

20210-0126 Omnibus— proposed changes to Title 21 for alignment & clarity
Discussion for RCCC 10-14-21 PZC hearing Nov 8, '21

Most of the proposed changes do not apply to our area, however, a summary is attached for those who want to review all of them. Those that might be of concern are:

1. Aircraft hanger allowed use—size can be up to 200% of residential square footage and has to be associated with a legally established air strip. No discussion about limits on commercial use of hanger, although the words allowed in “private residential” are added.

Set backs must be maintained.

Private hangers would be allowed in all zones commonly found in the Hillside, eve, R10.

See A21.05.070 D

The RCCC might consider commenting on clarification that commercial use will not be allowed and ask how this will be enforced.

2. R-3 zone changes—for density per acre--aligning a housekeeping error is meant to deal with inconsistent calculation for allowing dwelling units per acre in various parts of Title 21.

As far as impacting SE Anchorage, R3 SL (special limitations) zoning is exempt from the above proposed changes. All R3 properties in SE Anchorage are R3-SL except the Castle at O'Malley.

3. Another change involves storing a vehicle for more than 14 days that hasn't moved—it must meet required setbacks. In Class B districts (Our area) it is 25'.

I don't know why this is being proposed nor how it will be enforced, but many hillside residents have RVs and old cars that are stored for much longer than 14 days. While I wouldn't mind getting rid of some non-functioning cars, this could impact those who have RVs and boats.

Summary of Omnibus Title 21 proposed changes

This ordinance proposes several changes to Title 21 that bring code in line with current practices and to provide clarification to certain sections. The proposed changes include:

1. Giving the Building Official the authority to grant a one-time extension, for a period of up to 12 months, for land use permits.
2. Extending the timeframe for the I-2 zoning provisions to allow uses that existed prior to the implementation of the Title 21 Rewrite Project (2002-2012) and were current as of December 31, 2013, for certain properties along the C Street corridor right-of-way, north and south of 100th Avenue.
3. Increasing the size of up to two qualifying sheds or greenhouses that may be erected into a required side or rear setback from 150 square feet to 200 square feet.
4. Adding "Aircraft hangar, private residential" as a permitted use in the Table of Accessory Uses.
5. Removing unnecessary language under requirements for developing an ADU and removing the prohibition of seeking a variance to the use-specific standards for ADUs.
6. Providing clarification to the definition of an intermodal shipping container (connex) that when they are fully sided and roofed, they are not considered an intermodal shipping container.
7. Clarifying that a vehicle left in a static position for longer than fourteen consecutive days is considered a stored vehicle and must meet the required setback minimums.
8. Increasing the allowed densities in the R-3 District to be more consistent with intended target densities in this zoning district.
9. Clarifying that both covered and uncovered porches are allowed up to 5 feet in the front yard setback.
10. Amending parking requirements for restaurant uses that is more in line with actual utilization rates.
11. Providing an exception to paving a driveway when it connects to a gravel road.

12. Clarifying when residential development is required to use an alley for access parking.
13. Removing the eight unit maximum for Unit Lot Subdivisions.
14. Removing "private" from parking lot type as there is no code distinction from a private or public parking lot.
15. Removing the ten-foot setback requirement for residential development in Downtown.
16. Clarifying size requirements for freestanding signs in the commercial, industrial, downtown, turnaround, Transition, and airport districts and removing language about a cash bond requirement for temporary signs.
17. Removing all references to the Title 21 User's Guide.

When current Title 21 was adopted in 2014, substantial changes were made to the entire code. It was known at that time there may be unintended consequences and/or further need to clarify sections of code as it was used. It was discussed with the public, the Planning and Zoning Commission and the Assembly, that periodic omnibus ordinances of proposed amendments would be put forward to correct these issues. The above listed amendments are intended to bring code in line with current practices and to provide clarity where needed to better implement Title 21 in line with the adopted 2020 Anchorage Bowl Comprehensive Plan, 2040 Land Use Plan, and other adopted plans.