

update is a good start.  
 48' foot buildings can still  
 make a significant shading  
 viewshed impact

# HEIGHTS

agree w/ no change  
 to underlying  
 zoning heights  
 1 VOTE AGAINST LETTING  
 UNDERLYING ZONING DICTATE  
 HEIGHT → SCHUTTE

## ORIGINAL

75' max

• BIG HEIGHT increases in well established  
 residential areas will be dropped. Focus  
 on redevelopment areas and commercial  
 parts of town centers. This could soak  
 some of the 1-2 1/2 1-2 1/2 in town centers  
 to reduce town

- ALLOW FOR UNIQUE BARRIER HEIGHTS  
 and form of structures that block light  
 into the shadows
- THE CAN ALSO USE RED LIGHT COLORS AND STRONG  
 light treatments to get past the dark
- PREVENT TO ALLOW FOR STAYED BACK OR STAYED DOWN  
 in order to protect view areas to central part of  
 the public space

FIRE  
 CODE  
 SHOULD  
 PREVAIL

## UPDATE

heights based on  
 road classification

arterial - 75'  
 collector - 55'  
 local - 48'

Thru building height (aka  
 more prevalent in some areas)  
 to road functional class  
 decisions that the most  
 people live closest to the  
 most dangerous roads.  
 Documented building heights &  
 living close to major roads.  
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 living close to major roads.  
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 living close to major roads.

Higher functional class  
 roads are DOT-paved  
 arterials that are super  
 dangerous to pedestrians  
 walking with them to DOT  
 failure back. This would  
 be a medical to put the most  
 pedestrian through most  
 the most dangerous roads  
 to them.

## ALTERNATIVES

- no change to heights,  
 use underlying zoning  
 e.g. R1 -  
 R2M = 30'  
 R3 = 35'
- greater heights on  
 bigger roads  
 e.g. 60' + on arterials
- Think solar panel access. Sandy R.

ANYTHING  
 OVER 40'  
 SHOULD  
 BE A  
 CUP

Town Center 150' w/  
 40' clear zone for  
 building height  
 40' clear zone  
 40' clear zone  
 40' clear zone  
 40' clear zone

Arterials → prioritize corridors  
 for infrastructure investments (maintenance & upgrades) (BOSIN)  
 across agencies (DOT/MUNI/AMATS)



Arterial - 75'  
Collector - 55'  
Local - 48'

Alex Dobson  
Tying building height (aka  
more residents in more units)  
to road functional class  
ensures that the most  
people live closest to the  
most dangerous roads.  
Documented health issues of  
living close to high traffic roads:  
Pollutants  
- Ultrafine particles  
- Nitrogen oxides  
- VOCs, benzene  
- Asthma (esp. in children)  
- Lung cancer  
- Heart disease  
- Dementia

Highest functional class  
roads are DOT-owned  
arterials that are super  
dangerous for pedestrians  
& getting worse due to DOT  
failure to act. It is unwise  
& unethical to put the most  
pedestrians & transit users on  
the most dangerous roads  
for them.

Alex Dobson

ANYTHING  
OVER 40  
SHOULD  
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Arterials → Prioritize corridors  
for infrastructure investments (maintenance &  
across agencies (DOT/MUNI/AMATS))



don't see  
how 5'  
setbacks  
100% lot  
coverage works

# SET-BACKS ≠ LOT COVERAGE

agree w/ adopting  
underlying setbacks  
by zone.

## ORIGINAL

- 100% lot cover
- 0' setbacks

## UPDATE

- 100% lot cover
- 5' setbacks


## ALTERNATIVES

- adopt underlying setbacks
- 0' setback but 40% coverage
- make setbacks 10'
- Think about solar panel access. This will/could kill my existing solar panels function.
- Tight setbacks make putting out fires much harder. - Think LA or Lahmi fires. Just ask fire officials, Sandy R.

Setbacks are aesthetic,  
not functional. We do  
not need them!  
Let site-specific access  
needs (utility, fire etc.)  
dictate buildable area

I have yet to hear good  
justification for setbacks  
they eat up living space  
kill privacy + orientation  
to neighborhood. If there  
5' they should only be over  
RT/R2 + with 0' front setback  
Setback

Where will cars be stored?  
100% lot coverage means the public spaces  
are where cars are stored  
(100% lot coverage means the public spaces  
are where cars are stored)

- Need to make allowances if 100% lot coverage  


SETBACKS  
SHOULD BE  
DRIVEN  
BY FIRE  
CODE  
FAIR 5'

10' MIGHT  
BE MORE  
APPROPRIATE  
IN CERTAIN  
CIRCUMSTANCES

40%  
COVERAGE  
FOR  
TALLER  
BUILDINGS



# minimum LOT SIZE

Parking demand  
needs to be  
a consideration  
w/ minimum  
lot size

9500 sq ft lot size  
is dependent on  
use & structure  
1900s = small homes?  
more density?  
is needed  
here

ORIGINAL  
1400'

UPDATE  
1400'

ALTERNATIVES

0'  
↑  
MAYBE QUANTITATIVE  
CHALLENGING TO  
BUDGET

Should be 0', but should  
not force private land  
owners to subsidize the  
city's ability to manage  
ROW for growth & parking.  
Should be a development  
decision, not a zoning  
one.  
Talia Miller

Also could exclude  
existing properties  
parking requirements  
efforts (tiny homes)

No min  
lot size!

ALLOW  
PUD'S  
FOR 3000  
SMALL LOTS  
3000' MIN

CEMETERY  
PLOTS  
ARE  
10' x 20'  
10' x 10'

LESS  
THAN  
3000'  
UTILITIES  
ARE AN  
ISSUE

lot size could be  
smaller, depending on goal  
(Bosin) → maybe offer more options (smaller)  
depending on height for single family?

- ALLOW SMALLER LOT SIZES  
WHEN USING ALTERNATIVE  
SUBDIVISIONS (E.G. UNIT LOT SUBDIV.)  
- SCHUTTE

or micro-neighborhoods

- ENSURE CODE LANGUAGE IS CLEAR  
WHEN TSDO STANDARDS, USES, AND  
MEASUREMENTS GOVERN OVER EXISTING  
STANDARDS ETC. - SCHUTTE



# MAP

## ORIGINAL

used same map  
as 12.70 tax  
incentive bonus area  
from 2040 LUP

This map was  
developed for  
tax curvy -  
should consider  
taking some  
revisions into out

going a 1/2 mile  
from transit  
center is too  
far unless  
uses plot  
standard change

## UPDATE

same, but  
excluding

- DOWNTOWN
- PARKS

- show bus routes on zoning overlay map

Include Downtown  
but do not allow  
Single Family (up to 2)  
Homes

← IF DOWNTOWN IS GOING TO BE EXCLUDED,  
CONSIDER ALL PROP. SOUTH OF 9TH AVE AND  
EAST OF GAMBELL REMAIN INCLUDED.  
→ SCHUTTE

need to show  
current  
transit  
routes on  
map

- CREATE A GAME FOR CITIZENS  
TO HELP IDENTIFY SPLIT-ZONED  
\* PARCELS ON G.I.S. MAP AND  
\* AWARD GIFT CARDS AT  
\* WILD SLOOPS ☺ - SCHUTTE

- CONSIDER A PROCESS BY WHICH PROPERTY  
OWNERS DIRECTLY ADJACENT TO T.S.D.O.  
BOUNDARIES TO APPLY/PETITION FOR INCLUSION.  
→ SCHUTTE

- Need to clarify impacts to Fremont<sup>23</sup> part P  
the urban zone
- maps need greater clarity for actual pedestrian  
activity. Typical walking distance from bus stop  
to neighborhood is 1/4 mile
- need to illustrate proximity of pedestrian infrastructure  
within the proposed impacted areas



Go where  
the people  
are : don't  
make them  
write to you.

Given that 30,000 + people are affected by a zeroed current public sector is inadequate

Sample

- What does good ordinance mean to you?
1. Notify property owners - which has not happened. Lack of notice is not fair public process. *Thus creates more complaints.*
  2. Process of developing of stakeholders. *This ordinance did not involve a broad group*
- USE OF OBVIOUS FACTS

### +1 3. education

+1 4. Mayors of Erie or Planning should do a ADNP piece explaining TSDO, intent, ask for input.

What is the plan  
to communicate  
re zoning / changes  
to a wide net?  
(those who don't go  
to CC or think to  
check inclusive)

Do you want to use Community partners to help gather feedback?

What does  
the option  
for property  
owner  
opting out mean?

5. I just heard about this by accident - <sup>sound clips</sup> <sup>opt. ins out main</sup> social media, a DN, A&PM (lots of opportunity to be a guest on local shows)

6. DO NOT DO ANYTHING THAT LOOKS LIKE A CLOSED MEETING. THAT BREEDS SUSPICION & PEOPLE DIG IN THEIR HEELS. <sup>THINK W</sup>

7. ENSURE THERE IS CLEAR LANGUAGE ABOUT WHICH STANDARDS ETC. GOVERN (E.G. TSDO PRIMARY USES OR % OF NON-RES USES ARE ALLOWED VS. UNDERLYING ZONING.) - SCHUTTE

- B. Agree this is a pretty significant rezoning that should directly involve property owners. Backing up big picture - this to me feels like a substantive amendment to the comp plan (beyond what ity the land use map says). Would have to step back + reframe as a comp plan amendment process that commits to good civic engagement practices, + facilitating involvement from interested impacted people before introducing text changes.

What is the effect on property ~~tax~~ taxes?



— This has been  
TSD - HND  
different beast to me  
go back to the  
drawings

Providence is only 1000 ft. above sea level. The North American continent is in the Atlantic Ocean. 612 ft. above sea level. The North American continent is in the Atlantic Ocean. 612 ft. above sea level.

- most of the  
neighborhood  
not designed  
significant  
in traffic  
park

- **LANDSCAPING** — need daylight for plants/vegetation to grow.

- on-sight parking? snow removal/plowing

- landscaping for public ROW / ROW management for snow storage, street ~~streets~~, separation of ROW users

Jason Harris {

- Private Development should not be forced to subsidize Muni ROW management or snow removal, open space, or sun on someone's yard in December
- Residential Design Standards are a waste of time & money

SURE  
CHANGE  
THE NAME  
IT IS STILL  
AN  
ORDINANCE

LANDSCAPE  
MANDATO

- prioritize locations where

middle schools & high schools to make transit coordination feasible w/ Anchorage School District

priority transit stop improvements on arterials (buses, lighting, ADA, set back frequency etc)

- strongly encourage  
the Planning team to  
seriously consider how  
the ancient Egyptian  
level of development can  
do, not create as more  
dynamic urban form  
but without use of form  
based Code Requirement.  
- this would present option  
for integrating taller heights  
by using flexible setbacks  
which give more 10' from

# OTHER TOPICS

This has been sold as  
TSDO - HNDO is a totally  
different beast i need to  
go back to the  
drawing board.

most of the streets in  
neighborhood street up  
not designed for  
significant increases  
in traffic (on street)  
parking.

## CHANGE? HNDO

APINK — need daylight for plants/vegetation to grow.

any? snow removal/plowing

Public ROW / ROW management  
of street & trees, separation of ROW users

should not be forced to  
management for snow removal,  
someone's yard in December  
orders are a waste of time & money

SURE  
CHANGE  
THE NAME  
IT IS STILL  
AN  
ORDINANCE

LANDSCAPING  
MANDATORY



al - 48'

• greater  
bigger roads  
e.g. 100' on arterial

Allen Johnson  
Tying building height (also more residents in more units) to road functional class ensures that the most people live closest to the most dangerous roads.  
Documented health issues of living close to high traffic roads:  
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- Heart disease  
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• Think solar panel access. Sandy

ANYTHING  
OVER 40'  
SHOULD  
BE A  
CUP

Town Centers: 150' w/  
step down zones 15'  
each lot moving back  
from arterial.  
Corridors: 60' step down  
Zone between 75' & 48'  
Tutor No. 1.3

Highest functional class roads are DOT-owned arterials that are super dangerous to pedestrians & getting worse due to DOT failure to act. It is unwise & unethical to put the most pedestrians & transit users on the most dangerous roads for them.  
Henderson

arterials → Prioritize corridors  
infrastructure investments (maintenance & upgrades) (BOS IN)  
cross agencies (DOT / MUNI / AMATS)

Anchorage is only Major  
Metropolitan Area (>200K)  
on the North American  
Continent located in the  
Subarctic at 61.2° North  
latitude.  
Land Use Development  
Code must explicitly  
acknowledge this reality



# Zoning









