

**AIRPORT HEIGHTS COMMUNITY COUNCIL
RESOLUTION
Proposed Changes to the Provisionally Adopted Title 21**

WHEREAS, the Anchorage assembly has already found the new Title 21 to be sufficiently acceptable, having provisionally adopted all but one of the fourteen chapters;

WHEREAS, the comprehensive plan (Anchorage 2020) is required by both municipal charter and state law to serve as the basis for land use regulations and decisions and serve as a guiding list of policy statements, goals, standards, and maps for guiding the physical, social, and economic development of our municipality;

WHEREAS, the rewrite of Title 21 is to ensure that the policies in Title 21 are as consistent as possible with the policies set forth in Anchorage 2020 (see Anchorage 2020 policy nos. 94 and 95)¹;

WHEREAS, after having reviewed the amendments put forth by the mayor, the Airport Heights Community Council makes the following recommendations:

1. The Airport Heights Community Council believes the community council should be the preferred body for public meetings regarding land use cases that require a meeting of the community. Article VIII of the municipal charter states that community councils were established to "...afford citizens an opportunity for maximum community involvement and self-determination."
2. The Airport Heights Community Council supports the provisionally adopted version of the "Site Condo Ordinance." The preservation of this section in its current form ensures that supporting infrastructure is built to support current and potential future developments.
3. The Airport Heights Community Council supports a standard public process regarding any changes to the provisionally adopted code after the effective date.

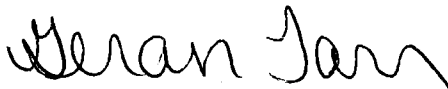
¹ Policy 94: Conduct a comprehensive revision of Title 21, Land Use Regulations; Policy 95: Title 21, Land Use Regulations shall be enforced to the greatest extent possible based in conjunction with policies stated in Anchorage 2020.

4. The Airport Heights Community Council believes that allowing single family homes in R-3 medium density multifamily districts would make sense in certain areas of the city. It would not make sense to grant the whole city this flexibility given the projected future need/demand for R-3 housing in Anchorage. See Anchorage Housing Marketing Analysis dated March 2012.
5. The Airport Heights Community Council supports the adoption of the provisionally adopted code regarding what can be built land designated I-1. Policy #26 of the comprehensive plan states the following: "Key industrial lands, such as Industrial Reserves designed on the Land Use Policy Map, shall be preserved for industrial purposes."
6. The Airport Heights Community Council supports greater building height flexibility in midtown, as Midtown is a major employment center commercial area. Limiting the number of high-density office and residential developments to Downtown, Midtown, as well as the U-Med District encourages the development of successful city centers.
7. The Airport Heights Community Council supports the preservation of height standards that help ensure compatibility between higher intensity development and adjacent lower density residential districts.
8. The Airport Heights Community Council supports the 50' stream setback requirement in the provisionally adopted Title 21. A 50' setback will ensure less flooding events and the protection of natural habitat;
9. The Airport Heights Community Council supports the private open space requirements in the provisionally adopted Title 21. Reducing these requirements would go against the concerns expressed by community participants during the rewrite process regarding the lack of quality open space in multifamily residential developments;
10. The Airport Heights Community Council supports the provisionally adopted Title 21's connectivity index. The connectivity index makes sure there are adequate vehicle routes in and out of neighborhoods;

11. The Airport Heights Community Council supports the provisionally adopted Title 21's requirement that sidewalks be included in cul-de-sacs in Class A zoning districts. Public streets through areas of institutional and industrial developments will have pedestrians as well as commercial or residential areas. Institutional uses, in particular, such as churches and school, can have fairly high levels of pedestrian activities.

12. The Airport Heights Community Council does not support complete deletion of design standards for single-family structures. The AHCC believes that building standards need to be in place that ensure compatibility with existing neighborhood character while also ensuring that the standards in the provisionally adopted code do not excessively increase the cost of building new or remodeling existing single-family units.

NOW, THEREFORE BE IT RESOLVED, that this 28th day of March, 2012, the Airport Heights Community Council adopts this document in its entirety and submits it to: the members of the Planning and Zoning Commission and the Anchorage Assembly, MOA Planning Department (Jerry Weaver and Tom Davis, Senators Ellis and Davis, Representatives Gara and Cissna, Mayor Dan Sullivan, and the Federation of Community Councils.



Geran Tarr, President
Airport Heights Community Council

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