORT HIGHER LEVELS OF PEDESTRIAN ACTIVITY, COMFORT, AND SAFETY IN THE DISTRICT. AN ENHANCED STREET SIDEWALK WITH "COMPLETE STREET" (21.15.040) STYLE AMENITIES MAY BE PROVIDED IN LIEU OF REQUIRED SITE PERIMETER LANDSCAPING AS DETERMINED THROUGH AN ADMINISTRATIVE SITE PLAN REVIEW, AND SUBJECT TO THE FOLLOWING:

A. THE ENHANCED STREET SIDEWALK CROSS-SECTION SHALL BE AT LEAST 12 FEET WIDE, AND INCLUDE A PEDESTRIAN MOVEMENT ZONE, BUILDING INTERFACE ZONE, AND STREET INTERFACE ZONE (21.15.040). THE PEDESTRIAN MOVEMENT ZONE SHALL HAVE A CLEAR WIDTH OF AT LEAST SIX FEET. THE STREET INTERFACE ZONE SHALL BE AT LEAST TWO FEET WIDE FROM BACK OF CURB, AND FOUR FEET WIDE ALONG MAJOR ARTERIALS. WHERE A BUILDING ADJOINS THE SIDEWALK, THERE SHALL BE A BUILDING INTERFACE ZONE AT LEAST TWO FEET WIDE.



ENHANCED STREET SIDEWALKS IN COMMERCIAL AND RESIDENTIAL SETTINGS

- B. THE ENHANCED STREET SIDEWALK SHALL PROVIDE AT LEAST HALF THE NUMBER OF TREES AND SHRUBS THAT WOULD OTHERWISE HAVE BEEN REQUIRED FOR SITE PERIMETER LANDSCAPING. SHRUBS ARE NOT REQUIRED IF PERENNIALS ARE SUBSTITUTED FOR SHRUBS ON A THREE TO ONE BASIS OR IF THE TREE PLANTING BED IS PROVIDED AS A SUSPENDED PAVEMENT SYSTEM WITH A MINIMUM OF 300 CUBIC YARDS OF SOIL PER TREE.
- C. THE ENHANCED STREET SIDEWALK MAY BE PLACED WHOLLY OR IN PART WITHIN A RIGHT-OF-WAY, SUBJECT TO APPROVAL OF THE TRAFFIC ENGINEER AND MUNICIPAL ENGINEER.
- I. THE ENHANCED STREET SIDEWALK SHALL BE SUBJECT TO THE APPLICABLE REQUIREMENTS OF TITLE 24, INCLUDING SECTIONS 24.30.020., *PERMIT TO USE PUBLIC PLACES*, AND 24.90, *ENCROACHMENT PERMIT*.
 - II. EXISTING IMPROVEMENTS THAT MEET THE STANDARDS OF THE ENHANCED STREET SIDEWALK MAY BE COUNTED TOWARDS THE REQUIREMENTS OF THIS SECTION, SUBJECT TO APPROVAL BY THE DIRECTOR.
 - III. THE OWNER SHALL MAINTAIN LANDSCAPING AND AMENITIES FOR THE ENHANCED STREET SIDEWALK WITHIN THE RIGHT-OF-WAY.
 - IV. WHERE THE RIGHT-OF-WAY IS NOT ADEQUATE OR CANNOT BE CONFIGURED TO ACCOMMODATE THE ENHANCED STREET SIDEWALK, THEN THE DEVELOPMENT SHALL BE SET BACK FROM THE

STREET FRONTAGE AS NECESSARY TO ACCOMMODATE PART OF THE IMPROVEMENTS WITHIN THE PROPERTY. A PUBLIC USE EASEMENT SHALL BE RECORDED FOR ANY PART OF THE DESIGNATED SIDEWALK WIDTH TO BE LOCATED WITHIN THE SUBJECT PARCEL.]

[23. SHARED PARKING COURTYARD

A PARKING COURTYARD IS A PEDESTRIAN-ORIENTED PARKING FACILITY FOR RESIDENTIAL DEVELOPMENTS THAT USES THE PRINCIPLES OF A “WOONERF STREET” OR “PLAY STREET.” IT IS DESIGNED AND OPERATED AS A SHARED SPACE TO ALLOW ALL RESIDENT USERS, NOT ONLY DRIVERS, TO USE IT SAFELY. A PARKING COURTYARD THAT IS CREDITED TOWARDS A RESIDENTIAL PEDESTRIAN FACILITY REQUIREMENT OR MENU CHOICE OF THIS TITLE SHALL MEET THE FOLLOWING STANDARDS:

- A. AN ADMINISTRATIVE SITE PLAN REVIEW IS PERFORMED, UNLESS A HIGHER LEVEL OF REVIEW IS ALREADY REQUIRED;
- B. THE PARKING COURTYARD SERVES NO MORE THAN EIGHT DWELLING UNITS AND CONTAINS NO MORE THAN 12 PARKING SPACES (NOT INCLUDING GARAGE SPACES IN INDIVIDUAL DWELLINGS);
- C. THE PARKING COURTYARD IS A DEAD END AND DOES NOT LEAD OR PROVIDE ACCESS TO OTHER DWELLING UNITS, PARKING FACILITIES, OR STREETS;
- D. A WALKWAY IS PROVIDED BETWEEN THE PARKING COURTYARD AND THE STREET—THE COMMON ACCESS DRIVEWAY DOES NOT QUALIFY AS A PEDESTRIAN WALKWAY;
- E. A SPECIAL PAVING SCHEME AND LANDSCAPE TREATMENT IS APPLIED, AS APPROVED THROUGH THE REVIEW;
- F. THE SPACE IS DESIGNED FOR BOTH VEHICLES AND PEOPLE, WITH AN EMPHASIS ON PEDESTRIANS AND USABLE, SAFE, AND ATTRACTIVE PEDESTRIAN AND PLAY SPACE, AS APPROVED THROUGH THE REVIEW; AND

1 G. THE PARKING COURTYARD ACHIEVES THE INTENT OF
2 THIS TITLE FOR PEDESTRIAN ACCESS, AS DETERMINED
3 THROUGH THE REVIEW.]
4

5 *** *** ***

6 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO
7 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20; AO 2022-
8 80(S), 11-22-2022; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)
9

10 *** *** ***
11

12 **Section 7.** Anchorage Municipal Code 21.07.080 Development and Design
13 Standards, Off-Street Parking and Loading, is hereby amended to read as follows
14 *(the remainder of the section is not affected and therefore not set out):*
15

16 **CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS**
17

18 *** *** ***

19 **21.07.080 LANDSCAPING, SCREENING, AND FENCES**
20

21 *** *** ***
22

23 **E. Types of Landscaping**

24 Four types of landscaping may be required for a development, depending on
25 the use and zoning district of the property and adjacent properties, and the
26 portion of the property involved. These types of landscaping are: (1) site
27 perimeter landscaping; (2) parking lot landscaping—perimeter and interior;
28 (3) site enhancement landscaping applied in site interiors; and (4) tree
29 requirements for new residential development. Minimum requirements for
30 these landscaping types are set forth in subsections 21.07.080E.1. through
31 E.4. below and in table 21.07-4: *Landscaping Specifications*.
32

TABLE 21.07-4: LANDSCAPING SPECIFICATIONS			
BED WIDTH OR AREA/LOCATION REQUIRED		PLANT MATERIALS REQUIRED	OPTIONAL DESIGN STANDARDS
SITE PERIMETER LANDSCAPING REQUIREMENTS			
Visual Enhancement Landscaping (L1)	Minimum average planting bed width: 8 feet as measured for each leg of the perimeter. Minimum planting bed width: 5 feet. No more than one-half the property line length or 50 feet, whichever is less, may have a planting bed width less than 8 feet in width. The maximum bed width used for the calculation of average bed width may not be greater than 12 feet.	Provide 1 tree and 6 shrubs per 20 linear feet of property line requiring visual enhancement landscaping. All areas within the planting bed shall be covered with living ground cover, turf, or mulch. All trees, shrubs, and ground covers shall be chosen for suitable hardiness and length of season for the specific area to be planted.	Use of raised planters, pedestrian amenities, and pedestrian scale lighting may be used to offset up to 1/3 of trees and 1/3 of shrubs, through an administrative site plan review. Up to 1/2 of total required shrubs may be substituted with perennial plantings at a ratio of three 1-gallon container perennials for every shrub required. Trees may be substituted with an equal number of shrubs at 6-foot minimum planting height in utility easements with overhead lines. <u>For parking lot perimeter landscaping for parking lots with 9 or fewer parking spaces: a non-drivable surface made up of elements providing a vertical barrier greater than 18" (such as bollards, large rocks, swales, or fences) may be substituted for the L1 landscape bed and landscape plantings.</u>
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1. Site Perimeter Landscaping Requirements
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- ***
- ***
- c. Exceptions
- i. Reserved. [DEVELOPMENT WHICH IS ELIGIBLE TO USE ENHANCED STREET SIDEWALK ENVIRONMENT STANDARDS OF SUBSECTION 21.07.060G.22 MAY USE THOSE STANDARDS THAT MODIFY THE REQUIREMENTS OF REQUIRED VISUAL ENHANCEMENT OR BUFFER LANDSCAPING ALONG PUBLIC STREETS.]
- ***
- ***
- ***
2. Parking Lot Landscaping Requirements
- a. Purpose
- Parking lot landscaping softens the view and breaks up the visual impact of extensive paved surfaces associated with multifamily residential and nonresidential development. It also contributes to storm water management, provides orientation to entrances, increases outdoor comfort levels, and mitigates wind and dust in large parking lots. Parking lot landscaping

consists of parking lot perimeter landscaping and parking lot interior landscaping.

b. *Parking Lot Perimeter Landscaping*

i. Parking lot perimeter landscaping is required for all parking lots[WITH 10 OR MORE PARKING SPACES THAT ARE ASSOCIATED WITH ANY MULTIFAMILY OR NONRESIDENTIAL USE, AND FOR PARKING LOTS THAT ARE A PRINCIPAL USE ON A SITE].

ii. For parking lots with 10 or more spaces: Parking lot perimeter landscaping shall be placed on all perimeters of a parking lot, which includes appurtenant driveways, where the parking lot abuts a property line. L2 buffer landscaping shall be used where a nonresidential district abuts a residential district, or is adjacent to a residential district across an alley, and where a multifamily district abuts a single-family residential district. All other sides of the parking lot perimeter shall have L1 visual enhancement landscaping.

iii. For parking lots with 9 or fewer spaces: Parking lot perimeter landscaping should be placed where the parking lot abuts the right-of-way. The parking lot perimeter landscaping shall meet L1 visual enhancement landscaping standards.

iv. Exceptions include:

- (A) At approved points of pedestrian and vehicle access; and
- (B) Adjacent to lots being developed under a common development plan, where the director waives the requirement.
- (C) Development in the DT districts, which shall follow the parking lot landscaping standards set forth in 21.11.070D.1.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2017-55, 4-11-17; 2017-160, 12-19-17; AO 2017-176, 1-9-18; AO 2020-133, 1-14-20; AO 2020-11, 2-25-20; AO 2020-38, 4-28-20; AO 2020-93, 10-1-20; AO 2021-89(S), 2-15-2022; AO 2023-103(S), 12-18-23; AO 2024-24, 4-23-24)

Section 8. Anchorage Municipal Code 21.07.090 Development and Design Standards, Off-Street Parking and Loading, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** *** ***

21.07.090 OFF-STREET PARKING AND LOADING

*** *** ***

H. Parking and Loading Facility Design Standards

*** *** ***

1. Vehicular Access Location

a. Street Access Location

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

b. Alley Access Requirement

Where a residential use is served by an improved alley, [AND IS WITHIN AN AREA SUBJECT TO THE URBAN NEIGHBORHOOD DEVELOPMENT CONTEXT STANDARDS (21.07.010E.),] vehicle access shall take place from the alley, except for direct vehicle access to the street that is limited to the following:

- i. One driveway no wider than 12 feet at any point, except that lot frontages 100 feet or wider on a primary street frontage may have one driveway per 50 feet of lot frontage on that street.
- ii. One additional driveway no wider than 12 feet providing access to the secondary street frontage on corner lots for multifamily, townhouse, or two-family developments.
- iii. The director, with the concurrence of the development services director, and traffic engineer may approve alternative access arrangements as necessary. The department shall keep record of the approved relief with

1 written findings supporting such relief on file. Applicants
2 may also apply for an administrative variance as
3 provided in 21.03.240J. [AN ADMINISTRATIVE
4 VARIANCE FROM THE REQUIREMENTS OF THIS
5 SUBSECTION, AS PROVIDED IN 21.03.240J.7.]
6

- 7 iv. The traffic engineer may determine whether an alley is
8 improved to an appropriate access standard. If the
9 engineer determines that an alley is not appropriate for
10 access, then lots located along it shall be considered not
11 to have alley access and the alley access requirement
12 shall not apply.

13 *** **

14

15 **11. Driveway Design and Dimensions**

16 **a. Parking Lot Entries/Driveway Approaches**

17
18 Entries and driveway approaches providing access from the
19 street edge to the front property line shall conform to the
20 municipal driveway standards and this section 21.07.090H.11.
21 Access to streets owned by the state of Alaska requires
22 compliance with state driveway standards, as provided in
23 21.07.090H.9.
24

25 **b. Curb Openings and Public Walkway Crossings**

- 26
27 i. Curb cuts and curb returns at driveway openings to the
28 street shall be provided as prescribed in the municipal
29 driveway standards.
30

- 31
32 ii. Public walkways shall be maintained or restored to the
33 maximum running slope and cross-slope
34 [PRESCRIBED] as required by M.A.S.S. and A.D.A., and
35 [EXCEPT THAT IN AREAS SUBJECT TO THE URBAN
36 NEIGHBORHOOD CONTEXT STANDARDS
37 (21.07.010E.),] public walkways on local streets shall be
38 restored to a level running grade to the maximum extent
39 [REASONABLY] feasible.
40

41 **c. Driveway Approach (in ROW) as a Percentage of Lot** 42 **Frontage Width**

43
44 The total width of driveway approach from a street shall not
45 exceed 40 percent of the frontage of the lot, not to exceed 28
46 feet within residential zoning districts, or 33 percent of the
47 frontage if the platting authority or traffic engineer finds that
48 conditions warrant it, provided the following:

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

d. Minimum Driveway Width

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

- i. The minimum width of parking aisles shall be as set forth in 21.07.090H.12.
- ii. The minimum width of the driveway approach shall be as set forth in the municipal driveway standards, except as modified or clarified by subsections iii. through vi.
- iii. The minimum width of a driveway providing access to a single-family, two-family, townhouse, mobile home, or other individual dwelling from a local street or alley is 10 [12] feet.
- iv. The minimum width of a driveway providing access for up to 10 parking spaces serving a townhouse or multifamily residential use from a local street or alley is 12 feet, except that straight (non-curving) driveway segments on the development property (i.e., not in the driveway approach) may be 10 feet.

*** *** ***

g. Circulation Definition

Circulation patterns within parking facilities shall be well defined with pavement marking and signage, curbs, landscaping, and/or other similar features. Curbed end islands shall be

provided at the end of each row of parking spaces to define circulation and provide sight distance at internal intersections of parking aisles, driveways, and/or on-site roadways. Shared parking courtyards meeting 21.07.090N [21.07.060G.23]. may depart from this requirement.

*** *** ***

N. Shared Parking Courtyard

A parking courtyard is a pedestrian-oriented parking facility. It is designed and operated as a shared space to allow all resident users, not only drivers, to use it safely. A parking courtyard that is credited towards a residential pedestrian facility requirement or menu choice of this title shall meet the following standards:

1. An administrative site plan review is performed, unless a higher level of review is already required;
2. The parking courtyard serves no more than 28 parking spaces (including garage spaces);
3. The parking courtyard provides motor vehicle access only to the parking spaces served and does not lead to other parking facilities;
4. The parking courtyard has a signed speed limit of 5 miles per hour and a design speed of no more than 10 mph.
5. The parking courtyard conforms to the provisions for stormwater and snow management in section 21.07.040 and parking facility dimensional standards in this section 21.07.090
6. The shared parking courtyard provides an ADA accessible route.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-82, 7-28-15; AO 2015- 100, 10-13-15; AO 2015-131, 1-12-16; AO 2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1- 9-18; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; AO 2022-80(S), 11-22-22; AO 2023-77, 7-25-23; AO 2023-50, 7-11-23; AO 2024-24, 4-23-24)

Section 9. Anchorage Municipal Code 21.07.090 Development and Design Standards, Residential Design Standards, is hereby amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

*** **

21.07.110 RESIDENTIAL DESIGN STANDARDS

*** **

C. Standards for Multifamily and Townhouse Residential

*** **

3. Building[PEDESTRIAN ORIENTED STREET] Frontage Standards

Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

D. Standards for Some Single-Family and Two-Family Residential Structures, and Multifamily and Townhouse Developments with Less Than Five Units.

*** **

3. Building[PEDESTRIAN-ORIENTED STREET] Frontage Standards. Provisions for site planning and building orientation in relationship to street frontages and pedestrian access are provided in subsection 21.07.060F., Building[PEDESTRIAN] Frontage Standard.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-36, 5-14-15; AO 2015- 100, 10-13-15; AO 2016-34(S), 4-12-16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59. 7- 31-2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20; AO 2021-89(S), 2-15-22; 2022-80(S), 11-21-22; AO 2023-30, 3-22-23; AO 2023-42, 8-22-23; AO 2023-50, 7-11-23; AO 2023-103(S), 12-18-23; AO 2024- 24, 4-23-24; AO 2024-83(s), 10-8-24)

Section 10. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day
of _____, 2025.

Chair of the Assembly

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2025-0018)

DRAFT

APPENDIX D

Comments Received

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MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Division

Mayor Suzanne LaFrance

MEMORANDUM

Comments to Planning and Zoning Commission Applications/Petitions

DATE: January 30, 2025
TO: Daniel Mckenna-Foster, Senior Planner
FROM: Paul LaFrance, Private Development Engineer
SUBJECT: PZC Case 2025-0018

Case 2025-0018 – Review and Recommendation by Planning and Zoning Commission of an Ordinance of the Anchorage Assembly amending AMC 21.03, 21.04, and 21.07 to change standards related to site access, building frontage, driveway, and how private properties connect to the public street.

PD Comments:

1. 21.07.060.E.2.c. – please reconsider the removal of this section. It is our impression that the cul-de-sac sidewalk requirements were working adequately and that the Development Community understood/accepted it. We think the removal of this will result in significantly more waiver requests because by default it requires sidewalk on both sides. We do recommend that you add/keep the proposed waiver text (waiver approval by Traffic Engineer, Planning Director, and Development Services Director).
2. 21.07.090.H.1.b. – Suggest defining an “improved” alley.
3. 21.07.090.H.1.b.iv. – Suggest changing “Traffic Engineer” to “Municipal Engineer” to determine whether an alley is improved to an appropriate access standard.
4. Advisory Comment – 21.03.100.E. 2 & 4 & 4a – Suggest changing “building official” to “Traffic Engineer, with the concurrence of the Director, and the Development Services Director”. Suggesting these changes to be consistent with other sections of Title 21.07.060.
5. Advisory Comment – See also 21.03.100.E.4.b-e – similar inconsistencies as #4 above with respect to the approval authority will result in these sections too.

Department Recommendations: The Private Development Division has no objection to the proposed changes subject to the above comments.



**Municipality of Anchorage
Project Management and Engineering**



MEMORANDUM

DATE: 2/19/2025

TO: Daniel Mckenna-Foster, Senior Planner, Long Range Planning

FROM: Brandon Telford, P.E., Engineering Manager, PM&E

SUBJECT: Comments on PZC Case 2025-018

Draft changes to the proposed AO for PZC Case 2025-018 are provided below and this memo is intended to serve as the explanation and justification for the draft changes.

21.07.060.E.2.a – Add a reference to the OSHP for determining functional classification

21.07.060.E.2.b – Clarify that sidewalks shall be installed in accordance with subsection d for Class A areas, pathways may be installed in place of sidewalks on both sides of a street provided adequate ROW remains for snow storage, and clarify sidewalk requirements for collector & arterial roads in industrial areas.

21.07.060.E.2.c – Proposed subsection c would allow waivers from the standards of this section to be approved by the Traffic Engineer with concurrence from the Planning Director and Director of Development Services. Subsection a indicates that sidewalks are to be designed to comply with the standards of the DCM and MASS; only the Municipal Engineer has the authority to waive those standards. In practice the Municipal Engineer provides responses to variances, documents those responses, and keeps responses on file. The preferred waiver authority should be the Municipal Engineer with concurrence from the Traffic Engineer. If there is justification for including concurrence from the Planning Director I have no objection, however historically the Planning Director has not had interest in deciding waivers for design standards within the right-of-way.

21.07.060.E.2.d

- Expand this section to apply to all streets (public and private) not just cul-de-sacs.
- Re-define average daily traffic (ADT) limits for providing no sidewalk, sidewalk on one side, and sidewalk on both sides.
 - Public perception of walkability has evolved and recognizes that in many cases low volume streets are walkable without sidewalks.
 - The Platting Board has a history of waiving sidewalks for streets with ADT greater than 150 vpd (see platting cases S12464 & S12763). The actions of the Platting Board suggest that the current standard of 150 vpd is not

compelling justification for constructing sidewalks. These proposed changes are intended to establish more compelling justification.

- The proposed changes would increase the ADT threshold for constructing a sidewalk on one side of a road or cul-de-sac from 150 vpd to 300 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct sidewalk on one side of a road or cul-de-sac will remain 150 vpd.
- Peak hour traffic on a residential road with an ADT of 300 vpd is approximately 30 trips, which is roughly equivalent to a vehicle every two minutes.
- The proposed changes would increase the ADT threshold for constructing sidewalks on both sides of a road or cul-de-sac from 500 vpd to 1,000 vpd except where the road or cul-de-sac is located within a designated school walking boundary, a transit-supportive corridor, or is used for access to a designated park, in those cases the threshold to construct sidewalks on both sides of a road or cul-de-sac will remain 500 vpd.
- Constructing sidewalks on very low volume roads that are suitable for shared use by non-motorized users adds to the MOA's maintenance responsibilities, increasing the cost and manpower needed to maintain transportation infrastructure.
- Low volume local streets in the MOA, including streets that do not have sidewalks, have a very low occurrence of crashes involving death or serious injury. The proposed revisions for this subsection would allow limited capital and O&M resources to be focused on higher volume streets where crashes involving death or serious injury are more likely to occur.
- Remove references to speeds limited to 25 miles per hour by design or streets with a design speed greater than 25 miles per hour. Residential streets in Class A areas with volumes of less than 1,000 vpd are already limited to design speeds of 20-25 mph by design criteria.

21.07.060.E.2.f – Proposed subsection c makes this subsection unnecessary. If steep-slopes prevent sidewalks from being constructed in accordance with subsection d or e, the Municipal Engineer will have the authority to waive the sidewalk requirements with concurrence from the Traffic Engineer. It is preferable to have the viability of sidewalks in areas with steep-slopes evaluated for feasibility rather than provide a blanket exception.

21.07.060.E.2.g.iv. - See justification for 21.07.060.E.2.c

*** **

21.07.090.H.9.e

In June of 2004 the Anchorage Assembly passed AR No. 2004-108 which established Regulation 21.90 *Multiple Dwelling Unit Residential Development on a Single Lot or Tract* to address the many deficiencies that were being identified with site condo development. The deficiencies included inadequate emergency vehicle access, lack of sidewalks, poor parking, failing roads and driveways, and numerous drainage issues.

The new regulation established minimum standards for the construction of private streets within residential developments that include multiple dwelling units on a single lot or tract. The regulation included a minimum offset between garages and private streets of 22-feet.

In 2019 municipal staff proposed amendments to AMCR 21.90 to address criteria within code that was redundant with new Title 21, and to resolve some of the more significant concerns developers expressed about the regulation. The changes proposed by staff were generally supported by the development community. The changes were passed with AO 2019-132.

Included in the changes made in 2019 was the elimination of the minimum garage setback distance. At the time the staff member from Planning that led the amendment indicated that the setback was redundant with a setback that was established in new Title 21. However, after the AMCR 21.90 changes were approved by the Assembly it became clear that new Title 21 does not have a minimum garage setback for private streets. Instead, new Title 21 has a minimum front driveway separation landscape requirement that was misunderstood to be a setback requirement (AMC 21.07.110.C.7.b). This front driveway separation landscape requirement has recently been suspended by AO 2024-104.

A minimum garage setback distance is necessary to ensure that adequate site distance is provided for vehicles backing from garages into streets, and to ensure that vehicles parked in front of garages do not overhang into the street and block emergency vehicle access.

Providing a minimum site distance is critical both for the driver backing from a garage into a street to ensure that the driver can avoid backing into traffic and for drivers on the street to have an opportunity to see a vehicle backing from the garage in time to respond to a conflict. In addition, adequate site distance is necessary for pedestrians who may be using a sidewalk on the street to judge if it is safe to cross in front of an open garage door or for drivers to be able to see pedestrians leaving from an open garage door with adequate time to respond to possible conflict with the pedestrian. The typical site distance setback for residential driveways provides a minimum of 14.5 feet between the edge of the traveled way of the adjacent road and the eye of the driver in the driveway.

AMC 21.07.090 references the need to provide a garage door setback to allow for adequate sight distance but states the setback as a distance from public rights-of-way, although the minimum setback requirement stated is not representative of a setback that would meet sight distance needs.

AMC 21.07.090.H.9.e:

e. **Garage Door Setbacks**

Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9, *Parking Angle, Stall, and Aisle Dimensions*) shall be reviewed and approved by the traffic engineer, unless there is a sign posted for “no parking”. Garages shall be set back from public rights-of-way including alleys by at least four feet unless the traffic engineer approves otherwise, to ensure adequate sight distance for turning and maneuvering.

The minimum setback dimension of four-feet required by this provision is a product of the minimum turning and maneuvering distance needed along alleys and does not represent an adequate setback for providing sight-distance for garages that front on public streets. Alleys have a standard width of 20-feet but the turning and maneuvering distance needed for backing the standard passenger car (P) design vehicle into or out of a garage is 24-feet.

Any setback between the roadway and the garage for providing sight distance creates a space that may be utilized for parking. If head-in parking is attempted larger vehicles will overhang into the street and create encroachment hazards. A minimum setback of 22-feet has been found adequate to provide parking without significant overhang encroachment hazards.

The proposed changes to 21.07.090.H.9.e would:

- Clarify that the 4-foot setback applies to alleys and is intended to provide necessary turning and maneuvering space.
- Re-establish the minimum setback of 22-feet for a private street that was eliminated by AO 2019-132. The Traffic Engineer would have the authority to approve a modified setback distance.
 - This provides developers with a standard setback to plan for but still allows discretion for cases where sight distance may be adequate with a smaller setback.
- Clarify that where zoning requires a minimum building setback that is greater than the minimum 22-feet garage setback the building setback will dictate.
- Establish that for shared parking courtyards, no setback is required from traveled ways (this is currently not established by code or design criteria).
 - Vehicle turning and maneuvering is expected in a shared parking courtyard.
 - Shared parking courtyards are limited to 28 parking spaces which limits the number of potential conflicts from turning and maneuvering vehicles.

PROPOSED DRAFT CHANGES

Sec. 21.07.060 TRANSPORTATION AND CONNECTIVITY

E. Standards for Pedestrian Facilities

2. Sidewalks

- a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) and shall be improved in accordance with subsection 21.08.050H. Functional classification (local, collector, arterial, etc.) shall be determined using the most current version of the OSHP.
- b. Street improvement projects and new streets in subdivisions in all class A zoning districts except for industrial districts shall install sidewalks in accordance with subsection d [BOTH SIDES OF ALL STREETS (LOCAL, COLLECTOR, ARTERIAL, PUBLIC OR PRIVATE, INCLUDING LOOP STREETS)]. Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one [SIDE] or both sides provided adequate right-of-way remains for snow storage. Street improvement projects in industrial zoning districts shall install a sidewalk on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile. Street improvement projects in industrial zoning districts shall install a sidewalk on both sides of all collector or arterial streets.
- c. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The Project Management & Engineering department shall keep record of the approved relief with written findings supporting such relief on file.
- d[c]. [In cul-de-sacs] For public and private streets within class A zoning districts, the following shall apply:
 - i. For streets or cul-de-sacs with fewer than [150] 300 average daily trips [AND WITH SPEEDS LIMITED TO 25 MILES PER HOUR BY DESIGN,] no sidewalks are required [ON THE CUL-DE-SAC STEM OR BULB].
 - ii. For streets or cul-de-sacs with 150 to 300 average daily trips that are located within a designated school walking boundary, a transit-supportive corridor, or are used to access a designated park (notwithstanding subsection c.i. above), a sidewalk on one side is required.

iii[iii] For streets or cul-de-sacs with [150 to] 300 to 1,000 average daily trips [, AND FOR THOSE WITH FEWER THAN 150 AVERAGE DAILY TRIPS BUT A DESIGN SPEED OF GREATER THAN 25 MILES PER HOUR,], a sidewalk on one side [OF THE CUL-DE-SAC STEM] is required.

iv.[iii] For streets or cul-de-sacs with more than [500] 1,000 average daily trips, or for streets or cul-de-sacs with 500 to 1,000 average daily trips that are [USED TO ACCESS A SCHOOL] located within a designated school walking boundary a transit-supportive corridor, or are used to access a designated park (notwithstanding [SUBSECTIONS C.I. AND] subsection c.iii. above), sidewalks on both sides [OF THE STEM] are required.

v.[iv] Average daily trips shall be computed by the traffic engineer.

e[d]. In class B zoning districts, sidewalks, walkways, pathways, and trails shall be provided in accordance with the comprehensive plan. In all cases, pedestrian facilities shall be provided on at least one side of collector and arterial streets.

f[e]. [THE REQUIREMENTS OF 2.B. AND 2.C. SHALL NOT APPLY IN STEEP-SLOPE AREAS WHERE SIDEWALKS ON ONE SIDE OF THE STREET MAY BE APPROVED BY THE DIRECTOR TO REDUCE EXCESSIVE SLOPE DISTURBANCE, ADVERSE IMPACTS ON NATURAL RESOURCES, AND POTENTIAL SOIL EROSION AND DRAINAGE PROBLEMS.]

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

- i. In the R-4, R-4A, and commercial zoning districts.
- ii. In the DT zoning districts as set forth in the provisions of chapter 21.11, Downtown.
- iii. Along streets identified in Appendix A of the Anchorage Pedestrian Plan as “missing sidewalk” or “inadequate sidewalk”, with a total point rating of five or higher.
- iv. The Municipal Engineer, with the concurrence of the Traffic Engineer and Director, may waive these standards if deemed infeasible or inappropriate for the context and after considering the conditions noted in 21.07.060E.2.g. The Project Management & Engineering department shall keep record of the approved relief with written findings supporting such relief on file.

*** **

Sec. 21.07.090 OFF-STREET PARKING AND LOADING

H. Parking and Loading Facility Design Standards

9. Vehicular Access Location

e. Garage Door Setbacks

Street-facing garage bay doors that are proposed to be set back from the public right-of-way by less than the length of a standard parking space (as defined in table 21.07-9, Parking Angle, Stall, and Aisle Dimensions) shall be reviewed and approved by the traffic engineer, unless there is a sign posted for "no parking". Garages shall be set back from [PUBLIC RIGHTS-OF-WAY INCLUDING ALLEYS] alley rights-of-way by at least four feet unless the traffic engineer approves otherwise, to ensure adequate [SIGHT] distance for turning and maneuvering. Where garages front on streets, whether public or private, garages shall be set back from the edge of vehicle and/or pedestrian traveled ways by a minimum of 22-feet to ensure adequate sight distance, unless the traffic engineer approves otherwise. Where building setbacks exceed the minimum garage setback, the building setback shall dictate. Where garages front on a shared parking courtyard, no setback is required from the adjacent traveled ways.



MEMORANDUM

DATE: February 3, 2025

TO: Current Planning Division Supervisor,
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department

FROM: Randy Ribble PE, Assistant Traffic Engineer

SUBJECT: 2025-0018 Review and Recommendation by Planning and Zoning Commission of an Ordinance of the Anchorage Assembly amending AMC 21.03-21.04 and 21.07 to change standards related to site access, building frontage, driveways and how private properties connect to the public street.

Traffic Engineering recommends of the proposed ordinance that modifies design standards as it relates to site access, building frontage standards and driveway requirements with the following comments.

Traffic Engineering staff was involved with the working group that proposed these modifications to Title 21 that seem to limit development in regard to site access and pedestrian connectivity requirements. Traffic engineering supports the following modification include in the amendment.

- Determination by Traffic Engineer Department on condition and functionality of a platted alley way to support access to parcel for residential development.
- Ability to review justification and provide administrative relief by the department directors when a parcel is unable to meet the requirement to provide sidewalks due to the lack of available right of way, existing topology of the site that previously required developers to seek a formal variance
- Elimination of Urban Context zoning areas and making these requirements applicable throughout the Municipality
- Major modifications to the pedestrian frontage standards that made building design and placement difficult for majority of parcels.

Traffic Engineering is not supportive of the reduction to a 10-foot minimum driveway width currently proposed in 21.07.090 H11.d.iii which change the minimum width from 12 feet to 10 feet. Current Municipal Driveway Standards require a minimum width of 12 feet. Municipal Driveway Standards along with AMC 21.07.090 H.11.d.vi already allow for Traffic Engineer to allow for exceptions to this minimum width requirement. Traffic Engineering would recommend that the 12-foot minimum widths remain and allow for case by case exceptions to be approved in lieu of specified dimension.

website for up-to-date information at: <https://sewardglennconnection.com/>. You can also contact project manager Galen Jones (galen.jones@alaska.gov) for project information.

- **2025-0018 = Title 21 Amendments – Updated site standards**
 - No objections to the proposed amendments.
 - Any proposed pedestrian amenities, such as sidewalks or pathways must be entirely located within the right-of-way. This may require the dedication of property in areas where the amenities are to be installed, or the establishment of a Public Use Easement (PUE)
 - All proposed facilities along DOT&PF owned and managed roads must receive approval from the DOT&PF Right-of-Way Division and must adhere to design standards.
 - Any intersecting pathways connecting to DOT&PF right-of-way require approval from the DOT&PF Right-of-Way Division and must undergo a review process before an Approval to Construct (ATC) will be granted.
 - DOT&PF supports the inclusion of the Director's Waiver, as it is expected to streamline the process of waiving the requirement for pedestrian walkways on DOT&PF roads when DOT&PF determines such facilities are not in the best interest of the department or the traveling public.

All properties accessing DOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all section line easements and DOT&PF road rights-of-way adjacent to their property. For assistance, the petitioner may contact the Engineering group within the Right of Way section in DOT&PF at (907) 269-0700. The petitioner is liable to remove any improvements within the easements and rights-of-way that impede the operation and maintenance of those facilities even if they are not shown on the plat, so it is in the petitioner's best interest to identify the exact locations and widths of any such easements or rights-of-way before they improve the property.

If any section line easements or road rights-of-way exist within the bounds of their plat, we recommend the petitioner dedicate them. If there is an existing right-of-way or easement, the petitioner is unable to develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

If there are any questions regarding these comments please feel free to contact me at (907) 269-0522 or mark.eisenman@alaska.gov.

Sincerely,



Mark Eisenman
Anchorage Area Planner, DOT&PF

John Thurber Comments

Site Access Standards

January 31, 2025

Vacant land is critical to increase housing in Anchorage. A significant number of small and medium vacant parcels are located in the inner core neighborhoods close to downtown.

New Development, Infill Development and Re-Development strategies can all contribute to multi-family housing production. New development projects in the outlying neighborhoods can provide large numbers of new units on parcels of significant size. Infill units can increase density in established neighborhoods. Re-development units can revitalize deteriorating neighborhoods. The Site Access conversations focused on new residential units developed under a common development plan where the relaxed standards respond to the requests of the development community. Infill and re-development received minimal attention.

Neighborhoods in Anchorage are not benign collections of isolated buildings. Rather our neighborhoods reflect varying patterns of development and offer varying benefits to a diverse range of residents. The 2040 Land Use Plan advanced the concept of the Traditional Urban Neighborhoods as integral to increasing housing production. The shared infill design principles for integrating new housing units resonated in neighborhood communities and now are ignored in this ordinance. This is a remarkable retreat.

Unfortunately, it is not possible to evaluate the impact of these lower standards as no metrics have been provided to evaluate the cost savings on new housing units. Whether or not the purported benefits spur additional housing units in the inner core neighborhoods remains to be seen.

Turnagain Community Council Board of Directors Comments on PZC 2025-0018, a Proposed Ordinance Amending Anchorage Municipal Code Chapters 21.03, 21.04, and 21.07 to Change Standards Related to Site Access, Building Frontage, Driveway, and How Private Properties Connect to the Public Street.

The Turnagain Community Council (TCC) Board appreciates the opportunity to submit the following comments to the Planning and Zoning Commission on PZC 2025-0018, which proposes to amend Anchorage Municipal Code Chapters 21.03, 21.04, and 21.07 to Change Standards Related to Site Access, Building Frontage, Driveway, and How Private Properties Connect to the Public Street.

A representative of the TCC Board of Directors participated in a working group established by the Municipality to provide recommendations on the proposed amendments. TCC appreciates the opportunity to do so, and supports this approach to engaging community stakeholders, particularly community councils, in the early discussion and recommendations to changes in Municipal land use regulations that are intended to facilitate construction/remodel of housing to help meet the city's housing needs. Such early participation helps us understand the nature of obstacles to building more housing, particularly multi-family, express our concerns about unintended adverse consequences of potential code changes on residential neighborhoods and streets, and work with stakeholders to develop workable solutions.

TCC understands that code changes during the last major Title 21 update and more recently related to site access issues created requirements that make it difficult to develop economically feasible multi-family housing. Some examples include sidewalks that connect to “nowhere” and window/façade requirements meant to provide a more inviting pedestrian experience but result in dysfunctional interior housing layouts. We understand that the intent of the code changes is to be less prescriptive, and provide more flexibility on the part of housing developers and the Municipal staff administrative review process.

Three areas of code relaxation remain of concern to TCC:

- **Further relaxation of on-site parking requirements which push more parking onto our crowded streets.** In many neighborhoods, on street parking creates public safety problems with access to driveways, forcing pedestrians further into active traffic lanes, and putting parked cars into active traffic lanes when snow storage narrows roads. It also interferes with winter snow removal and sets up competition for limited parking spaces.
- **Elimination of landscaping requirements.** While it is not clear how these code changes will reduce or eliminate landscaping requirements, some modicum of required landscaping helps reduce adverse impacts of larger multi-family housing units on the character of existing neighborhoods.
- **Return to the ugly box/jammed together housing of the 1970's and 1980's.** The Site Access working group field visits emphasized public safety problems associated with driveway access and pedestrian access along streets that were created during the multi-family housing boom of the 1970's and 1980's, in addition to some units that were extraordinarily unattractive. There is no guarantee that these code changes will not result in some ugly housing being build, but the Municipal administrative site review should take these concerns into consideration.

In general, the Turnagain Community Council Board supports the intent and substance of the ordinance code changes being suggested in PZC 2025-0018, subject to the following recommendations:

- **TCC does not support any relaxations of multi-family design standards that further reduce on-site parking requirements and forcing those cars to park on streets.**
- **As being suggested for other code change ordinances under consideration we recommend an addition to this ordinance that directs the Planning Department to provide an annual report analyzing the efficacy of this ordinance in encouraging multifamily development and unintended adverse consequences of the design standard suspension. Of particular concern to TCC is increasing the migration of on-site parking to on-street parking, aggravating increasing problems with snow removal and public safety. This is one of the topics being discussed by a current working group on ROW management. It would be helpful to have community council input on what an annual review might consider and understand what positive effects these code changes are having.**

Finally, we note that the whereas statements of ordinances changing land use code often cite provisions of the intent of the 2040 Land Use Plan. It was our understanding that after passage of the modified Home Initiative last June, there was an Assembly recommendation to initiate a public process to review and update the 2020 Comprehensive Plan and 2040 Land Use Plan. Such a review and update would help guide continued regulatory and zoning district changes, and we urge that progress be made to initiate this review and engage the community.

Thank you for consideration of the Turnagain Community Council's additional comments.

Cathy Gleason, President and Land Use Committee Co-Chair, Turnagain Community Council Board
Karen Pletnikoff, Vice Chair, Turnagain Community Council Board
Jon Isaacs, Board Member and Land Use Committee Co-Chair, Turnagain Community Council
Lamar Cotton, Turnagain Community Council Board Member

Public Comments: 2025-0018

Commenter	Email	Phone Number	Submitted
Tawny Klebesadel 6029 DeBarr Road Anchorage, AK 99504	TawnyKlebesadel@gmail.com	9077159424	2/6/2025 1:44:06 PM
Jon Isaacs 2418 Forest Park Drive, Anchorage, Anchorage, AK 99517	isaacsmj907@outlook.com	9072231959	2/10/2025 9:36:47 PM
<p>Turnagain Community Council Board of Directors Comments on PZC 2025-0018, a Proposed Ordinance Amending Anchorage Municipal Code Chapters 21.03, 21.04, and 21.07 to Change Standards Related to Site Access, Building Frontage, Driveway, and How Private Properties Connect to the Public Street.</p> <p>The Turnagain Community Council (TCC) Board appreciates the opportunity to submit the following comments to the Planning and Zoning Commission on PZC 2025-0018, which proposes to amend Anchorage Municipal Code Chapters 21.03, 21.04, and 21.07 to Change Standards Related to Site Access, Building Frontage, Driveway, and How Private Properties Connect to the Public Street.</p> <p>A representative of the TCC Board of Directors participated in a working group established by the Municipality to provide recommendations on the proposed amendments. TCC appreciates the opportunity to do so, and supports this approach to engaging community stakeholders, particularly community councils, in the early discussion and recommendations to changes in Municipal land use regulations that are intended to facilitate construction/remodel of housing to help meet the city's housing needs. Such early participation helps us understand the nature of obstacles to building more housing, particularly multi-family, express our concerns about unintended adverse consequences of potential code changes on residential neighborhoods and streets, and work with stakeholders to develop workable solutions.</p> <p>TCC understands that code changes during the last major Title 21 update and more recently related to site access issues created requirements that make it difficult to develop economically feasible multi-family housing. Some examples include sidewalks that connect to "nowhere" and window/facade requirements meant to provide a more inviting pedestrian experience but result in dysfunctional interior housing layouts. We understand that the intent of the code changes is to be less prescriptive, and provide more flexibility on the part of housing developers and the Municipal staff administrative review process.</p> <p>Three areas of code relaxation remain of concern to TCC:</p> <ul style="list-style-type: none"> • Further relaxation of on-site parking requirements which push more parking onto our crowded streets. In many neighborhoods, on street parking creates public safety problems with access to driveways, forcing pedestrians further into active traffic lanes, and putting parked cars into active traffic lanes when snow storage narrows roads. It also interferes with winter snow removal and sets up competition for limited parking spaces. • Elimination of landscaping requirements. While it is not clear how these code changes will reduce or eliminate landscaping requirements, some modicum of required landscaping helps reduce adverse impacts of larger multi-family housing units on the character of existing neighborhoods. • Return to the ugly box/jammed together housing of the 1970's and 1980's. The Site Access working group field visits emphasized public safety problems associated with driveway access and pedestrian access along streets that were created during the multi-family housing boom of the 1970's and 1980's, in addition to some units that were extraordinarily unattractive. There is no guarantee that these code changes will not result in some ugly housing being built, but the Municipal administrative site review should take these concerns into consideration. 			

In general, the Turnagain Community Council Board supports the intent and substance of the ordinance code changes being suggested in PZC 2025-0018, subject to the following recommendations:

- TCC does not support any relaxations of multi-family design standards that further reduce on-site parking requirements and forcing those cars to park on streets.
- As being suggested for other code change ordinances under consideration, we recommend an addition to this ordinance that directs the Planning Department to provide an annual report analyzing the efficacy of this ordinance in encouraging multifamily development and unintended adverse consequences of the design standard suspension. Of particular concern to TCC is increasing the migration of on-site parking to on-street parking, aggravating increasing problems with snow removal and public safety. This is one of the topics being discussed by a current working group on ROW management. It would be helpful to have community council input on what an annual review might consider and understand what positive effects these code changes are having.

Finally, we note that the whereas statements of ordinances changing land use code often cite provisions of the intent of the 2040 Land Use Plan. It was our understanding that after passage of the modified Home Initiative last June, there was an Assembly recommendation to initiate a public process to review and update the 2020 Comprehensive Plan and 2040 Land Use Plan. Such a review and update would help guide continued regulatory and zoning district changes, and we urge that progress be made to initiate this review and engage the community.

Thank you for consideration of the Turnagain Community Council's additional comments.

Cathy Gleason, President and Land Use Committee Co-Chair, Turnagain Community Council Board

Karen Pletnikoff, Vice Chair, Turnagain Community Council Board

Jon Isaacs, Board Member and Land Use Committee Co-Chair, Turnagain Community Council

Kathleen McCoy, Turnagain Community Council Board Member

Lamar Cotton, Turnagain Community Council Board Member

MEMORANDUM

DATE: January 13, 2025

TO: Elizabeth I. Appleby, AICP, Senior Planner, Current Planning Division,
Municipality of Anchorage Planning Division

Paul Hatcher, Senior Planner, Current Planning Division, Municipality of
Anchorage Planning Division

FROM: Alex Prosak, P.E., Civil Engineer II, Planning Section, AWWU

RE: Zoning Case Comments

Decision date: March 3, 2025

Agency Comments due: February 3, 2025

AWWU has reviewed the materials and has the following comments:

2025-0018 Review and Recommendation by Planning and Zoning Commission of an Ordinance of the Anchorage Assembly amending AMC 21.03, 21.04, and 21.07 to change standards related to site access, building frontage, driveway, and how private properties connect to the public street.

1. AWWU has no comments or objections to this Assembly Ordinance.

If you have any questions pertaining to public water or sewer, please call (907) 786-5694 or send an e-mail to alex.prosak@awwu.biz.



Kimmel, Corliss A.

From: Wilson, Karleen K.
Sent: Wednesday, January 22, 2025 2:13 PM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2025-0018 Address Reviewing Agency Comments
Attachments: 2025-0018 Routing Coversheet.pdf

No comments from Addressing.

Regards,

Karleen Wilson

Addressing Official

907.343.8168 (desk)

907.343.8466 (shared Addressing)

[Official Address Map](#)

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Monday, January 13, 2025 11:21 AM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2025-0018 Request for Reviewing Agency Comments

ROW has the following comments for case number 2025-0018:

ROW has no comment or objections on the proposed action.

Regards,

Michael S Walters
Senior Plan Reviewer
Right of Way Section
michael.walters@anchorageak.gov
Office: 907-343-8226
Cell: 907-727-7637
Fax: 907-249-7910

