

## Proposed Amendment #1 to AO 2023-50

**AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.03, REVIEW AND APPROVAL PROCEDURES; 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; AND 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, IN ORDER TO AMEND THE SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE**

Submitted by: Assembly Member Cross

### PROPOSED AMENDMENT

**Purpose/Summary of Amendment:** This amendment applies the concept of the urban neighborhood context area to all zoning districts that allow multifamily housing construction, instead of limiting these areas to only those delineated on Map 21.07-1 on p. 8 of the Ordinance. Limiting the urban neighborhood context area creates an overlay district that concentrates the more walkable environment to only areas that already have walkable streets and leaves out those neighborhoods most in need of these improvements. There are many other places in Anchorage that benefit from a more walkable environment, and this amendment applies the “Urban Neighborhood Development Context Area” standards to all the zoning districts that permit multifamily dwellings and multi use dwellings, which have higher residential density goals and reflect an urban setting.

The attached Exhibit A, a letter from Melisa Babb, PLA, provides justification for the request. This letter was included in the packet for Planning and Zoning Case 2023-0011 beginning on p. 237 of 244.

### TEXT OF AMENDMENT

(adding new language, [DELETING CURRENT CODE LANGUAGE] and [~~Deleting words proposed by the unamended AO that are not in current code~~])

**AO Section 1, p. 2, beginning at line 42, amending as follows:**

7. *For Front Driveways on Multifamily and Townhouse Lots with Alleys. Where a multifamily or townhouse development site is served by an alley **subject to [in]** the Urban Neighborhood Development Context **Standards [Area]** (21.07.010E.), the director and traffic engineer may grant an administrative variance from subsection 21.07.090H.9.b., *Alley Access Requirement*, provided:*

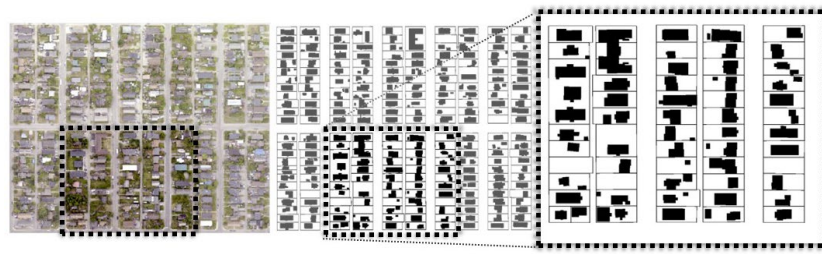
**AND AO Section 3, p. 6, beginning at line 43, amending as follows:**

E. *Urban Neighborhood Development Context **Standards [Area]***

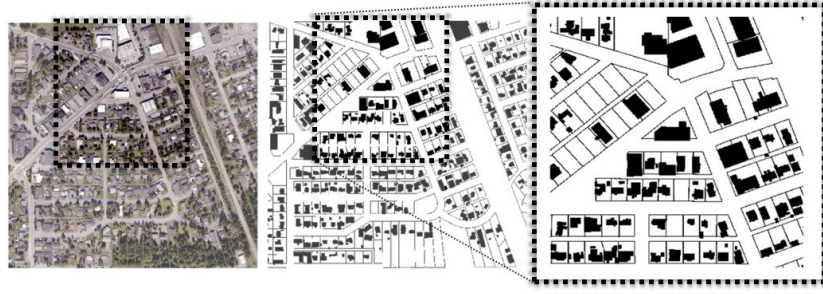
1. *Purpose.* This section establishes an Urban Neighborhood Development Context **Standards [Area]** that reflects the existing and desired characteristics of Anchorage's older, urban neighborhoods identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas, **and applies them to zoning districts that permit multifamily or mixed use dwellings. [Some are also identified in neighborhood and district plans.]** 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-war 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 and public transit. Some neighborhoods have consistent or frequent sidewalks and alleys. Buildings and residences often have moderate front setbacks and orient to the street, with landscaping or walkways (instead of parking) comprising most of their street frontage. Transit-supportive development corridors and mixed-use centers contribute to a compact, 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 [area]** 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.
3. Urban Neighborhood Development Context **Standards [Area]** Established. The urban neighborhood development context standards apply in the R-2M, R-3, R-4, R-4A, B-1A, B-1B, B-3, and RO zoning districts [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).]

***[Code Revisor: Map 21.07-1 is to be deleted]***



(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)

**AND AO Section 3, p. 11, beginning at line 16, amending as follows:**

2. Applicability. Subsection 4. applies to development in **areas subject to the urban neighborhood development context standards [area]** established in 21.07.010E. Subsection 5. applies to development in the other areas of the municipality. The following are exempt:

**AND AO Section 3, p. 24, beginning at line 12, amending as follows:**

- b. Alley Access Requirement. Where a residential use is served by an alley **subject to [in]** the Urban Neighborhood Development Context **Standards [Area]** (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:

**AND AO Section 3, p. 27, beginning at line 25, amending as follows:**

- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope prescribed by M.A.S.S. and A.D.A., except that in **areas subject to the urban neighborhood context standards [areas]** (21.07.010E.), public walkways on local streets shall be restored to a level running grade to the extent reasonably feasible.

**AND AO Section 3, p. 31, beginning at line 34, amending as follows:**

- i. Parking facilities in the Downtown (DT) zoning districts, and **in areas subject to** the Urban Neighborhood Context[s] standards [delineated] in subsection 21.07.010E. [TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN.] may meet the SMALL parking space and aisle dimensions in table 21.07-8[6]. Up to 30

...

**AND AO Section 3, p. 32, beginning at line 1, amending footnote 1 in Table 21.07-8[6] as follows:**

<sup>1</sup> Developments **subject to [in]** the Urban Neighborhood Development context standards [areas delineated] in 21.07.010E. [TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP IN THE ANCHORAGE 2040 LAND USE PLAN] may use the following alternative STANDARD parking space depth (Vehicle Projection): 19' 0" for 90-degree parking angle; 20' 8" for 75-degree parking angle; 20' 11" for 60-degree parking angle, and 19' 6" for 45-degree parking angle. Parking bay width may decrease as a result.

**AND the Municipal Clerk is authorized to make conforming amendments to AO 2023-50 as amended and approved by the Assembly, in consultation with the Planning Department Director, consistent with the intent and amendments by this Amendment #1.**

**Will there be any public or private economic effect to the proposed amendment?**

YES  NO (check one) **If yes, please detail below.**

No