

TITLE 21 COMMITTEE MEETING NOTES

9-13-07

The Committee came to order at 9:30 a.m. Present were all three committee members as well as staff and members of the public.

The Committee started with Industrial Districts on page 21 of the public hearing draft.

Mr. Coffey asked about the language on page 21, lines 23 and 31-32 as follows: "This District is applied to areas designated as industrial/industrial reserve by an adopted plan." What does this mean? Staff stated it is an effort to tie zoning to the land use plan map.

Ms. Selkregg asked about how we would handle zoning/re-zoning in the future. The land use map is a picture of where we would like to go over the 20 year life of the land use map.

A member of the public asked if I-1 uses were permitted within the I-2 district. This will be discussed in chapter 5.

As to Anchorage International Airport, the staff wants to regulate areas "unnecessary for aviation dependent or aviation related uses." This is problematic.

Basically, all airports have a master plan. In Mr. Coffey's opinion the master plans for those airports should be controlling and any role for the Planning Department should be very minimal.

The Committee then discussed the Antenna Farm zone. Ms. Selkregg suggested District Specific Standards which should include compatibility with surrounding uses, impact on view shed and noise and sound. Mr. Coffey suggested looking at the existing law re: towers for district specific standards.

The Committee then discussed the PCD (compared to PUD or Conservation District). When we review chapter 3, then there will be further discussion.

As to the PLI district, the question was the use of the word "major" on line 28 page 23. The Committee concurred that this word was undefined and confusing and should be deleted.

Then the Committee discussed the PR (parks and recreation district". This is new and will apply to existing parks. The buffer for active recreation was discussed.

The Turnagain Arm District was discussed. It was noted, in response to a question from Mr. Coffey, that the district specific standards are a compilation and simplification of the existing R-11 zone and the existing Turnagain Arm Area Plan.

The Overlay District was discussed. First, the Committee talked about making it more flexible. It is the intent of the Committee to impose additional conditions, but perhaps also to eliminate a provision in an existing zoning to which the overlay district would apply.

The Airport Height Overlay District. This is mandated by the Federal Aviation Administration so this is simply a re-statement of what the Feds require. Dan Bolles noted that the contour lines particularly at Birchwood are erroneous.

The Committee then reviewed the FHO-Flood Hazard Overlay District. Ms. Ossiander wants to know what is the definition of where this district would be applied. The definitions in chapter 14 define the area for application of this District.

Ms. Ossiander asked about the provisions of page 27, lines 12 and 13.

Mr. Coffey asked if these standards currently exist. The staff replied that these are existing standards slightly modified by more recent FEMA requirements.

Ms. Ossiander relates this to her experiences in Peters Creek. Mr. Bolles stated that the enforcement is very poor and the designation of the flood plain areas is inaccurate.

The Committee stopped its work at the end of Chapter 4.