

See AR 2004-108(S-2)

Submitted by: Chairman of the Assembly at the
Request of the Mayor
Prepared by: Project Management &
Engineering; Development
Services; Traffic; Fire
For reading: April 13, 2004

ANCHORAGE, ALASKA
AR NO. 2004- 108

**A RESOLUTION AMENDING TITLE 21 OF THE ANCHORAGE MUNICIPAL CODE OF
REGULATIONS TO ADD A NEW CHAPTER 21.90, REGULATIONS GOVERNING MULTIPLE
DWELLING UNIT RESIDENTIAL DEVELOPMENT ON A SINGLE LOT OR TRACT WITHIN
THE MUNICIPALITY.**

WHEREAS, on September 30, 2003, the Assembly passed AO 2003-68 (as amended); and

WHEREAS, the Assembly directed the Municipality to establish procedures for construction of private roads within developments to municipal private road standards, to establish standard design criteria for private roads, to establish adequate and safe parking, private and emergency vehicle access, and pedestrian amenities, and to establish a process for obtaining public use easements for improved connectivity; now therefore,

THE ANCHORAGE ASSEMBLY RESOLVES:

Section 1. Title 21 of the Anchorage Municipal Code of Regulations (AMCR) is amended to add a new Chapter 21.90 as follows:

**Regulation 21.90 MULTIPLE DWELLING UNIT RESIDENTIAL DEVELOPMENT ON
A SINGLE LOT OR TRACT.**

21.90.001 Definitions

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning.

AASHTO shall mean American Association of State Highway and Transportation Officials.

AMC shall mean Anchorage Municipal Code.

BMP shall mean Best Management Procedures.

Contractor shall mean the party to whom a municipal building permit, land use permit, or right of way permit is issued, and who is responsible for the installation of all public and/or private roads, parking areas, pedestrian amenities, drainage features and utilities, and other associated site improvements required by the permit.

DCM shall mean the Municipal Design Criteria Manual.

Developer shall mean the party obligated under a subdivision agreement, development agreement, right of way permit, building permit, or land use permit, for all required road improvements, parking areas, pedestrian amenities, drainage features, utilities and other improvements required by the agreements or permits.

Development shall mean a residential development ultimately consisting of more than two (2) dwelling units per lot or tract.

Driveway shall mean the paved connection meeting Municipal Driveways Standards located between the garage of a dwelling unit and the adjacent roadway (public or private) or between the travel aisle of a parking lot/area and the adjacent roadway (public or private).

FTD shall mean Field Density Test(s).

IFC shall mean International Fire Code, as adopted in AMC Chapters 23.45 and 23.55.

MASS shall mean Municipality of Anchorage Standard Specifications.

MUTCD shall mean Manual on Uniform Traffic Control Devices.

Parking Lot/Area shall mean more than two (2) parking spaces, not located in a roadway, designed to provide parking for a development. Maneuvering for the parking spaces may occur either in the roadway or a travel aisle where parking is back-to-back, depending on the parking space configuration.

Parking Space shall mean one (1) space where a vehicle is intended to be parked.

Plan shall mean a document, prepared by a professional engineer licensed in the State of Alaska, showing all applicable items as listed below in subsection 21.90.003E.1.

Private Roadway shall mean a roadway located on private property that provides access from driveways to public roadways. Maintenance for private roadways shall be the responsibility of the private owners.

Public Roadway shall mean a roadway constructed in public right-of-way or in a public use easement to Municipal standards. The Municipality of Anchorage shall be responsible for maintenance of public roadways.

PUE shall mean Public Use Easement(s).

21.90.002 **General Duties of Developer**

- A. The Developer shall be responsible for planning, designing, and constructing all elements of private roads within a development to meet or exceed municipal private road standards. Approval of an engineered road construction plan, quality control plan, and verification the developer has retained the services of a Professional Engineer, licensed in the State of

Alaska, for inspection of the private road construction shall be required prior to obtaining Building or Land Use permits from Building Safety. Certified as-built/record drawings and a compilation of weekly inspection and test reports for all private road construction shall be submitted to Building Safety prior to issuance of any certificates of occupancy for the development.

- B. The Developer shall be responsible for providing adequate Public Use Easement (PUE) dedication for connectivity and/or internal site circulation as required by the Municipal Traffic Engineer. A plan shall be prepared and signed by a professional licensed in the State of Alaska to clearly identify the improvements required to serve a development. All required PUEs shall be dedicated by plat or recorded by book and page prior to issuance of any certificates of occupancy for the development. All public roads constructed within required PUEs or peripheral rights of way shall be built under a subdivision agreement or development agreement, as defined in AMC Chapters 21.80 and 21.85, or under a municipal right of way permit. The Developer shall enter into the subdivision or development agreement prior to obtaining Building or Land Use permits from Building Safety.

21.90.003 **Responsibilities of Developer, Contractor, and Municipality**

A. Developer Responsibilities.

1. The developer shall submit engineered plans for the construction of all private roadways and other facilities required to serve a development as part of the submittal package for a Building or Land Use Permit.
2. The developer shall provide adequate public use easement dedication when required by the Municipal Traffic Engineer for improved connectivity, circulation and/or public safety as set out in AMC Section 21.15.150.
3. The developer shall provide additional right of way dedication for peripheral roads as required by the Municipal Engineer.
4. The developer shall enter into a subdivision agreement, development agreement, or right of way permit for construction of all roads and other facilities within dedicated public use easements or right of way.
5. The developer shall ensure that subsequent builders or owners performing work on-site or in the adjacent right(s) of way are supplied with a copy of the approved site plans.
6. The developer shall be responsible for all work on-site or in adjacent right(s) of way until the development is issued certificates of occupancy. The developer shall not be responsible for the actions of a third party performing work outside of the developer's subdivision agreement, right of way permit, Building Permit, or Land Use Permit.
7. The developer shall retain the services of a Professional Engineer, registered in the State of Alaska, for inspection of all private road, drainage and utility construction to ensure all improvements are in compliance with applicable Municipal standards.
8. The developer shall work with the contractor to ensure daily and weekly inspection and test reports are prepared and submitted in accordance with the requirements set out in subsection E.2. below; and that certified as-built drawings are prepared for all

- 1 private road and drainage construction and submitted to the municipal Building
2 Safety department.
- 3 9. The developer shall be responsible for identifying all permits required for a
4 development (including, but not limited to, Right of Way Permit, Flood Hazard
5 Permit, Wetlands Fill Permit, Corps of Engineers 404 Permit, Title 16 Fish Habitat
6 Permit) and for working with all concerned regulatory agencies to obtain required
7 permits prior to the commencement of work.
- 8 10. Prior to issuance of individual building permits, the developer shall be responsible
9 for the preparation of a hydrogeologic report to provide accurate assessments of
10 seasonal high groundwater table elevations for the purpose of maximum foundation
11 depth determination, and to resolve the need for footing and foundation drains. The
12 report shall be based on analysis of groundwater table tests conducted in accordance
13 with the procedures specified in subsection E.6. below, and shall bear the signature
14 and stamp of the responsible engineer or hydrogeologist. The report shall contain
15 recommendations for the mitigation of groundwater penetration into crawlspaces
16 and/or basements.

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18 **B. Contractor Responsibilities.**

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- 20 1. The contractor shall construct all improvements associated with a development in
21 accordance with the approved plans, issued permits and in compliance with all
22 applicable municipal standards.
- 23 2. The contractor and all subcontractors shall perform all site work such that it will not
24 cause adverse pedestrian and vehicle safety impacts to the development, adjoining
25 developments, or adjoining right of way.
- 26 3. Prior to obtaining a building or land use permit, the contractor shall submit
27 verification that the services of a licensed professional engineer have been retained
28 for construction inspection of all private road improvements as well as an approved
29 quality control plan and construction schedule for those improvements to be
30 approved by the Municipal Engineer.
- 31 4. The contractor shall be responsible for compiling daily and weekly inspection reports
32 for submittal as set out in subsection E.2. below.
- 33 5. The contractor shall be responsible for repairing or replacing any improvements
34 found to be insufficient or damaged due to materials, workmanship or the actions of
35 the contractor or subcontractors.
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37 **C. Municipal Engineer Responsibilities.**

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- 39 1. The Municipal Engineer shall review and approve or disapprove all plans for all
40 developments.
- 41 2. The Municipal Engineer shall determine if improvements are to be made to
42 peripheral right of way as required for connectivity, circulation, public safety and/or
43 access, as set out in AMC Section 21.15.150.
- 44 3. The Municipal Engineer shall determine to what standards any required
45 improvements are to be constructed. The construction standards may not exceed the
46 applicable standards of AMC Title 21.

4. The Municipal Engineer shall determine if additional right of way dedications for peripheral roads are required.
5. The Municipal Engineer shall include the approved plan within the applicable agreement.
6. The Municipal Engineer and/or building official may periodically inspect construction of the required development improvements for conformance with the approved plan.
7. The Municipal Engineer shall review and approve or disapprove all design or construction variances from the standards in this regulation.
8. The Municipal Engineer shall review the as-builts and inspection reports for consistency with these regulations and the approved plans.

D. Municipal Traffic Engineer Responsibilities.

1. The Municipal Traffic Engineer shall review proposed plans to determine if Public Use Easement dedications are required within a development for the construction of public roadways.
2. The Municipal Traffic Engineer shall review and approve or disapprove proposed plans to ensure all vehicle and pedestrian safety standards as well as parking and maneuverability standards have been met.
3. The Municipal Traffic Engineer shall review proposed plans to determine if plans comply with the Municipal Driveway Standards.

E. Procedures.

1. Plan Preparation: Construction plans shall include the following information:
 - a. Scaled drawing; minimum scale 1" = 50'-0";
 - b. Dimensions of all proposed roads, driveways, parking and adjacent right of way;
 - c. Existing and proposed property lines;
 - d. Adjoining right of way;
 - e. Existing and proposed drainage facilities on property and in the right of way;
 - f. Existing and proposed topography extending a minimum twenty-five (25) feet beyond all property boundaries;
 - g. Proposed post-development drainage patterns including grade breaks, grade break elevations and drainage arrows;
 - h. Easements dedicated by plat or recorded by book and page;
 - i. Development setbacks;
 - j. Wetland boundaries;
 - k. Stream protection setbacks;
 - l. Relevant cross sections of parking areas, sidewalks, curbs, loading bays, ramps, and all other features of the parking area where cross sections will clarify grade breaks and elevations;

- m. Construction details and standard cross sections of all proposed roads, public and private, showing street width, limits of excavation, frost classification of subgrade material, depth of classified fill, pavement thickness, curbs, gutters, shoulders, deep utilities, storm drain;
 - n. Elevation profiles of all proposed roads, public and private;
 - o. All street geometrics including curb return radii;
 - p. Water plans and elevation profiles;
 - q. Sewer plans and elevation profiles;
 - r. Building footprint(s) and driveway location(s);
 - s. Finished floor elevations and finished garage floor elevations;
 - t. All proposed landscaping;
 - u. Locations of all proposed erosion and sediment control BMPs;
 - v. All proposed points of ingress/egress and AASHTO sight distance triangles at those proposed points shall be identified;
 - w. Parking calculations;
 - x. Illumination plans with certified lighting and glare statement;
 - y. Certified Site Lighting Analysis and Glare Statement for commercial use parking lot lighting only;
 - z. Clearing limits;
 - aa. Storm drain plans and elevation profiles; and
 - bb. Applicable manhole details, pavement cut, and replacement details in conformance with MASS.
2. Daily and weekly inspection reports shall be compiled by the engineer of record and submitted to Building Safety by close of business, Monday following the reporting period. Failure to comply with this requirement may subject the Contractor to issuance of a stop work order until compliance and/or additional fees. The certificates of occupancy shall not be issued until all inspection reports have been received and approved by the Municipal Engineer. At a minimum, the inspection reports shall contain the following information:
 - a. Date the work was observed;
 - b. Project name;
 - c. Scope of work;
 - d. Weather conditions and temperature while work was observed;
 - e. Depth of excavation;
 - f. Sieve analysis and classification of structural fill material placed within the roadway prism or utility trenches;
 - g. Verification all organics have removed from the subgrade;
 - h. Sieve analysis and classification of structural fill material placed in the private roadway, storm drain trench and/or utility trench;
 - i. Source and method of backfill;
 - j. Results of field density testing as set out in subsection E.3. (below), for all road and trench backfill;
 - k. Compaction methods;
 - l. Any ground water encountered or dewatering performed;

- m. Asphalt pavement thicknesses observed from core samples;
- n. Status and effectiveness of erosion and sediment control BMPs; and
- o. Engineer's or representative's signature;

3. Guidelines for Quality Control Plan Submittal:

- a. Identify all haul routes, material sources, and disposal sites, including frequency and types of proposed maintenance of haul routes, and emergency telephone number and contact person. List the days and hours of haul route use, and submit a Traffic Control Plan, if required;
- b. List the source and types of soils to be used, including provisions to ensure quality control of all native soils anticipated for use in construction of the development;
- c. Identify the types and frequency of all testing in accordance with subsection E.4. below; and
- d. Provide procedures for reporting quality control activities, including discoveries of deficiencies in the work, and methods to correct, repair, and retest deficiencies.

4. Quality Control Testing Standards:

- a. All FDTs shall include the following information:
 - i. Project name;
 - ii. Test Number;
 - iii. Date;
 - iv. Field Technician's Name;
 - v. Location by Station (from approved plans) and Offset Distance;
 - vi. Elevation (from approved plans);
 - vii. Description (sidewalk subgrade, street fill by type, water, trench backfill, pavement, etc.);
 - viii. Nuclear Gauge Make, Model, and Number;
 - ix. Calibration Date;
 - x. Probe Depth;
 - xi. Soil Type and Procter Curve Number;
 - xii. Wet Density (pcf);
 - xiii. Moisture Content (percentage);
 - xiv. Dry Density (pcf);
 - xv. Maximum Dry Density (pcf – from Proctor);
 - xvi. Marshall Density (pcf);
 - xvii. Percent Compaction;
 - xviii. Remarks; and
 - xix. All failing FDT's shall be retested until they pass, and the contractor's method of improving the compaction shall be noted on the test form.

- b. Minimum Frequency of Quality Control Testing. These are minimum frequencies; additional testing may be necessary, depending on circumstances and failure rate:
 - i. Mechanical Analysis on Imported Material:
 - (A) Classified Backfill, all types – one per 2,000 tons;
 - (B) Bedding, all types – one per 500 L.F.;
 - (C) Leveling Course – one per 1,000 tons;
 - (D) Seal Coat Aggregate – one per 1,000 tons.
 - ii. Density Testing for Road Construction: One (1) test per 400 L.F. on each lift of classified fill and backfill, and one (1) test per 400 L.F. on completed subgrade prior to placement of leveling course.
 - iii. Density Testing for Trench Backfill: One test per 300 L.F. of trench at spring line, mid-trench and surface.
 - iv. A.C. Pavement: One (1) truck sample of each day's run for marshal series, and one (1) core sample correlated to truck sample for density and thickness.
5. Inspection and As-built Standards:
 - a. Provide a qualified representative at the site to inspect the work on a daily basis. The Engineer shall provide written daily reports in conformance with subsection E.2. above.
 - b. The Engineer's representative shall be responsible for compilation of as-built information, and preparation of as-built drawings and utility service connection records. The minimum requirements and standards for as-builts is set out in MASS 1994, Section 65.00.
 - c. The Engineer shall notify the Building Safety Department if employment is terminated or is reduced to the point that the Engineer can no longer perform the services described.
6. Groundwater Table Elevation Testing.
 - a. The bottom of the test hole shall be at least six (6) feet below the bottom of the anticipated foundation depth, or a minimum of ten (10) feet deep.
 - b. A perforated plastic pipe, or similar device, shall be installed to the bottom of the test hole, and the test hole shall be backfilled and mounded to slope away from the pipe.
 - c. The water level in the pipe shall be measured a minimum of seven (7) days after installation to determine water table depth below the surface.
 - d. Test Hole Density:
 - i. Developments one (1) acre or less in size shall install a minimum of three (3) monitoring wells, evenly distributed throughout the property with respect to horizontal and vertical topography;
 - ii. Developments between one (1) and five (5) acres in size shall install a minimum of two (2) monitoring wells per acre, evenly distributed

- 1 throughout the property with respect to horizontal and vertical
2 topography; or
3 iii. Developments greater than five (5) acres in size shall install a
4 minimum of one and one-half (1.5) test wells per acre, evenly
5 distributed throughout the property with respect to horizontal and
6 vertical topography.
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8 **F. Design.**
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10 1. Private Road Design Criteria:
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- 12 a. All private roads shall be constructed with twenty-six (26) feet of pavement,
13 curb and gutter on both sides, for a total thirty (30) foot section from the back
14 of curb to back of curb.
15 b. All private roads shall be crowned with minimum two percent (2%) cross
16 slopes; inverted sections may be approved by the Municipal Engineer for
17 roadway lengths less than three hundred (300) feet.
18 c. All private roads shall have a minimum longitudinal grade of one-half
19 percent (0.5%) and a maximum grade of ten percent (10%).
20 d. At intersections with peripheral right of way, private street grades shall not
21 exceed four percent (4%) within a minimum distance of thirty (30) feet from
22 back of curb or edge of shoulder of the peripheral road.
23 e. The minimum grade of an asphalt swale or “valley gutter” at private street
24 intersections without catchment facilities immediately upgrade shall be one
25 percent (1.0%).
26 f. Vertical curves shall be used for transition between intersecting grades of
27 road when the change exceeds one percent (1.0%).
28 g. Private streets shall have a minimum horizontal curve radius of one hundred
29 fifty (150) feet.
30 h. At intersections with arterial or collector streets, private streets shall have a
31 minimum curb return radius of thirty (30) feet. At intersections with all other
32 streets, private streets shall have a minimum curb return radius of twenty (20)
33 feet.
34 i. All interior radii shall conform to IFC D103.3, minimum turning radius for
35 emergency vehicles, as adopted under AMC Title 23.
36 j. All private roads within developments shall be designed for a design speed of
37 twenty-five (25) miles per hour.
38 k. Clear vision areas and clear vision triangles for private streets shall be in
39 compliance with AMC Section 21.45.020, AMC Chapter 24.70, and
40 AASHTO Sight Distance Triangle (see Municipal Driveway Standards).
41 l. Road surface shall be able to support an 80,000 lb emergency vehicle (triple
42 axle; 60,000 lb rear axle weight).
43 m. All subsurface investigations shall be in accordance with the soil
44 investigation standards given in DCM section 1.040.
45 n. All organics shall be removed from the road subgrade unless otherwise
46 approved by the Municipal Engineer.

- o. Structural fill for private roads shall be designed using the Limited Subgrade Frost Penetration Method as described in DCM section 1.070F. All substitute design methods shall have prior approval by the Municipal Engineer.
 - p. Geotextile fabric shall be installed at the bottom of excavations for all private roads to prevent contamination of structural fill with frost susceptible soils, unless otherwise approved by the Municipal Engineer.
 - q. All structural fill for private roads shall be Type II classified fill material, as defined in the MASS Section 20.05. Type III classified fill material, as defined in MASS, may be used for backfill of storm drain and utility trenches below the road base.
 - r. All structural fill material for private roads shall be placed in lifts no greater than twelve (12) inches thick and compacted to ninety-five percent (95%) maximum density at optimum moisture content.
 - s. The top six (6) inches of the structural fill for private roads shall be Type II-A classified fill material only, as set out in MASS Section 20.05.
 - t. Leveling course and pavement thickness shall be in accordance with MASS.
 - u. All private roads shall be designed with adequate catchment of surface water runoff to prevent adverse impacts to adjacent properties and/or right of way.
 - v. All manholes, inlets and storm drain lines shall be designed and constructed to municipal standards as defined in MASS Division 55.
 - w. Names for Private Streets will be submitted to the Municipal Addressing Department for review and approval prior to having the site plan approved.
 - x. All private roads will be signed according to MUTCD Standards with a "Private" designation on the street sign. A Certificate of Occupancy will not be issued until the street signs are installed and inspected. *See* Traffic Department for design of sign specified as a P3-1P.
 - y. Private Streets shall have "No Parking, Fire Lane" signage on the side of the street where parking is prohibited.
 - z. Covenants, where applicable, shall provide for the association and/or management company to be able to tow vehicles parked illegally and covenants shall state parking is prohibited on one side of the street.
 - aa. Covenants, where applicable, shall require the association to maintain signage and enforce no-parking areas.
 - bb. Each street shall be named, and each building address shall be based on the access street. (For example, no C Street address if the building does not access off of C Street.)
2. Public Roads Constructed in Public Use Easements (PUE).
- a. Roads determined by the Traffic Engineer to require a PUE dedication for purposes of access and/or connectivity shall be constructed to the standards identified in AMC Title 21 for public roads; and
 - b. PUEs shall be forty-four (44) feet wide to accommodate the roadway section and the snow storage area. Additional dedication shall be required in the event that pedestrian facilities are needed, as determined by the Area Wide Trails Plan, determined by a Traffic impact Analysis, or the roadway volumes

are expected to exceed the requirements in AMC Title 21 for pedestrian facilities.

3. Emergency Response.

- a. Streets with hydrants on them shall have continuity and not be dead ends, unless located on cul-de-sacs approved by the Traffic Engineer and the Fire Department. Hydrants shall be accessible from two directions.
- b. Residential developments with ten (10) or more dwelling units shall be provided with separate and approved access roads, meeting the remote requirements of IFC D104.3., as adopted under AMC Title 23.
- c. Residential developments where there are twenty (20) or fewer dwellings on a single access road and each dwelling is protected by an approved automatic sprinkler system, access from two directions shall not be required except as required for fire hydrant access.
- d. The number of dwelling units on a single fire apparatus road shall not be increased unless fire apparatus access roads will connect with future developments as determined by the fire code official. No new structures shall be constructed on a fire apparatus access road unless approved by fire code official.
- e. To prevent conflagration, one or two family residential developments shall have a clear space twenty (20) feet wide after every five (5) buildings when buildings are closer than ten (10) feet (including eaves), unless each structure has an approved automatic sprinkler system.
- f. Buildings or portions of buildings or facilities exceeding thirty (30) feet in height above the lowest level of fire department vehicle access shall meet requirements of IFC D105, as adopted under AMC Title 23.

4. Parking.

- a. When required, provide Americans with Disabilities Act (ADA) accessible parking spaces. One in every eight ADA spaces shall be a van accessible space with an eight (8) foot wide aisle.
- b. No parking stall shall be located to require backing more than twenty-five (25) feet to exit the space.
- c. All over-flow parking areas and parking aisles shall be designed to minimize maneuvering in the main private roadway.
- d. Overflow parking shall be provided, in addition to required parking. Overflow parking shall be calculated per the table below:

Type of Development	% of Required Parking Necessary for Overflow
Duplex and Triplex	25%
Fourplex to Sixplex	20%
Sixplex +	15%
Apartment Complex	12%

Other uses	Per parking study, if required
<ul style="list-style-type: none"> e. Overflow parking may be provided on-street, if twenty-four (24) feet is provided for each on-street parking stall, meaning twenty-four (24) feet between driveways or other obstructions such as mailboxes. If the on-street parking is not sufficient to meet the overflow parking requirement, off-street parking shall be provided. f. All parking spaces inside garages and carports shall meet design requirements found in AMC Section 21.45.080, if the driveway is being used to meet required or overflow parking requirements; g. Individual dwelling unit garage driveways shall have a minimum of twenty-four (24) feet between the garage door and the back of curb or edge of pavement for all roadways. h. All over-flow parking located at ninety (90) degrees to the interior roadways of the development shall be at least twenty-four (24) feet deep, including any overhang. i. Private parking garages shall provide a minimum thirty (30) feet of on-site vehicle queuing/stacking that does not interfere with any parking stalls or roadways. j. All private multi-plex parking garages shall have an entrance/exit that is a minimum of eighteen (18) feet wide. k. All private multi-plex parking garages shall have two (2) entrance/exit points, if designed to provide over twenty (20) parking spaces, unless otherwise approved by the Traffic Engineer. 	
<p>5. Plan Review and Approval. Plans providing all of the required components shall be submitted with the "Master" building permit application. The appropriate review agencies shall provide comment to the Building Official. The building permit shall not be issued until all appropriate departments have provided approval.</p>	
<p>6. Noncompliance.</p> <ul style="list-style-type: none"> a. Failure of the developer or builder to obtain appropriate permits shall result in investigation fees as set out in AMC Chapter 23.10. b. Failure to provide all inspection reports and as-built drawings of all private road construction, certified by a professional engineer registered in the State of Alaska shall result in non-issuance of all certificates of occupancy for the development. c. Failure to comply with the approved plans, permits, and construction inspection requirements herein may result in issuance of a stop work order until such compliance. 	

Section 2. This resolution shall take effect immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2004.

Chair of the Assembly

ATTEST:

Municipal Clerk

