



# Site Access

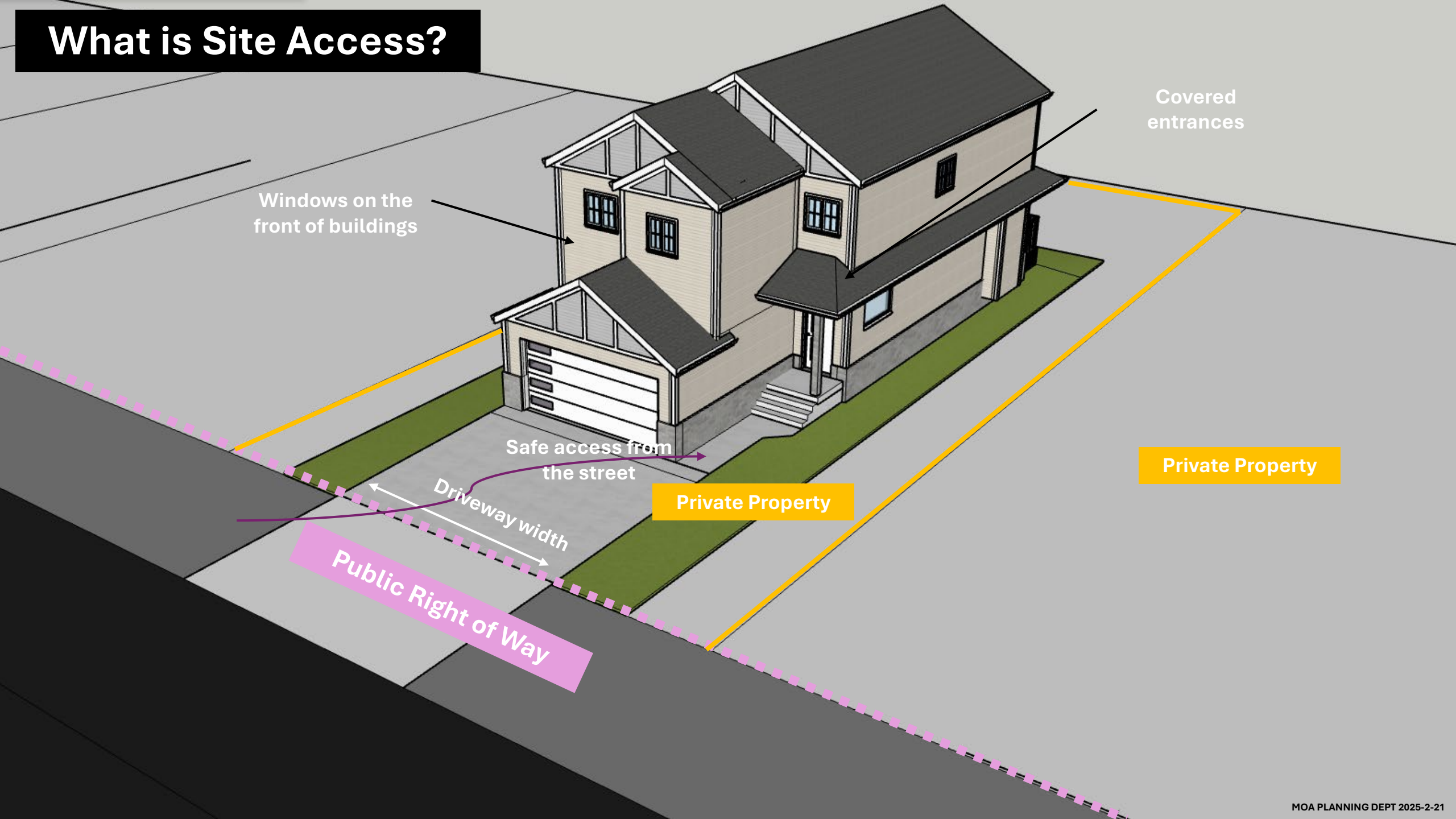
Reforming Title 21 to remove barriers to housing & improve safety & access for all users

2025/2/21 Work Session



Please write down your questions and ask them at the end

# What is Site Access?

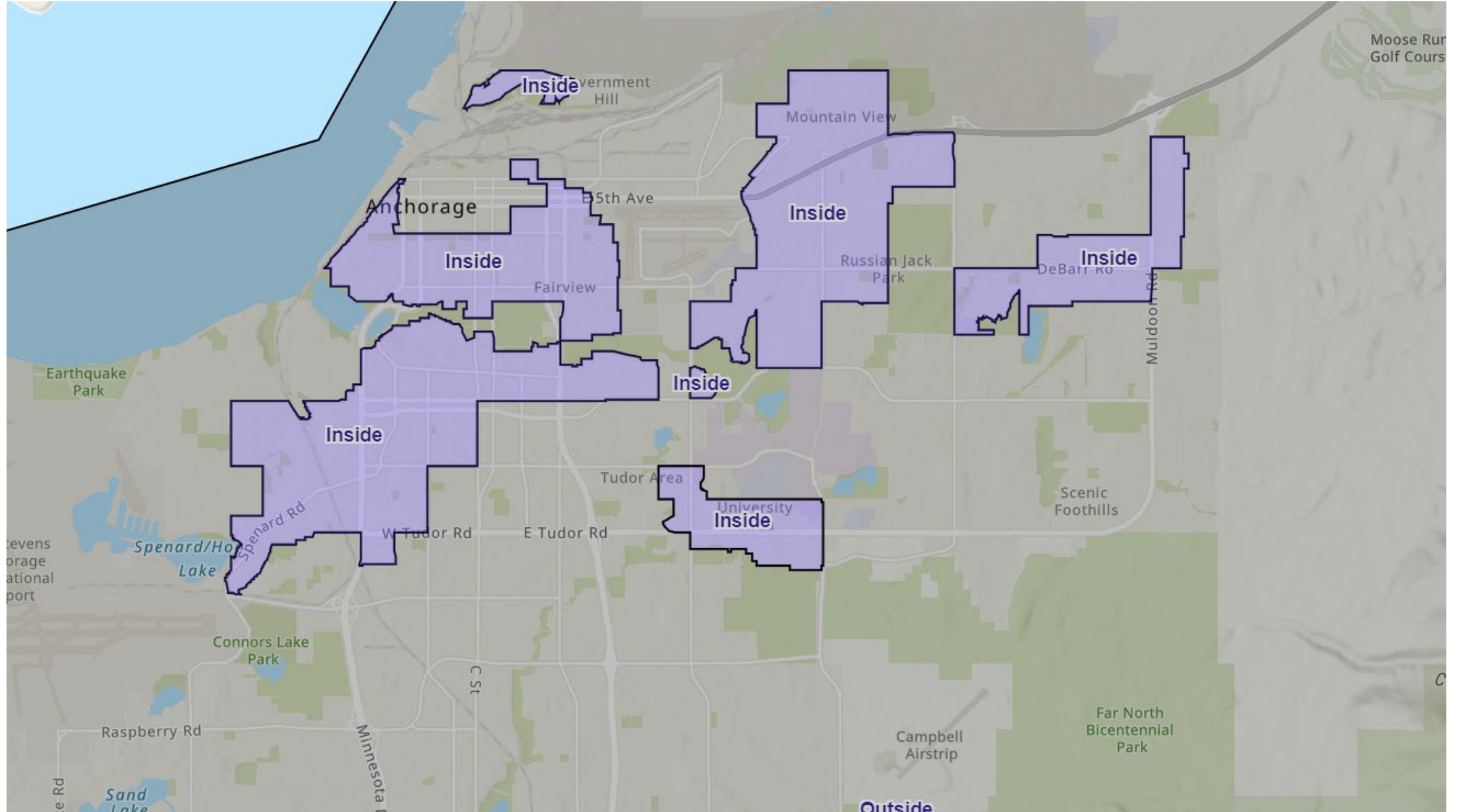


# Timeline of Events

- **January-October 2021 Site Access/Parking Project begins**
- **September 2022: Site Access/Parking AO introduced (2022-80)**
- **November 2022: Assembly adopts AO 2022-80(S)**
- **July 2023: AO 2023-50 (AA) Adopted**
- **January 2024: Site Access provisions go into effect**
- **April 2024: AO 2024-24(AA) passed, imposing a moratorium on design standards until November 2025**
- **Late 2024: Working group begins on edits**



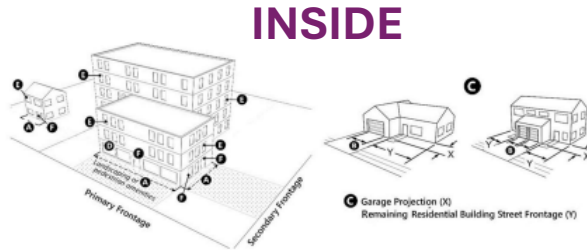
# Neighborhood Context Standards



# Neighborhood Context Standards

## 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 <sup>1,2</sup> 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 <sup>1,2</sup>
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 <sup>3</sup>	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 <sup>3</sup>	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

<sup>1</sup>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.

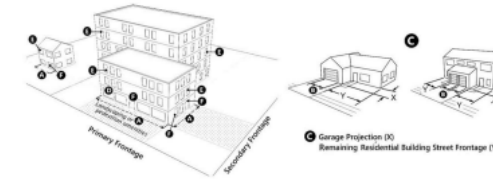
<sup>2</sup>Exception: Shared parking courtyards that comply with subsection 21.07.060G.22. are exempt from A. above.

<sup>3</sup>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.

## 5. General Standard for Development

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

## OUTSIDE



**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 <sup>1</sup>	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 <sup>1,2</sup>	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 <sup>1,2</sup>	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 <sup>1</sup>	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

<sup>1</sup>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.

<sup>2</sup>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.

# Working Group

- Composed of Design professionals, policymakers, developers, community members, and the Planning Department to work in a collaborative environment with the goal of defining the issues and proposing solutions
- 5 working group meetings between October 15, 2024 – January 14th, 2025, convened by Huddle AK
- 2 site visits:
  - Site visit #1: November 12, 2024: South Anchorage
  - Site visit #2: December 4, 2024: Spenard
- Main topics of discussion:
  - Alleys
  - Driveways
  - On-Site Parking Location
  - Pedestrian Connectivity
  - Pedestrian Amenities
  - Pedestrian Frontage Standard

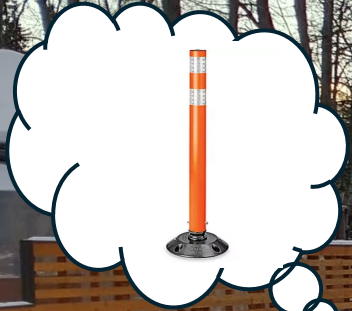


# Working Group

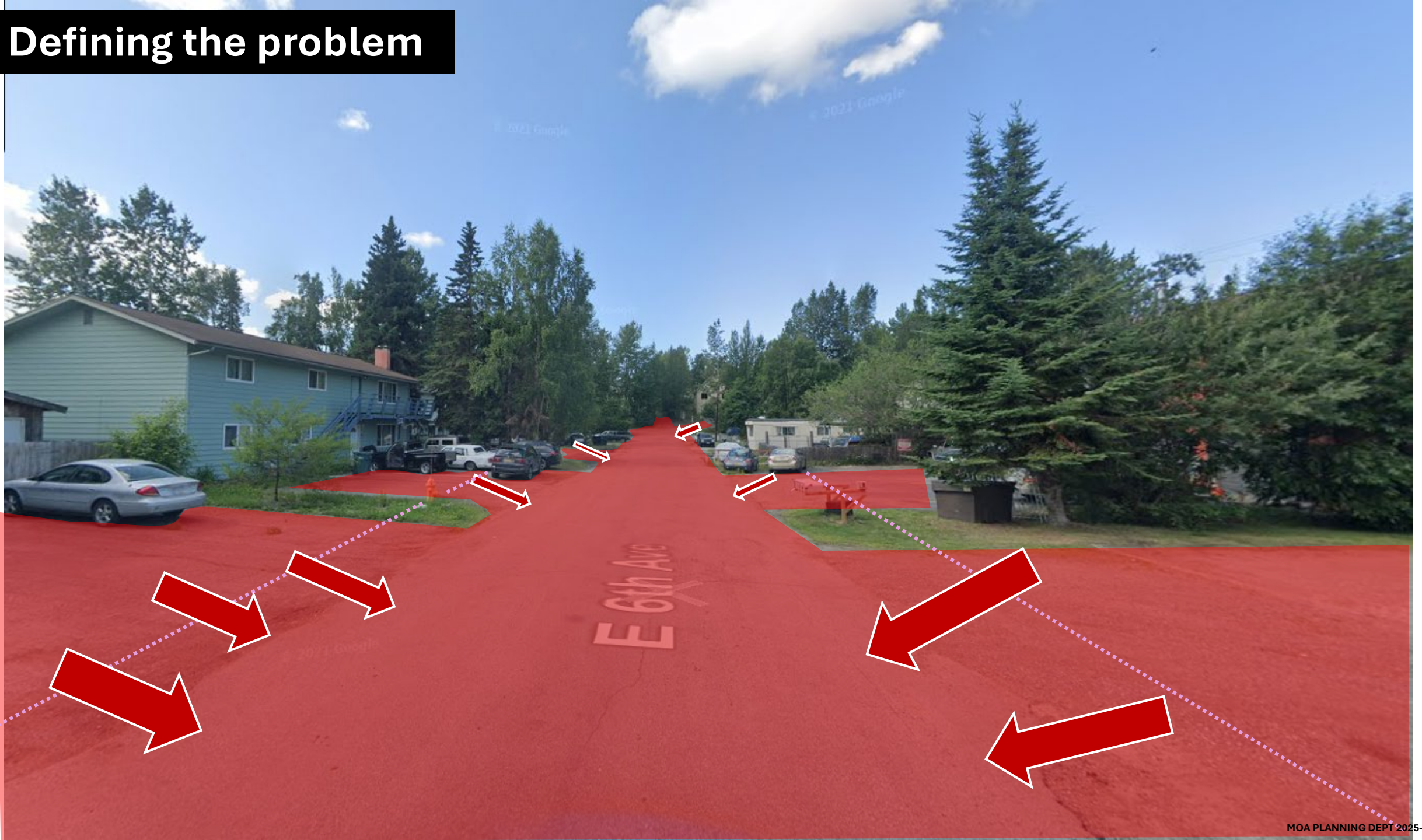


# Working Group

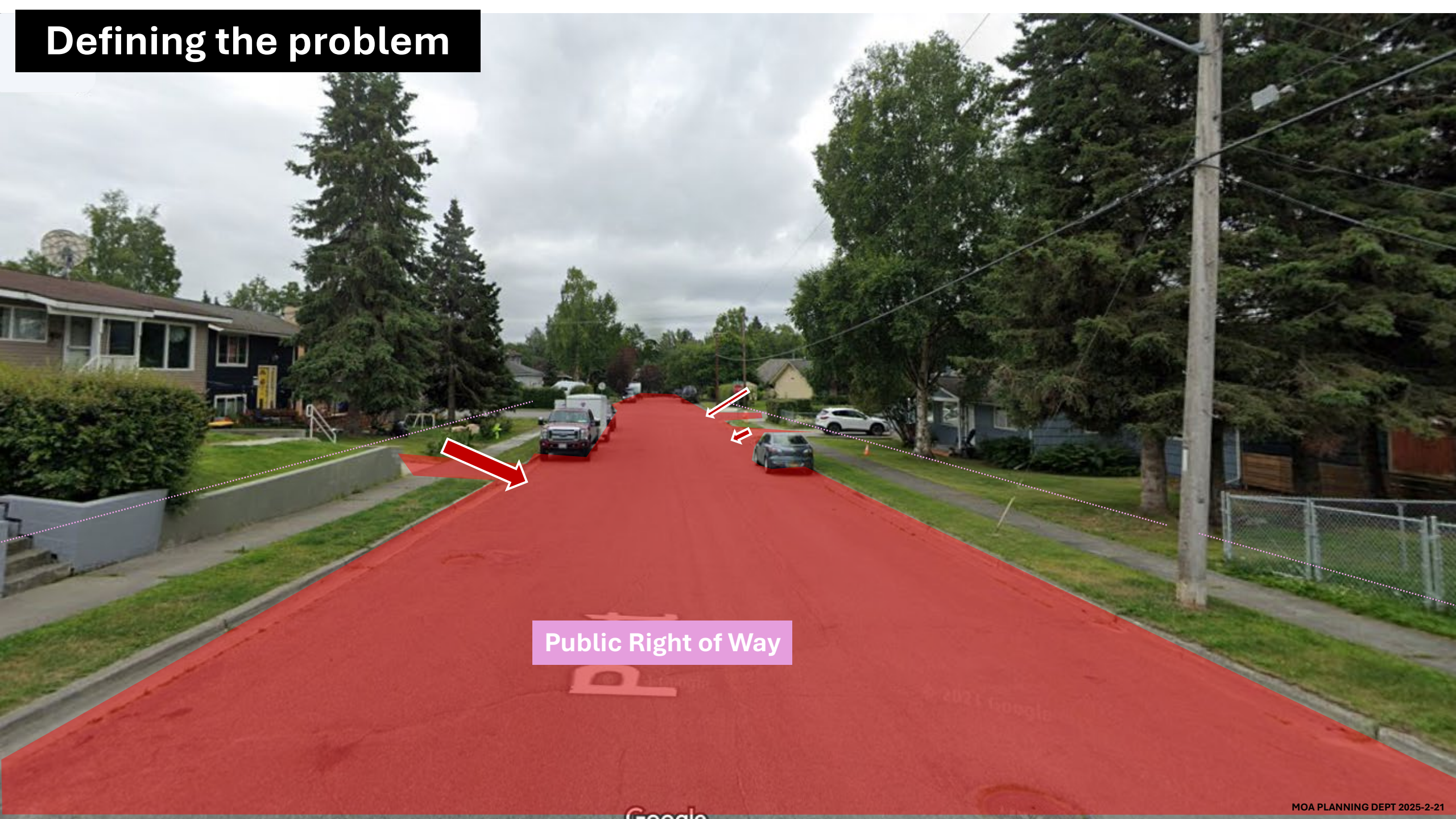




# Defining the problem



# Defining the problem



Public Right of Way

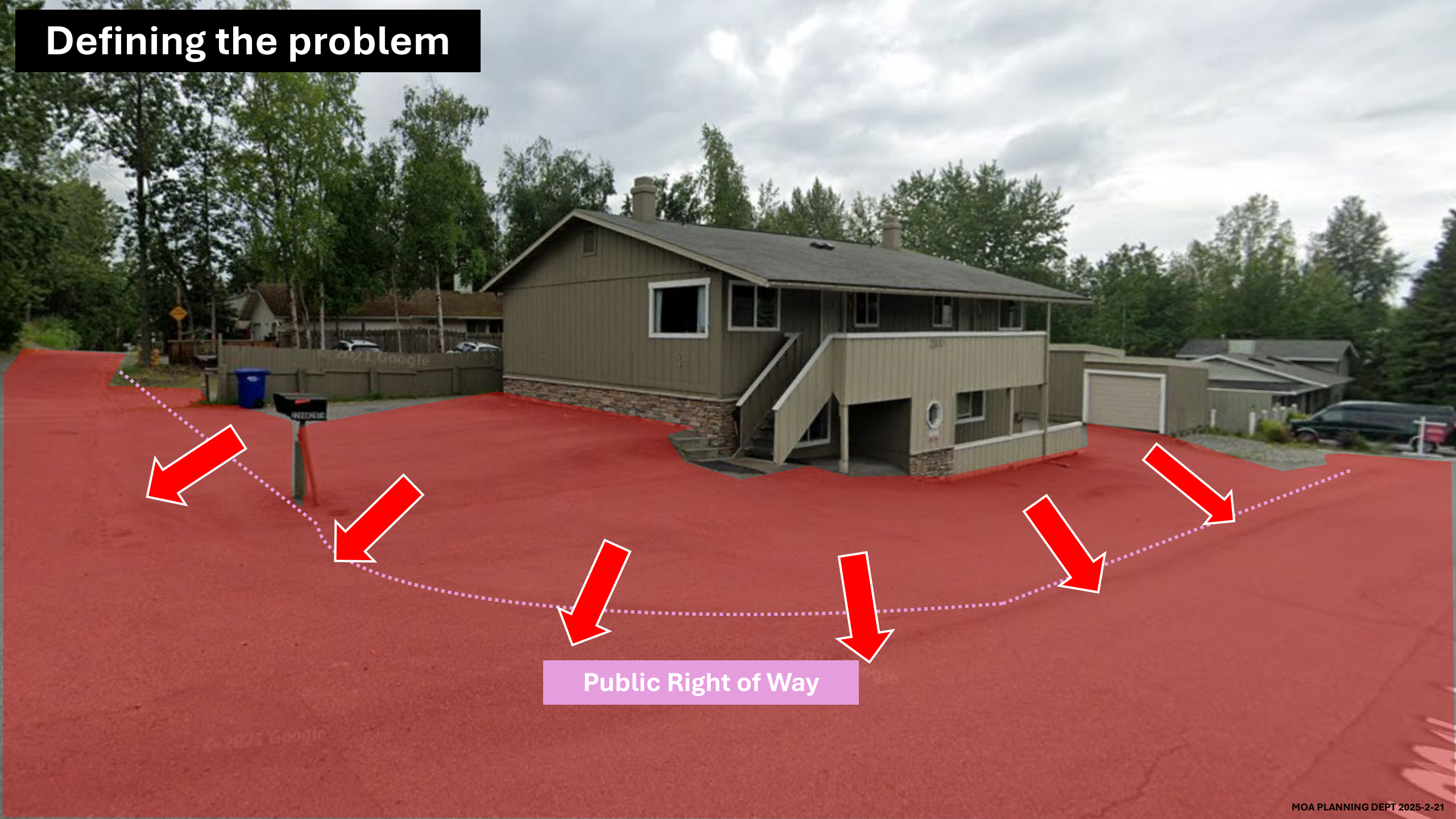
# Realistic Outcome



# Idealized Outcome



# Defining the problem



Public Right of Way



# Defining the problem



Public Right of Way

# Defining the problem



40'

40'

Public  
Right of Way



# Defining the problem



28'

40'

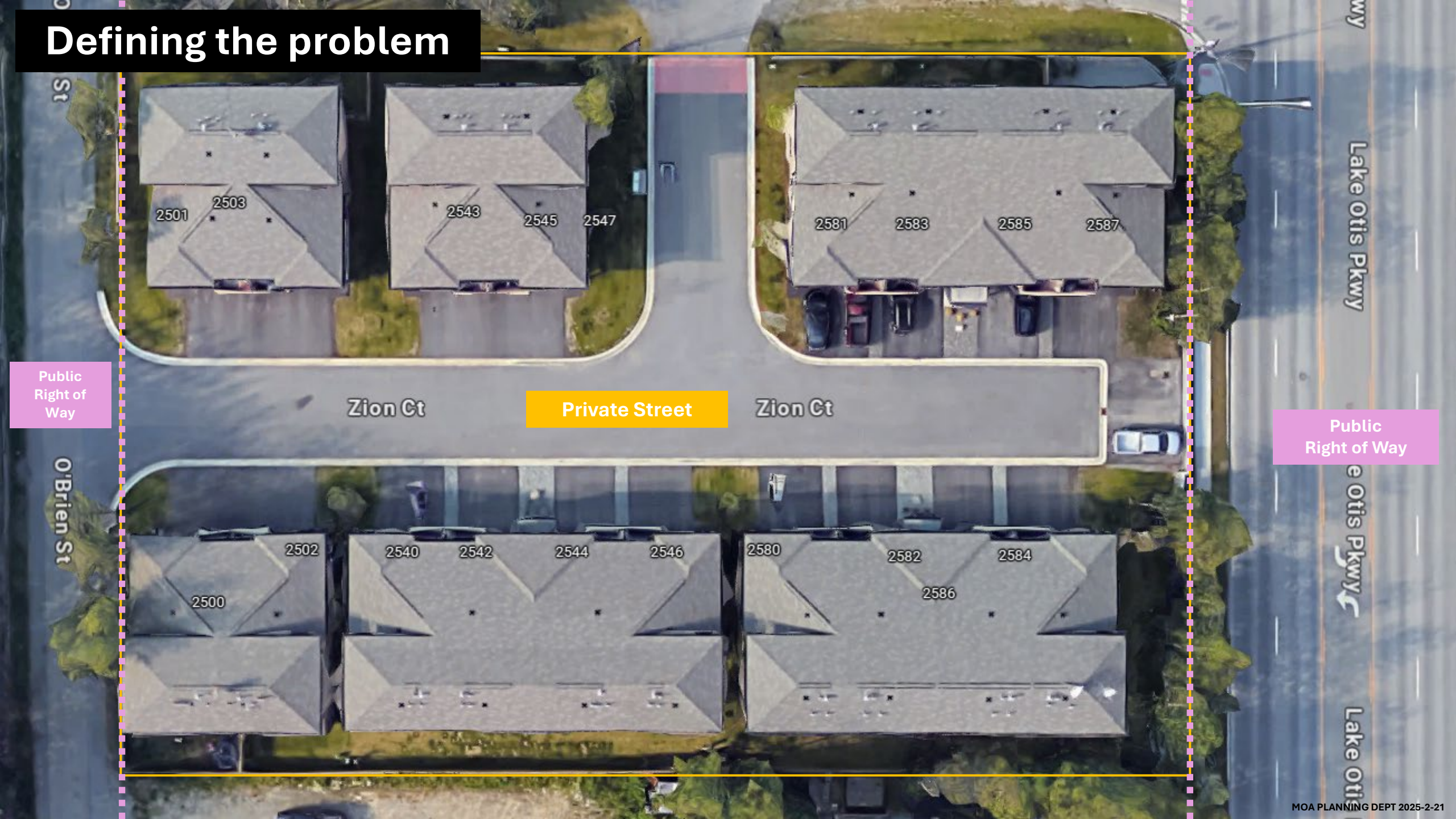
Public  
Right of Way

# Defining the problem



Public  
Right of Way

# Defining the problem



Public  
Right of  
Way

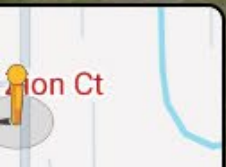
Private Street

Public  
Right of  
Way

# Defining the problem

See more dates

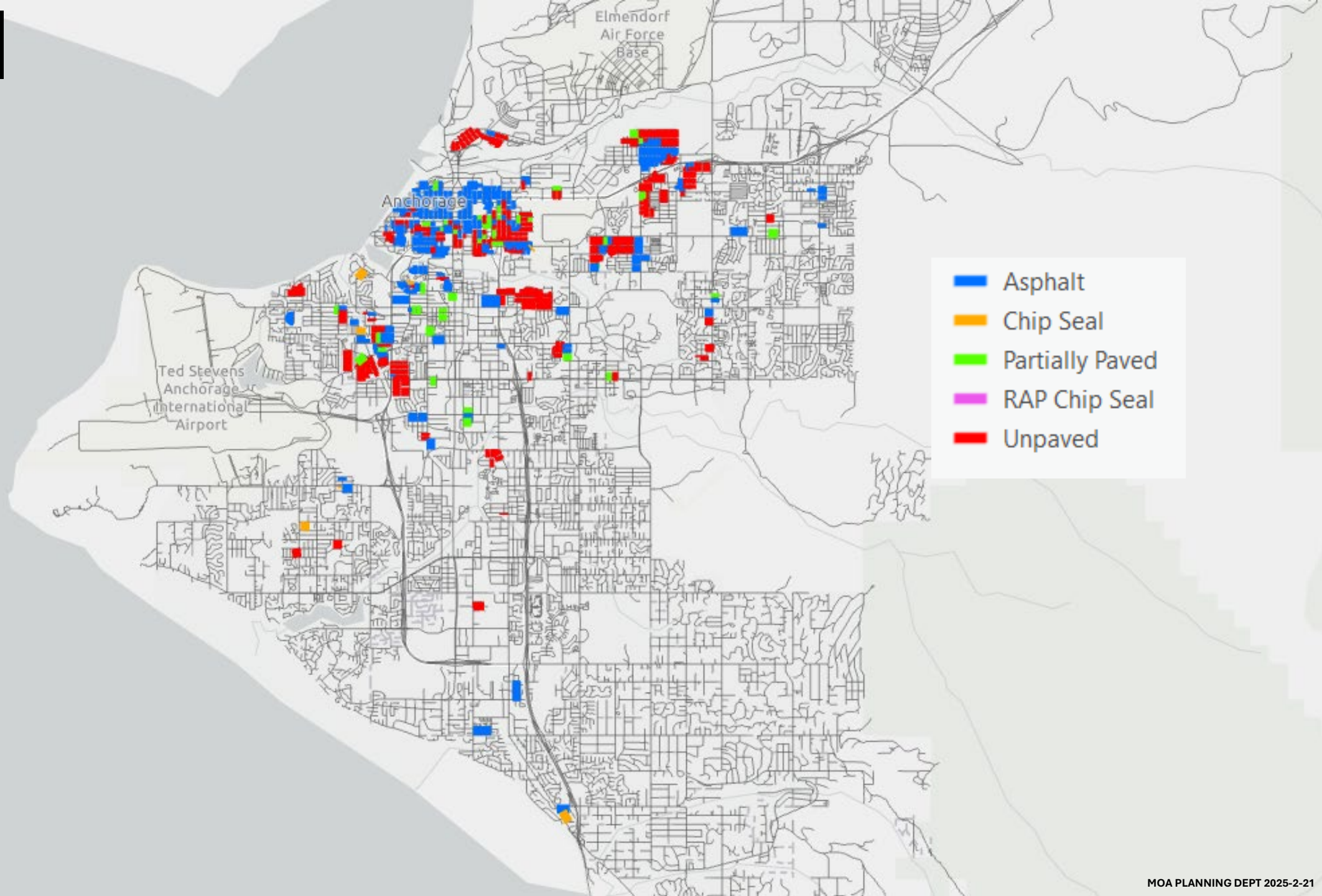
Private Street



# Defining the problem



# Alleys





# Door Orientation

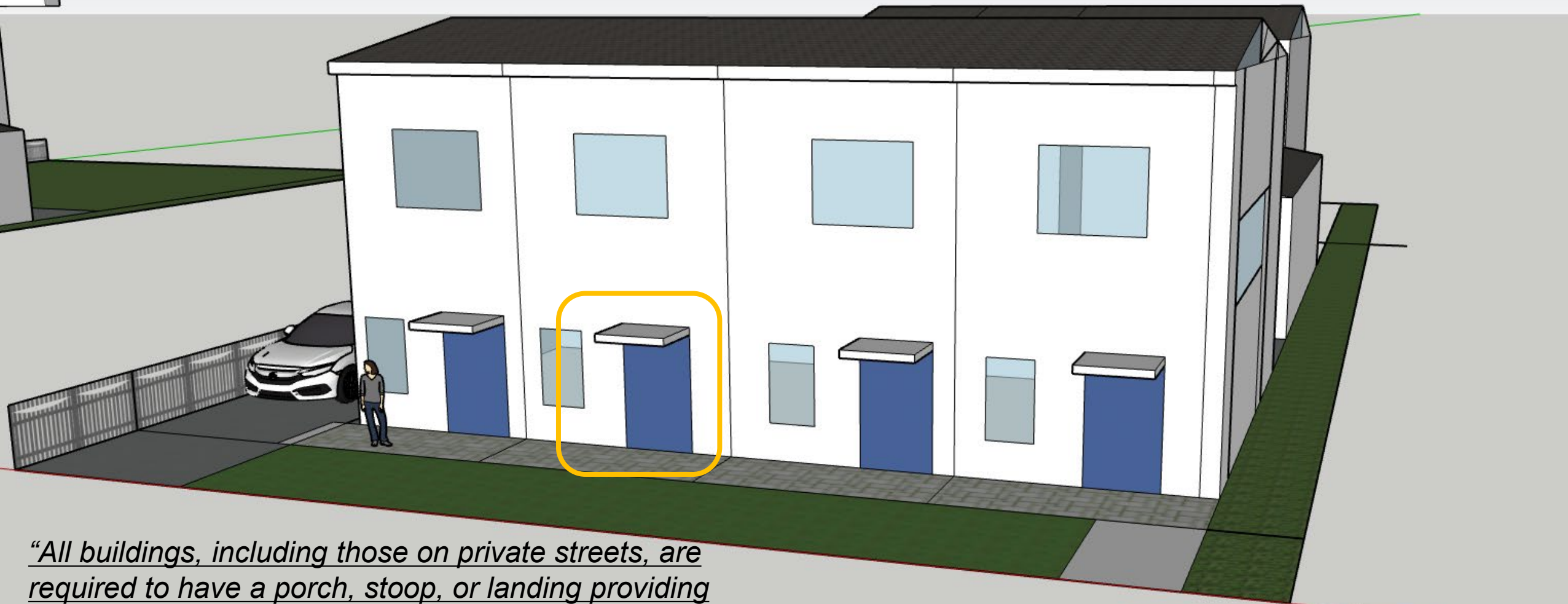


At least one primary entrance per building shall be visible (via an unobstructed line of sight) from a street or a common private open space (21.07.030), the parking lot, or a shared parking courtyard (21.07.090N).

## Other ways to improve conditions for pedestrians

- Design Criteria Manual (DCM) updates
- AMATS Complete Streets
- Municipality of Anchorage Long-Range Transportation Strategy
- Official Streets & Highways Plan Update

# 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.”

# Window Requirement



i. 15% of a primary frontage shall be visual access windows as measured in 21.15.0200 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 21.15.0200 or the window area of entrances (doors) with windows.

# Section 1 of the AO

## 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.]

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## 21.03 Review and Approval Procedures

This section covers the procedure for when someone asks for a variation from the existing standards for driveways. Currently it requires an administrative variance, which requires a longer process and extensive notification.

- **This change:**
  - Delete the administrative variance procedure for these variations. Traffic engineer and planning director would make the decision based on conditions on the ground.
- **Why?**
  - This section has created complexities for developers. This change should reduce cost and time, and increase flexibility by returning the process to what it was prior to “Site Access”.

# Section 2 of the AO

**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

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## 21.04.020 Zoning Districts, Residential Districts

Some zones in Title 21 have district-specific standards in which special rules are applied. The original site access project created a large list of compliance options in the Pedestrian Amenities Menu in chapter 7, but since the Pedestrian Amenities Menu is proposed to be deleted as part of this ordinance, references to it in this section no longer apply and must be removed.

### This change:

- Removes references that were deleted in subsequent sections.

# Section 3 of the AO

**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

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#### 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.]

## 21.04.030 Zoning Districts, Commercial Districts

Some zones in Title 21 have district-specific standards in which special rules are applied. The original site access project created a large list of compliance options in the Pedestrian Amenities Menu in chapter 7, but since the Pedestrian Amenities Menu is proposed to be deleted as part of this ordinance, references to it in this section no longer apply and must be removed.

### This change:

- Because pedestrian amenities were deleted in the following sections, references to them need to be removed in other sections.

# Section 4 of the AO

## 21.07.010 Development and Design Standards, General Provisions

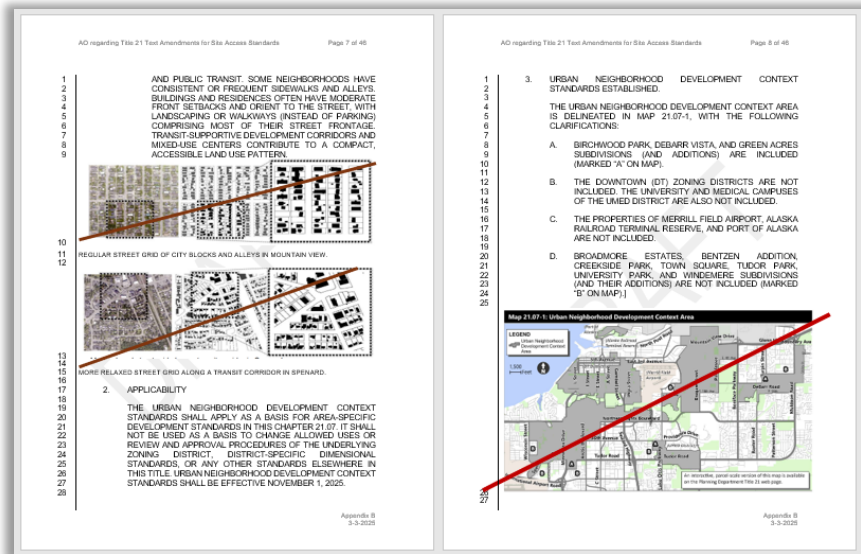
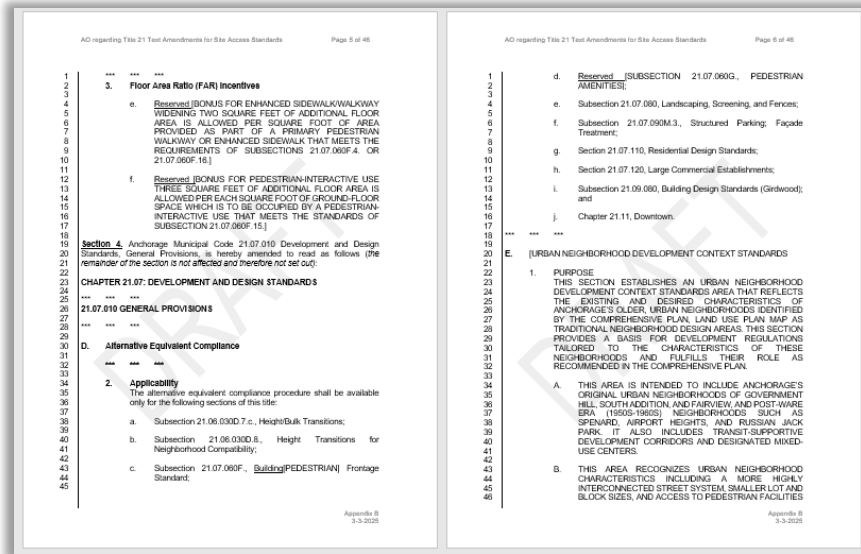
This section established an urban neighborhood development context standards area that reflects the existing and desired characteristics of Anchorage's older, urban neighborhoods identified by the Comprehensive Plan Land Use Plan Map.

### This change:

- Deletes the “context areas” that geographically indicated where a special set of standards would apply. Standards will either apply universally or be limited to certain zones or certain situations in code.

### Why?

- This simplifies code
- This will allow developers to be more responsive to neighborhood context and respect established patterns that serve neighborhoods well.





# Section 5 of the AO

**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)

\*\*\* \*\*

## 21.07.030 Private Open Space

Some items from the original Pedestrian Amenities menu of the site access project are proposed for retention, including the Shared Parking Courtyard.

### This change:

- Updates a reference that has moved

# Section 6 of the AO

**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**

\*\*\*    \*\*\*    \*\*\*

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AO regarding Title 21 Text Amendments for Site Access Standards

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### 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

## 21.07.060.E.2 Standards for Pedestrian facilities

This section covers the standards for when and where sidewalks should be built, and intends to provide convenient, safe, and regular pedestrian facilities along streets and within and between developments. Departmental comments proposed additional changes.

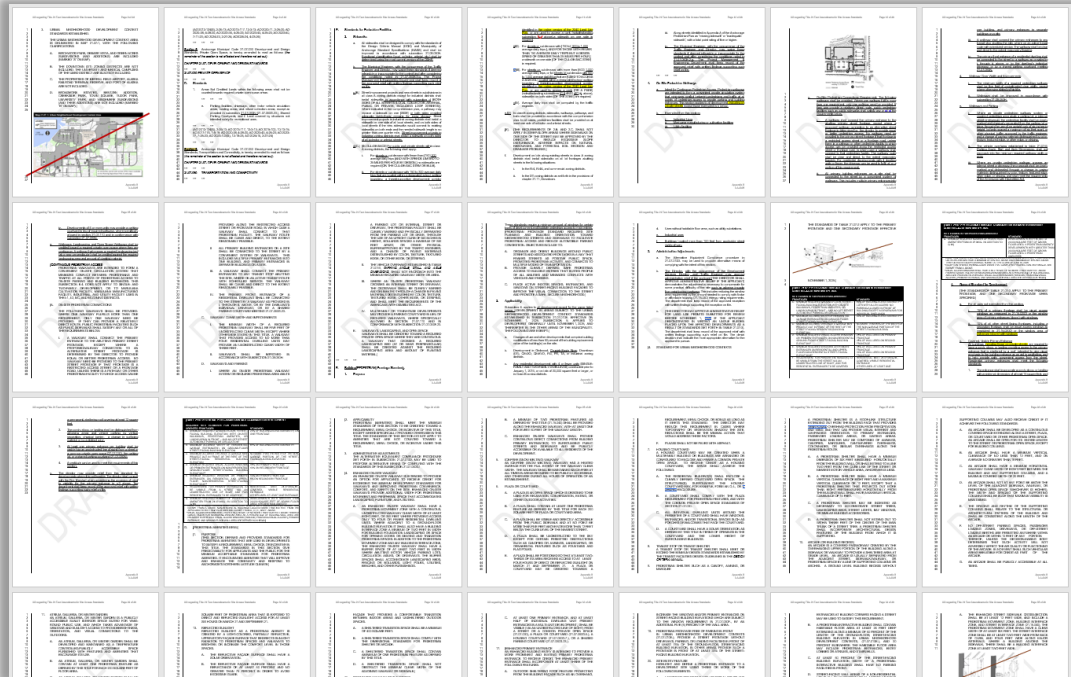
### This change:

- Adds a “relief valve” to waive the standards if they are not able to be feasibly met
- Exempts residential developments with 4 or fewer dwelling units from the requirements for walking paths on private property
- Changes for when sidewalks are required.

### Why?

- This changes balances the need for flexibility and responsiveness to site context, while also encouraging the development of walkways that make sense and function to minimize potential conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances.

# Section 6 of the AO



## 21.07.060.F Building Frontage Standards

This section has been renamed from “Pedestrian Frontage Standard” to “Building Frontage Standards” because after the deletions, what remains only pertains to the building frontage. This standard requires a minimum amount of windows and doors for certain types of development and facilitates pedestrian access to main entries.

### This change:

- Restores the window requirements to what they were previously:
  - Main frontage of a building must be 15% windows or doors
  - Other frontages must be 10% windows or doors
  - All buildings need a covered entrance, stoop, or landing

### Why?

- It was difficult / impossible for developers to meet these requirements

# Section 7 of the AO

- 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 CHAPTER 21.07: DEVELOPMENT AND DESIGN STANDARDS

### 31 \*\*\* \*\*

### 32 21.07.080 LANDSCAPING, SCREENING, AND FENCES

### 33 \*\*\* \*\*

#### 34 E. Types of Landscaping

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

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1

RED WIDTH OR AREALLOCATION REQUIRED	PLANT MATERIALS REQUIRED	OPTIONAL DESIGN STANDARDS
<b>TABLE 21.07-4: LANDSCAPING SPECIFICATIONS</b>		
<b>1. SITE PERIMETER LANDSCAPING REQUIREMENTS</b>		
<b>Parking Lot and Parking Facility Perimeter Landscaping</b>	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.  For parking lot perimeter landscaping for parking lots with 50 or fewer parking spaces and parking facilities (that includes excess pavement beyond the maximum allowed width of the driveway at the ROW), a <b>minimum</b> vertical barrier <b>greater than 18"</b> in height or depth (such as bollards, large rocks, walls, or fences) may be substituted for the L1 landscape bed and landscaping plantings. The barrier that make up the barrier may be placed in a manner that ensures that the barrier prevents vehicular circulation across the ROW.

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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 and Parking Facility Landscaping Requirements

a. Purpose

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## 21.07.080 Landscaping, Screening, and Fences

This section of the AO expands landscaping standards and makes some changes to how they apply to ensure that parking areas are always physically separated from the right-of-way. Drivers should not be able to drive from a parking lot into the street except through a regulation driveway. In general, this section:

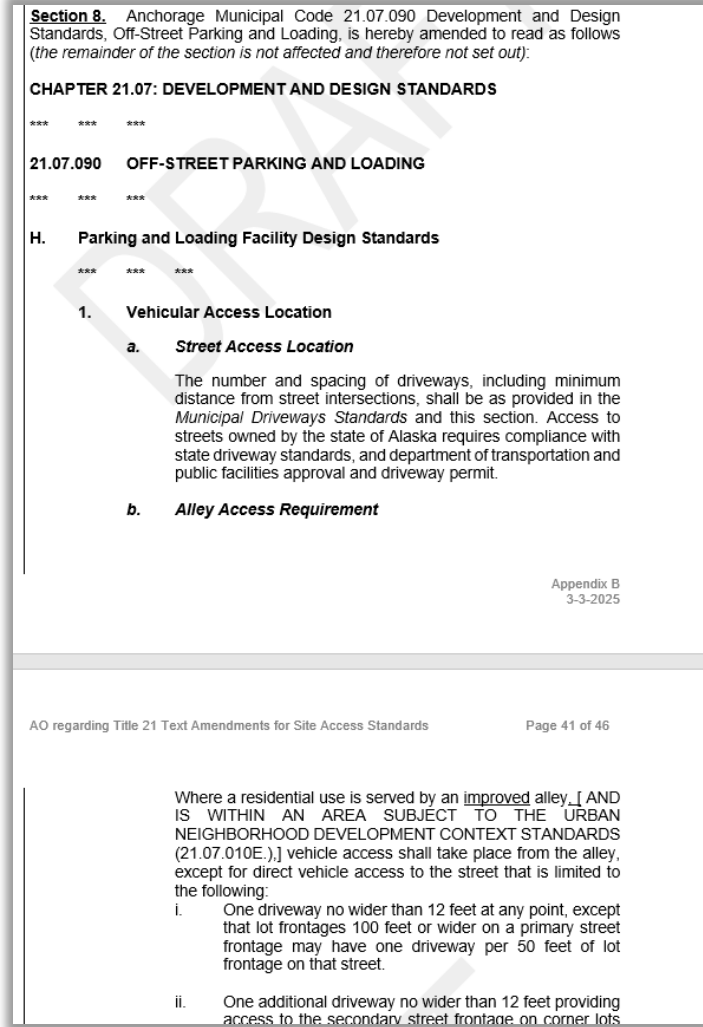
### This change:

- Requires perimeter landscaping to be placed where the parking lot abuts the right-of-way.

### Why?

- This addition is intended to improve pedestrian safety by requiring a non-drivable barrier with vertical separation for parking lots

# Section 8 of the AO



## 21.07.090 Off-Street Parking and Loading

This section focuses on driveway design and when properties must take access from an alley. Ensuring that properties take vehicular access from alleys when they are available, and it is feasible, is an important step for better pedestrian infrastructure on main rights-of-way.

This proposal:

**This change:**

- Reinstates much of what existed before site access.

**Why?**

- Alleys are a valuable form of infrastructure
- This issue has come up as very important to many members of the community

# Section 9 of the AO

**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

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### 21.07.110 RESIDENTIAL DESIGN STANDARDS

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#### C. Standards for Multifamily and Townhouse Residential

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##### 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.

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##### 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.

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(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)

## 21.07.110 Residential Design Standards

### This change:

- Updates naming and links

### Why?

- Clarity & consistency

Questions?

Thank You



# Scale and Pace of Change

2012-2014



2024



E 2<sup>nd</sup> Ave

# Scale and Pace of Change

2012-2014



2024



W 12<sup>th</sup> Ave



# Defining the problem

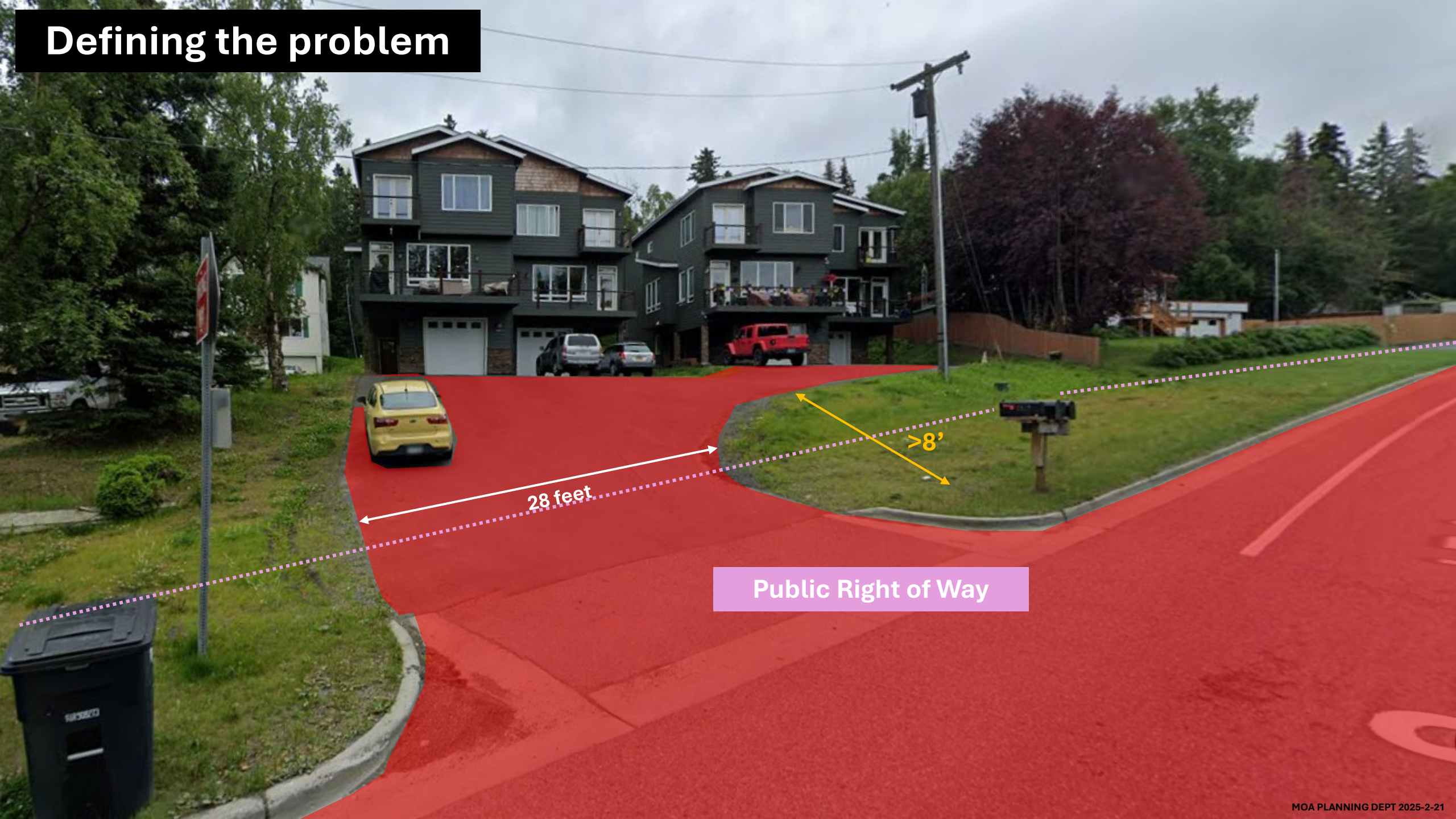


Private Property

28 feet

Public Right of Way

# Defining the problem



28 feet

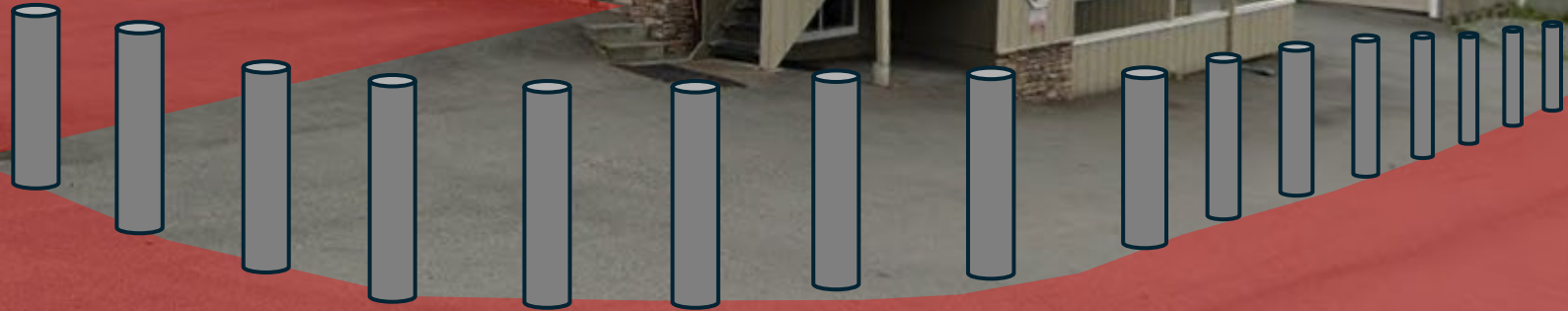
>8'

Public Right of Way

# Defining the problem



Public Right of Way



# Issues with Alley Access





# Issues with Alley Access



# Issues with Alley Access

