



Municipality of Anchorage

Planning Department

Memorandum



G.1.

Date: February 13, 2023

To: Planning and Zoning Commission

Thru: *el* Craig H. Lyon, Planning Director
AB Kristine Bunnell, Long-Range Planning Manager

From: *TD* Tom Davis, AICP, Senior Planner, Long-Range Planning Division
EA Elizabeth Appleby, AICP, Senior Planner, Current Planning Division

Subject: Case No. 2023-0011, Title 21 Text Amendment to Site Access Standards

REVIEW DOCUMENTS AND PROCESS

The Planning and Zoning Commission is requested to hold a public hearing and make its recommendations regarding the Public Hearing Draft Title 21 Site Access Amendments. This is a text amendment to the regulations for pedestrian and vehicle site access in the Title 21 Zoning Ordinance. As provided in AMC 21.03.210, *Title 21 – Text Amendments*, the Planning and Zoning Commission will forward its recommendations to the Anchorage Assembly for final action on the proposed amendments.

For review are the following documents:

- This document: Staff Report Memorandum (includes the Department's recommendations and additional amendments for consideration)
- Attachment 1: Public Hearing Draft Ordinance (shows all deleted and added code text)
- Attachment 2: Clean Version of the Public Hearing Draft Ordinance (shows resulting code sections after adoption, and is easier to read)
- Attachment 3: Annotated (Narrated) Version of the Public Hearing Draft Ordinance (shows all deleted and added text in Title 21, along with explanatory rationale)
- Attachment 4: Public Comments (includes written comments, focus group notes, and a comment-response table)

BACKGROUND AND NEED

Assembly Ordinance (A.O.) 2022-80 (PZC Case No. 2022-0026) proposed similar reforms to the site access regulations along with reduced parking requirements for developments. The Assembly ultimately made changes in a Substitute version of the ordinance that eliminated minimum parking requirements and decoupled the site access amendments from the ordinance. The Assembly adopted A.O. 2022-80(S) in November 2022, with direction to address the site access amendments in a new and separate ordinance. The new public hearing draft *Title 21 Site Access Amendments* in PZC Case 2023-0011 is mostly the same as the original A.O. 2022-80 site access amendments, with some refinements including adjustments that respond to the Assembly's parking reforms.

Overall, the current Title 21 site access regulations make it more difficult and costly to develop new housing and businesses, especially on smaller urban lots. The *Anchorage 2040 Land Use Plan* and other elements of the *Comprehensive Plan* call for reforms to Anchorage's parking, driveway, and other site development regulations. The Title 21 site access regulations emphasize automobile access while not adequately accommodating alternative modes of site access. Title 21 requires and encourages wider driveways and vehicle circulation areas than necessary, especially for small multi-unit developments in the urban neighborhoods of Anchorage. Wide front yard driveways interrupt the sidewalk and alter the character of these urban neighborhoods.

As anticipated future infill site developments provide less off-street parking, it becomes more important to improve site access regulation to support pedestrian and alternative modes of transportation. Older, redeveloping urban neighborhoods in which there is more pedestrian infrastructure and public transportation alternatives can benefit from these code amendments. These amendments are also important to increasing the housing stock in Anchorage by reducing the need for costly and space-intense vehicle-oriented development and facilitating better use of the street right-of-way to support the recent elimination of minimum parking requirements.

SUMMARY OF AMENDMENTS

The Public Hearing Draft Title 21 Site Access Amendments revise code requirements for vehicle driveway access and circulation, on-site pedestrian facilities, pedestrian amenity incentives, and urban design standards for parking lot placement and building orientation along public streets. These site access development standards are also tailored for the urban neighborhood context areas.

The amendments comprise four main recommendations:

1. **Create an Urban Neighborhood Context Area** (stricter requirements for pedestrian access, pedestrian-oriented urban design, and vehicle alley access in these areas)
2. **Improve Site Access for Pedestrians and Alternative Transportation** (street-facing windows and entrances; parking placement mostly beside or at the rear of buildings; stricter limits on front garage width and garage projections in urban neighborhoods)
3. **Right-size Driveway, Alley Access, and On-Site Circulation Requirements** (less paved area requirements for multi-unit housing developments; improved alley access requirements with limits on front driveway width in urban neighborhoods)
4. **Consolidate and Simplify Regulations** (consolidated sidewalk, on-site walkway, and driveway sections; simpler and clarified wording of pedestrian amenity menu choices; merger of many pedestrian-oriented design regulations into easier-to-use tables instead of being in different text formats and sections scattered in Title 21)

These four main recommendations are outlined in more detail under the headings that follow:

1. Create an Urban Neighborhood Context Area

(Public Hearing Draft Section 21.07.010E., pages 3-5 in Attachment 3)

- a. **Establishes an Urban Neighborhood Development Context Area** based on patterns recognized in the *Anchorage 2040 Land Use Plan* and neighborhood and district plans. The Urban Neighborhood Development Context Area is shown in the map below.

No proposed changes to Title 21 development standards in this section.



Current Title 21 refers to the *Anchorage 2040 Land Use Plan Map* “traditional neighborhood design” areas for several regulations specific to urban neighborhoods. Placing the map above in Title 21 provides easier reference to simplify the review process. It also allows other site development standards to be tailored for urban contexts (see next page), recognizing these areas are unique. This map includes adjustments from the *Anchorage 2040* map that more accurately reflect where urban neighborhoods are in the Anchorage Bowl.

The Municipality’s Zoning Map does not account for urban neighborhood contexts. For instance, the R-2M residential and B-3 commercial zoning districts each include urban and suburban neighborhoods. The proposed urban context map provides a rational nexus of areas appropriate for requiring an urban level of pedestrian design standards. These areas have a more connected grid of streets, smaller city block and lot sizes, proximity to mixed-use employment centers, and greater access to pedestrian facilities and public transit options. Some urban neighborhoods have a rigid street grid pattern, others a more relaxed grid, as shown in the aerial images on pages 3-4 of Attachment 3.

2. Improve Site Access for Pedestrians and Alternative Transportation

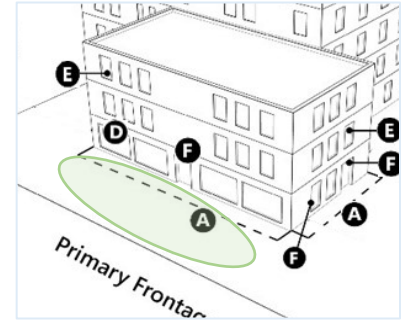
(Public Hearing Draft Section 21.07.060F., pages 8-10 in Attachment 3)

a. **Pedestrian Frontage Standard: Parking Placement.**

Amends requirements to place parking lot facilities mostly beside or behind buildings to engage the street without parking in front: Replaces an existing maximum required setback for mixed-uses and a menu parking placement standard for multifamily. Newly applies to commercial uses.

Urban Neighborhoods: At least half of the street-facing building elevation of residential and commercial uses to have no parking in front, except duplexes in R-2 zones.

Suburban Neighborhoods: A smaller part of the building to have no parking in front, exempting commercial buildings located more than 100 feet from the street.

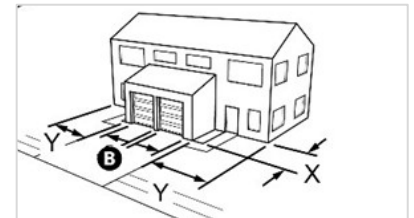


b. **Residential Garage Widths and Projections Reduced in Urban Neighborhoods.**

Replaces an existing menu standard for multi-family and townhouses with the same garage limitations as homes and duplexes have. Removes a requirement to articulate narrow homes/duplexes that have garages.

Urban Neighborhoods: Reduces the allowed garage door width and garage projection on front façades.

Suburban Neighborhoods: No change to existing allowed garage width and projection.



c. **Street-Facing Windows Increased in Urban Neighborhoods and for Commercial Uses.**

Revises existing requirements for residential and mixed-use buildings to have street-facing windows. Applies the mixed-use window requirements to commercial uses.

Urban Neighborhoods: Increases required window area from 10% to 15% of residential and upper floor façade walls; and from 15% to 25% of non-residential ground-floor façades.

Suburban Neighborhoods: No change to existing 10% residential and 15% mixed-use requirements, except to relax by 5% on secondary frontages, and apply to commercial uses.

d. **Visible, Sheltered Building Entrances.** Consolidates and simplifies the requirement for visible, covered primary entrances on multifamily dwellings with single- and two-family dwellings. No change to the single- and two-family requirement except to reduce the min. entrance shelter size and distinguish the entry space from adjacent parking. Relaxes and simplifies the requirement for visible primary entrances on mixed-uses, and applies that simplified mixed-use standard to commercial uses for consistency.

e. **Clarifies Pedestrian Amenity Choices in a Consolidated, Generally Applicable Menu.**

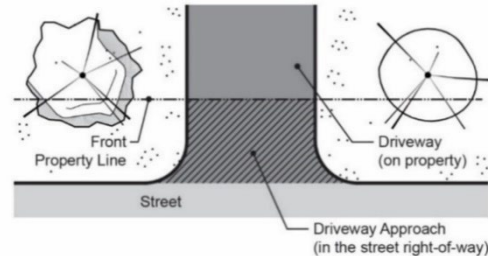
Multifamily, mixed use, and commercial developments must select 2 amenities in urban neighborhoods and 1 amenity in other areas from the Title 21 Pedestrian Amenities menu. Five menu options added from similar menus being deleted that previously applied to multifamily and mixed use. Existing menu choices becoming more flexible.

3. Right-Size Driveway, Alley Access, and Circulation Standards

(Public Hearing Draft Section 21.07.060H., pages 18-24 in Attachment 3)

a. **Municipal Driveway Standards**

Clarification. Clarify that the *Municipal Driveway Standards* applies to the minimum and maximum width of the driveway approach within the right-of-way and the minimum driveway throat length.



b. **More Consistent and Flexible Alley Access Requirement for Urban Neighborhoods.**

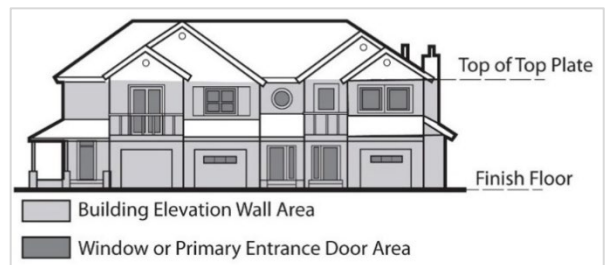
- **Refers to the Urban Neighborhood Context Areas map** (see Section 1) instead of the *Anchorage 2040 Plan* for where the alley access requirement applies.
 - **Allows a front driveway for multifamily housing.** Allows one 12-foot-wide front driveway per 50 ft of street frontage on lots with alley access, for all residential uses—including multifamily (i.e., 3 or more dwelling units on a lot).
 - **Reduces frequency of allowed front driveways for duplexes and townhouses.** Standard applies to amount of street frontage (one driveway per 50 feet) instead of the number of units, for consistent treatment of different housing types and retention of public street curb space for snow storage, on-street parking, and pedestrian facilities.
 - **Allows corner lots with multiple units to have a second driveway.** Duplex, townhouse, and multifamily uses on corner lots may have a 12-foot driveway from the side street.
 - **Tightens administrative exception to grant wider front driveways.** Limits eligibility to multifamily. Requires public documentation of the approved exception.
- c. **Allows Parking Spaces to Back into Alleys, By-right.** Allows parking spaces along alleys to use the alley as the parking aisle without need for on-site turnarounds.
- d. **Traffic Engineer Review of Garage Doors Set Close to Public ROW.** Where the garage bay door setback will not be enough to accommodate a parked car in the driveway without hanging across the sidewalk or into the street, Traffic Engineer must review and approve.
- e. **Restores Level Sidewalks.** Where driveways are constructed across sidewalks in the Urban Neighborhoods, requires the sidewalk to be restored to a level running grade.
- f. **Exempts Multifamily from On-site Turnaround Requirements (up to 4 spaces).** Exempts up to 2 multifamily parking spaces (or 4 tandem spaces) from on-site maneuvering aisle requirements for in driveways along local streets, freeing up a lot of space on the site.
- g. **Reduces Minimum Width of Multifamily Driveways.** Allows 2-way driveways providing access for up to 10 residential parking spaces to be 1-lane wide. Also reduces the minimum by-right width of multifamily driveways to 10 feet for 1-lane and 20 feet for 2-lane internal access driveways (not including parking aisles).

4. Consolidate and Simplify Regulations

a. **Easier-to-use Code for Sidewalks.** Clarifies existing Title 21 requirements and design standards for street sidewalks.
No substantive change.

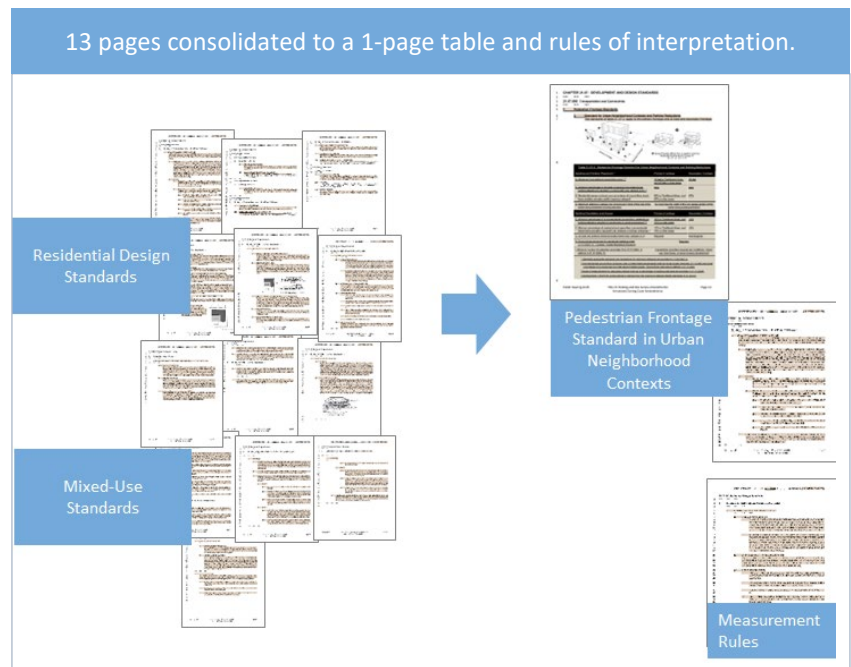
b. **Easier-to-use Code for On-site Walkways.** Merges four Title 21 sections into one generally applicable section for on-site pedestrian connections, to make it easier to use.
No substantive change.

c. **Clarified Pedestrian Facility Definitions and Easier Window Area Measurement.** Five new/clarified definitions in Title 21 glossary. Consolidates and clarifies existing Title 21 “rules of interpretation” for measuring windows and primary entrances as a percentage of street-facing façade wall.



d. **Easier-to-use Code for Driveways, Alley Access, and On-site Vehicle Circulation.** Consolidates and clarifies the Title 21 driveway, on-site vehicle circulation, and urban alley access standards, by merging 3 sections into one intuitive sequence of driveway standards.
See previous page for substantive amendments to specific standards.

e. **Easier-to-use Code for Pedestrian Frontage Standards.** Merges the pedestrian standards in Section 2 (page 5) from different sections of Title 21 into one section with an illustrated table.
No substantive change for the reorganization of the information into the table. See Section 2 (page 5) for amendments made to specific pedestrian standards.



COMMENTS AND PUBLIC PROCESS

Methods of Public Engagement. Experts, design/architectural professionals, business organizations, neighborhoods, public agencies, municipal committees and commissions, and individuals helped shape the draft text amendments. Public and agency comments on the original site access code amendments (A.O. 2022-80) were obtained using the following methods: Small-group forums; Design workshops; Public information sessions; Online survey and live poll questionnaires; Outreach to community organizations; and agency consultations. Comments that helped revise the site access amendments as part of PZC Case 2022-0011 were obtained through the Assembly working group on the A.O. 2022-80(S), further agency consultations, outreach to community councils, and a series of small expert focus group meetings.

Comments Regarding the Previous (2022) Public Hearing Draft Ordinance. The Planning Department received comments of support for the previous version of the site access amendments that were bundled with the parking amendments (A.O. 2022-80). These comments are not included in this memorandum or its attachments as they applied to a previous version, but it is worth noting that the previous version was similar to this code amendment.

2023 Public Hearing Draft Distribution. The Public Hearing Draft Title 21 Site Access Amendment was released for agency and public review on December 23, 2022 and scheduled for the February 13 Planning and Zoning Commission public hearing. Notice was provided for Case 2023-0011 in accordance with the procedures of AMC 21.03.020H., *Notice*. The documents were posted on the Planning Department webpages and distributed for review and comment to all review agencies and Community Councils. The February 13 public hearing was announced on the Municipality of Anchorage Public Notices webpages. The February 6 Planning and Zoning Commission work session was also advertised on the Public Notices and project webpages.

Comments Received. Written comments received prior to writing this staff report memorandum are provided in Attachment 4. Several agencies including the Traffic Engineering Department, Private Development, Anchorage Water and Wastewater Utility, and Alaska Department of Transportation and Public Facilities provided statements of support or no objection. The municipal Right-of-Way Section had concerns about the recent reduction in off-street parking but did not provide specific direction for the site access amendments. Right-of-Way wrote, “snow removal should be a high priority when developmental standards are implemented,” and called for more public transit, parking structures, and pedestrian corridors in response to reduced parking requirements. Comments from the President of Fairview Community Council were generally supportive, and recommended further differentiating urban neighborhoods and street designs.

Focus Groups. Four small focus group meetings with development and design experts and urban neighborhood representatives were held in January 2023. Summaries of these meetings are provided in Attachment 4. Project staff also appeared at the January meeting of the Federation of Community Councils Board of Delegates and consulted with municipal agencies.

Comment-Response. In response to the comments received, staff reevaluated and determined changes should be made to the public hearing draft Title 21 text amendments, as documented in Attachment 4. These changes are addressed in the Department recommendations on pages 10-12.

CONSISTENCY WITH TITLE 21 TEXT AMENDMENT APPROVAL CRITERIA

Subsection *21.03.210C.*, *Approval Criteria*, sets forth that text amendments to Title 21 may be approved if all three of the following approval criteria have been met.

The Department finds all three approval criteria are met as follows:

Approval Criteria 1: The proposed amendment will promote the public health, safety, and general welfare.

The proposed text amendments will promote public health, safety, and general welfare by achieving the goals of the project, improving the pedestrian experience, and facilitating urban infill development. Walkable places improve universal accessibility and promote active living, important components of public health and safety. Pedestrian-oriented design also ensures people with varying mobility can access a site, including those who do not have access to a car. Walkable streets provide safety benefits with natural surveillance and promote social cohesion. In addition, there are physical and mental health benefits to pedestrian access.¹ Since the amendments are tailored by neighborhood, requirements can be increased where it is feasible in urban neighborhoods while still addressing the pedestrian experience across the Municipality.

Approval Criteria 2: The proposed amendment is consistent with the comprehensive plan and the stated purposes of this title.

Consistency with the Stated Purposes of Title 21

The amendments are consistent with the purpose of Title 21 provided in AMC 21.01.030. The amendments promote development patterns and site designs that protect and enhance the surrounding neighborhood, facilitate development in city centers and infill areas to create efficient travel patterns, promote public health and safety with transportation mode choices, encourage a diverse supply of housing in livable neighborhoods, and encourage the efficient use of existing infrastructure and the available land supply.

Consistency with the *Anchorage 2040 Land Use Plan (2040 LUP)*

This project implements the following actions, policies, and design principles in the *2040 LUP*:

- Action 4-6: Amend Title 21 and other regulations for internal site circulation for vehicles, parking courtyards, and private lanes for compact infill housing.
- Action 7-2: Incorporate neighborhood compatibility standards in compact housing developments in Actions 3-4, 4-3, 4-4, 4-6, 4-7, and 4-10.
- Shared Infill Design Principle: Building orientation and scale that frames a welcoming walking environment.
- Shared Infill Design Principle: Windows and entrances of active uses, such as stores, offices, or living spaces, address the street and public realm.
- LUP Policies: 2.3, 3.2, 4.2, 4.4., and 7.1.

¹ Braun, Lindsay Maurer. 2015. *The Benefits of Street-Scale Features for Walking and Biking*. Published by the American Planning Association. Accessed February 1, 2023. https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Benefits-of-Street-Scale-Features-Walking-Biking.pdf

Consistency with the *Anchorage 2020 Comprehensive Plan*

The code amendments are consistent with the following policies: Residential Policies 9, 10, 12; Commercial Policies 20, 21, 23, 24, 25; Transportation Policies 30, 32, 34; and General Design & Environment Policy 46.

Consistency with Area-Specific Plans

The site access amendments conform to neighborhood and district plan policies regarding infill and redevelopment, land use, and urban design. These plans include primarily the *East Anchorage District Plan*, *Fairview Neighborhood Plan*, *Government Hill Neighborhood Plan*, *Spenard Corridor Plan*, *West Anchorage District Plan*, and the *Anchorage Original Neighborhoods Historic Preservation Plan*. In particular, the following policies apply: *Spenard Corridor Plan* - Street Edge Character Policy 3.20 and *Fairview Neighborhood Plan* - Goal/Strategy 2.4.

Consistency with the *AMATS Plans*

The amendments implement policies and strategies that support multi-modal transportation options, including those under Goal 3: Improve Travel Conditions, Goal 5: Promote Environmental Sustainability, and Goal 6: Quality Decision-Making: 3H-2. Policy, 3I-1. Action, 3I-2. Policy, and 6F-1. Action of the *AMATS 2040 Metropolitan Transportation Plan*. The amendments are consistent with objectives 1-I and 1-V under Goal 1, to increase the number of pedestrians using the non-motorized transportation network and to reduce car use on roadways by providing incentives for non-motorized transportation in the *AMATS Non-Motorized Transportation Plan*.

Approval Criteria 3: The proposed amendment is necessary or desirable because of changing conditions, new planning concepts, or other social or economic conditions.

These code amendments provide benefits to public health, economic development, and community-building that result from pedestrian-oriented design. The American Planning Association writes, “pedestrian-oriented design is an effective tool to...increase vibrancy in town centers and main corridors”². Recent news stories in Anchorage media have highlighted outmigration. Pedestrian-oriented design is an attractant for residents and tourists.

The site access code amendments also support the recently adopted elimination of minimum parking requirements by making pedestrian travel more enjoyable and feasible so that automobile miles are reduced. The changes to driveway access also will help provide space on the street for snow storage and parked vehicles. In addition, the proposed code amendments reduce the land space and money required to be spent on driveways and parking, which will help address the housing shortage and high cost of housing in Anchorage. The Public Hearing Draft Title 21 Site Access Amendments align with both the practical realities of development in Anchorage and best practices in urban design.

² Pena, Johamary and Shah, Sagar. 2022. “Connecting Destinations through Pedestrian-Oriented Design”. Published March 10, 2022. American Planning Association blog. Accessed February 1, 2023. <https://www.planning.org/blog/9227407/connecting-destinations-through-pedestrian-oriented-design/>

DEPARTMENT RECOMMENDATION

The Department recommends **APPROVAL** of the Public Hearing Draft Title 21 Site Access Amendments, with the following amendments.

The following amendments numbered 1 to 11, respond to the public comments and focus groups discussed on page 7. A comment-response table in Attachment 4 summarizes the public comments and the staff responses that originated the following amendments. Five of the amendments are non-substantive clarifications, purpose statements, or technical corrections. Two amendments (1 and 8) adjust the approval process for administrative relief from the alley access requirements. The remaining four (5, 6, 9, and 10) are substantive adjustments to add more flexibility to some garage and front driveway development standards.

In the following amendments, proposed additions to the public hearing draft code language are shaded and underlined. Proposed deletions are [SHADED AND ALL-CAPITALIZED IN BRACKETS].

1. Amend current Title 21 Chapter 3, Subsection 21.03.180J., *Administrative Variances*, to move an alley access administrative exception from subsection 21.07.090H.9.b.iii., *Alley Access Requirement*, to the *Administrative Variances* section of Title 21 to become a new administrative variance, as shown below. (See also related amendment 8 on page 12.)

This amendment changes the approval process for administrative exceptions from the alley access requirements to require mailed public notice and to allow for public comment.

To support this amendment, also revise the title of the public hearing draft ordinance to include “Chapter 21.03, Review and Approval Procedures” in the list of amended chapters.

J. Administrative Variances

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7. For Front Driveways on Multifamily and Townhouse Lots with Alleys

Where a multifamily or townhouse development site is served by an alley in the Urban Neighborhood Development Context (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.

2. Clarify Subsection 21.07.010E.3., *Urban Neighborhood Development Context Area Established, Map 21.07-1* (Attachment 3, page 5), by labelling the streets and other landmarks in the map that delineate the boundaries of the Urban Neighborhood Development Context Area. Edit the text of the map description in E.3. (Attachment 3, page 4) as necessary to assist with the clarifications.
3. In Section 21.07.060F., *Pedestrian Frontage Standard*: Revise the illustration and Row A of *Table 21.07-2* in Subsection 21.07.060F.4., and Row A of *Table 21.07-3* in Subsection 21.07.060F.5. (Attachment 3, pages 9 and 10), to clarify the intent of what Row A in the tables allows and prohibits between the building façade and the street, as follows:
 - i. Adjust the left-hand illustration above *Table 21.07-2*, to depict the intent for there to be pedestrian space and landscaping rather than parking in front of the building.
 - ii. Revise the left-hand column of Row A in *Tables 21.07-2* and *21.07-3* as follows:

Site Elements for Pedestrian-Oriented Frontages	Standard
A. Minimum required ground-floor, street-facing building elevation <u>with on-site walkways, pedestrian amenities, or landscaping in front—and no off-street automobile parking or circulation [WITHOUT DRIVEWAYS OR PARKING FACILITIES IN FRONT].</u>	50% of building elevation width ¹ Lost with alley access: no parking allowed in front of building except in driveways for individual dwellings

4. Amend Subsection 21.07.060F.4., *Table 21.07-2*, in footnote 1 at the bottom of the table (Attachment 3, page 9), by revising the exception for duplexes from the standard in Row A to be more flexible, by changing the footnote wording as follows,

¹ Exception: On lots without alley access in R-2A, R-2D, and R-2M zoning districts, two-family (duplex) developments may have a minimum of 20%[25%] in A. above and a maximum of 67% in B. above.

5. Amend Subsection 21.07.060F.4., *Table 21.07-2*, in Row C, right-hand column (Attachment 3, page 9), to remove the prohibition against projecting garages in urban neighborhoods with alleys, as follows:

Site Elements for Pedestrian-Oriented Frontages	Standard
C. Maximum allowed distance a garage may project out in front of the rest of the street-facing residential building elevation <i>(No change to this language in right-hand column.)</i>	[NONE ALLOWED ON LOTS WITH ALLEY ACCESS] <i>(No change to the rest of the standard in right-hand column.)</i>

6. Amend current Title 21 Section 21.07.090A., *Off-Street Parking and Loading – Purpose*, by adding the following objective regarding the public hearing draft driveway regulations. This objective was originally recommended in A.O. 2022-80 as approved by PZC:

- 5.** Manage the width and frequency of driveways along street frontages to reduce conflicts with traffic and provide space for street snow clearing and storage, on-street parking (where appropriate), and pedestrian facilities.
7. Amend Subsection 21.07.090H.9.b.iii. (Attachment 3, page 19, lines 21-18), which is an administrative exception from the *Alley Access Requirement*, by replacing its content with a reference to the Title 21 *Administrative Variances* section, as follows. The content of iii. is proposed to become an administrative variance (See amendment 1, above).

iii. The director and traffic engineer may approve an administrative variance from the requirements of this subsection, as provided in 21.03.180J.7.
8. Amend Subsection 21.07.090H.9.d., *Paired Residential Driveways Allowed* (Attachment 3, page 19, lines 37-40), by changing the maximum combined width of the paired driveway from 24 feet to, “28 feet, provided other standards of this section are met.” This relaxation of the proposed standard reflects existing/past practices in Traffic Engineering administrative review of paired driveways, in consideration of street snow clearing operational needs.
9. Amend Subsection 21.07.090H.9.e., *Residential Garage Setback* (Attachment 3, page 20, lines 5-9), by replacing its content with the language below. The first replacement sentence below improves the flexibility of the proposed standard, clarifies its intent, and makes it generally applicable. The second sentence below clarifies the current practice of the Municipality to require garage doors to be set back four-feet from streets and alleys to ensure adequate site distance.

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 21.07-8, *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 site distance for turning and maneuvering.
10. Clarify Subsection 21.07.090H.11.d.vi., *Minimum Driveway Width* (Attachment 3, page 23, lines 35-38) by adding the following reference to other applicable codes to the end of the provision:

Minimum driveway widths are also subject to other applicable codes, including the Fire Code.
11. Correct the ordinance’s depiction of existing Section 21.07.110E.4., *Alleys* (Attachment 3, Page 39, line 6) by inserting existing subsections a. and b. from current code. Show a. and b. as being deleted along with the rest of Section E.4., as follows:

[A.] THE INTENT OF THIS SECTION IS TO PROMOTE VEHICLE DRIVEWAY ACCESS FROM REAR ALLEYS AND REDUCE THE IMPACTS OF FRONT YARD DRIVEWAYS IN OLDER URBAN NEIGHBORHOODS.]

[B.] THIS SECTION APPLIES TO RESIDENTIAL DEVELOPMENTS LOCATED IN THE TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP, IN THE ANCHORAGE 2040 LAND USE PLAN.] *(Correct the numbering of the subsequent subsections of E.4. in the draft ordinance.)*

RECOMMENDED FINDINGS

The Planning Department submits the following draft *findings of fact* for consideration by the Planning and Zoning Commission:

1. The Title 21 Site Access Amendment meets all three approval criteria for text amendments to Title 21 in 21.03.210C., *Approval Criteria*.
2. The Title 21 Site Access Amendments respond to forecast housing needs and Goal 4: Neighborhood Housing in the *Anchorage 2040 Land Use Plan (2040 LUP)* to accommodate the housing needs of Anchorage residents through infill and development that is compatible with the neighborhood.
3. The Title 21 Site Access Amendments respond to actions, policies, and design principles in the *2040 LUP*, including Goals 2 and 3 for growth through infill, redevelopment, and mixed-use centers.
4. The Title 21 Site Access Amendments respond to the unique development characteristics of urban neighborhoods and identifies these neighborhoods in a manner that enables appropriate, contextual development standards in Title 21.
5. The Title 21 Site Access Amendments respond to AMATS transportation planning policies and strategies for pedestrian access as important components of transportation infrastructure and factors in congestion management and equitable access.
6. The Title 21 Site Access Amendments are consistent with district and area-specific plans, including the *Spenard Corridor Plan* and the *Fairview Neighborhood Plan*.
7. The Title 21 Site Access Amendments reflect a significant public involvement effort to inform, engage, and incorporate input from stakeholders, experts, and the public to develop and revise the ordinance.
8. The Title 21 Site Access Amendments align with both the practical realities of development in Anchorage and best practices in urban design.
9. The Title 21 Site Access Amendments provide benefits to public health, economic development, and community-building that result from pedestrian-oriented design.

ATTACHMENTS

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