

From:

Turnagain Community Council Board of Directors

Comments: Title 21 Public Review Draft #2

March 2, 2006

1. 21.03.020 Additional Information: This is a good addition, assuming it means the public will also have access to such information in a timelier manner.
2. 21.07.070 Neighborhood Protection Standards B 1,2 & 3 Height Transitions for Neighborhood Compatibility: Thank you for this section. It is most appropriate given our northern climate and low sun angles.
3. 21.07.080 Landscaping: landscaping within public projects (roads, highways, facilities) should include sustainable low maintenance materials. This would reduce future maintenance costs. Is this part of what is included in Plant Materials, item 1 a under General Landscaping Requirements and Standards?
4. 21.07.080 F4 Landscaping Unites Awarded: The point system should make it more advantages to retain appropriate viable existing vegetation. There should be a greater difference between mature (taller) trees and the smaller, younger growth. (tree retention)
5. 21.07.080 Landscaping F5 (pg 350) Site Perimeter Landscaping: This is a great concept. Please keep this in the proposed code, maybe make it even more stringent and it should be enforced. This also goes for major landscaping / tree buffers between incompatible land uses. This is even better when existing
6. 21.04 .070 Airport District Zones A2: There are no district specific standards. This merits much more discussion. No such district should be designated for Ted Stevens International Airport until such time as the West Anchorage District Plan has been developed. The West Anchorage District Plan will incorporate some of the airport areas and activities since the airport is the major influence in the area. Any standards for the airport districts must protect lands that have historically and traditionally been used and are being used now as parkland or community use land in perpetuity. This should apply to any of the airport sites, Merrill Field, Birchwood and Ted Stevens International Airport.
7. 21.07.90 Off-Street Parking and Loading: While maximum parking requirements are addressed, it should be given more emphases. The reasons we previously stated are still valid. Incentive points given for using

- less parking, encouraging land use design that is more winter city oriented while making it easier for pedestrians and those who use, or might be encouraged to use, mass transit. Parking provided above and beyond a "maximum" would be taxed each year to compensate the Municipality for revenue lost to the differential value of asphalt to building that could be placed on the site. This also would go to compensate for the additional site drainage created by the additional asphalt.
8. Parking, con't: Thank you for increasing the parking at high schools and middle schools.
 9. 21.07.30 Open Space B Private Open Space 4 b Areas Not Credited: We are glad to see this section. If properly implemented and enforced this should result in attractive, inviting neighborhoods.
 10. 21.07.20 D Wildlife Conflict Prevention Areas: we still think this title should be Wildlife Preservation and Conflict Prevention Areas. The applicability section in this draft is an improvement. The standards and guidelines are good but we still don't think this has as much preservation as it should have. Consider adding the Wildlife Preservation section from the previous draft Anchorage is wildlife. Don't forget that Title 21 should reflect Anchorage 2020.
 11. 21.03.200 Appeals: While this section hasn't changed much and is still restrictive, it is better than it was in Draft 1. This process does not need to be any more restrictive than the existing process. The increase in appeal fees has the effect of limiting "frivolous" appeals.
 12. Some how we must keep the Sign Ordinance from being diluted even before this document is adopted.
 13. A general comment – we still recommend incentives be developed that encourage Leadership in Energy and Environmental design (LEED), especially for our northern climate.
 14. Community Councils should be major participants in the community land use process. We will have to work with the process as presented. Where it doesn't meet the public need, it may need to be revised in the future. If at all possible, initial information should be presented at regularly scheduled community council meetings. When this can't happen, the location and time of meetings should be such that at least give the opportunity for the most community participation. Sometimes one meeting is enough. Most of the time several meetings may be needed as the community and the developer/ builder/ agency work together to bring forth a project or plan that will provide physical, environmental, social and economic

enhancement to a neighborhood, community, and the Municipality of Anchorage.

15. LAND USE MAP COMMENT: There are errors on the recommended changes map and all the maps in relation to W. Northern Lights Blvd from Forest Park Drive to Turnagain Parkway / Wisconsin. The land on the north side of the road from Forest Park Drive to just before Turnagain Parkway is parkland owned by the Municipality (except for the railroad right of way). This needs to be checked. The zoning that is indicated on the maps is the zoning in place prior to the widening of W. Northern Lights Blvd. in this section. The land on the south side of W. Northern Lights Blvd. from Fish Creek to the southeast corner of Turnagain Street and W. Northern Lights Blvd. is Municipal parkland. Again the zoning shown on the maps is the zoning prior to the widening of W. Northern Lights Blvd. The southwest corner of this intersection would be the best location for any neighborhood business. This use to be a service station and the lot immediately to the west is used as R-O at the current time and has been for the past 35 years. The southeast corner of Wisconsin Street and W. Northern Lights is municipal parkland and has utility structures located on it. It is small and not a good site for any kind of business. PLEASE LOOK AT THIS AREA AGAIN. IF YOU HAVE QUESTIONS CALL US.

16. These are just a few comments. While Title 21 should be fine tuned over the next few months, we should not forget that this is to be the tool to implement the comprehensive plan, Anchorage 2020. Does this truly reflect the goals and objectives of Anchorage 2020? Will it work? The present Title 21 has not be a stagnant ordinance. Over the years, many changes have been made in the code. It does not read as it did when it was first adopted. When this new Title 21 is adopted, we will find things that don't work as envisioned. These parts will be amended and changed. There will be some areas that we will wish we had made more stringent. There will be areas that we will have made too stringent. These things will change. This is the start of the future of Anchorage. Let's move ahead to the next phase.

Submitted by Pat L. Redmond for the Turnagain Community Council Board of Directors.

Pat L. Redmond
2434 Foraker Drive
Anchorage, AK 99517