

URBAN DESIGN IN ANCHORAGE

URBAN DESIGN TASK FORCE

MUNICIPALITY OF ANCHORAGE

JUNE 1983

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A Report to Mayor Knowles and the Community

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FRONTISPIECE

WHAT IS URBAN DESIGN?

Urban design is not just an academic discipline, or a pastime for visionary planners and architects. Neither is it coldly oriented to physical things rather than to people and their experiences. It has to do, above all, with the visual and other sensory relationships between people and their environment, with their feeling of time and place and their sense of well-being.

Application of good urban design produces a logic and cohesion in the physical form of the city, and a respect for the salient features that give character to the city and its districts. It is concerned with both preservation and development, and not with one to the exclusion of the other. It teaches that man can do great things in cities, but it also teaches him that he must have the humility to live with the environment rather than attempt to master it...Urban design is inseparable from economic and social vitality, and it has a major role in making the city at the same time more noble and more bearable.

From the Urban Design Plan for the City of San Francisco.

SOME URBAN DESIGN GOALS

To create a city form which contributes to the visual orientation of both residents and tourists.

To provide a distinction in form between urban and rural development.

To create a city form which is quickly and easily imagined as a mental picture.

To create the physical form which will enhance the unique natural and man-made characteristics of the site.

From Urban Design Within the Comprehensive Planning Process, by M.R. Wolfe and R.D. Shenn.

SOME CRITICAL ISSUES IN ANCHORAGE

The quality of the visual environment as affected by views, signs, powerlines, and preservation of woodlands and open spaces.

Accessibility: transportation throughout the city, by car, bus, bike, on foot, on skis, by wheelchair.

The livability of the city, especially in the face of new development in Midtown and Downtown.

The cultural and historic identity of the city: Anchorage's "Sense of Place."

PREFACE

The Urban Design Task Force was appointed by Mayor Knowles in February, 1982, to "take a new look at Anchorage", and to advise him on the critical issues affecting the livability of the city. In the past year, we have explored the qualities that make Anchorage a special city and have thoughtfully examined the problems that urban design must address. This report outlines the actions which we feel must be taken to prevent abuse of our Alaskan urban environment. We love our city. We hope that in presenting our report we begin a process through which Anchorage can become the hospitable, accessible, beautiful and livable city we have all long envisioned.

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ACKNOWLEDGMENTS

The Urban Design Task Force has benefited from the efforts of many people who have worked as staff or who have participated in activities as non-members. Land Design North staff members Bruce Sharkey, Jay Rood and Kathy Nelson contributed expertise and energy early in the Task Force process, as did consultant Tom Aidala and intern Heidi Ely. Phil Herr participated throughout as a valued consultant and advisor. Linda Snyder has provided staff support to the Task Force since its inception; she has recently been joined by Mimi Meiser. Many other "non-member participants" have come to meetings, to offer advice, criticism, and new ideas. The Task Force has appreciated the contributions of all these people, and has a better report to show for their participation.

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SECTION I

INTRODUCTION

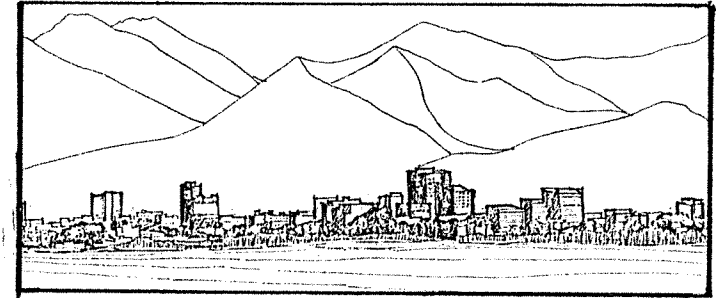
Urban Design In Anchorage

As all cities are, Anchorage is rooted in the natural world: a sloping plain between Chugach Mountains and the waters of Cook Inlet. Placed upon this landscape are the things people build: homes, streets, stores, offices, other buildings. A final component adds life and change to this setting: the activities of thousands of people. From the "natural" environment, the "built" environment, and the activities of people comes the physical form of Anchorage, a dynamic city in an incomparable setting.

The Urban Design Task Force was formed to examine the design of Anchorage, and to recommend ways to protect assets and remedy problems. The Urban Design Task Force values Anchorage's unique qualities. We have tailored our proposals to the special needs of this Alaskan city. In this report we propose solutions to problems which we believe threaten the quality of life in our city.

What is Urban Design?

Urban design is the process of shaping the physical form of the city. Rather than being concerned exclusively with the design of individual features (such as a particular building or street), urban design evaluates these built features in the context of their urban surroundings. Urban design looks at questions of beauty or aesthetics together with questions of function. Urban design considers physical components of the city as they relate to one another, to the natural world, and to human activities. For example, how does the design of a given building affect human activities within and around it? How does it affect traffic along the street and sidewalk? Does the building affect other buildings by blocking sunlight or views? Does it add pleasant variety to the city's skyline? These are all questions of urban design.



rules are laid out in zoning ordinances and subdivision regulations. A comprehensive plan may guide growth and development. Municipalities may offer incentives to developers to provide desirable types of development, or may share in the costs of development.

When the city or another government is the builder, design decisions can be made to benefit the community as a whole. The Municipality of Anchorage and the State of Alaska build schools, roads, sewer and water systems, parks and many other "facilities." Each of these projects should be considered in terms of implications for the shape of the city.

The Urban Design Task Force recommendations provide methods to affect both private and public design decisions. The Design Objectives of the Task Force can be expanded to become a Design Element for the Anchorage Comprehensive Plan, to ensure that the policies of Municipal government support good design. By proposing changes to Anchorage's zoning regulations, the Urban Design Task Force hopes to influence private development decisions to the greater benefit of the community. The Task Force hopes to improve the quality of municipal and other design and management decisions through proposed programs.

The Urban Design Task Force Process

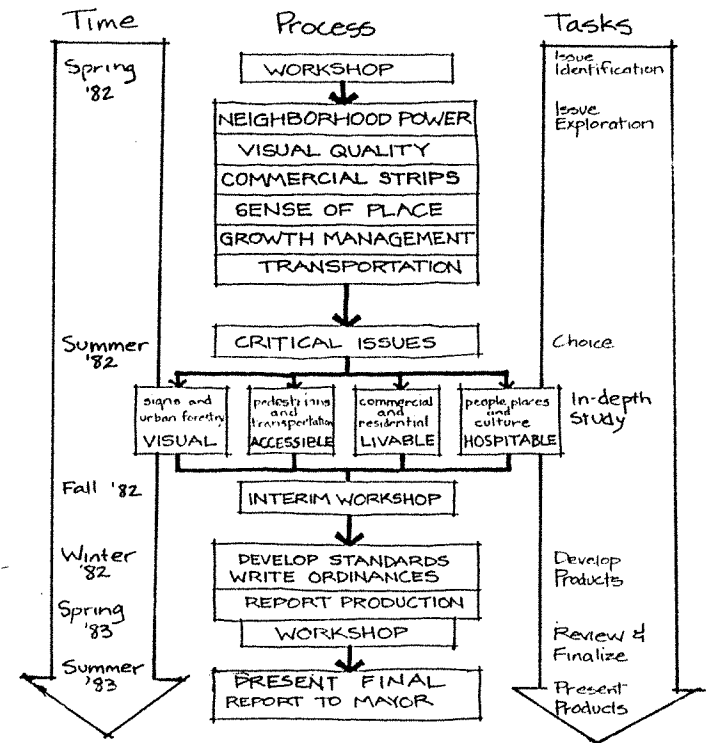
The Urban Design Task Force was organized by Mayor Tony Knowles in the conviction that a community's citizens are best able to evaluate their city's problems and assets. The Task Force process began in March, 1982, with a series of workshops and meetings to explore aspects of urban design. Topics such as neighborhoods, visual quality, commercial strip development, transportation systems, growth management, and "sense of place" were discussed in these early meetings.

In June, 1982, the Task Force chose several key issues for in-depth study. The group singled out issues which have major and immediate implications for the form and function of Anchorage. This method allowed detailed examination of problems, and the formulation of remedies which are "do-able" in Anchorage. Four committees were formed to focus on particular categories of issues.

The Visual Anchorage Committee looked for solutions to problems related to signs and vegetation in the city. The Accessible Anchorage Committee worked on pedestrian and automobile travel and other transportation issues. The Livable Anchorage Committee sought solutions to problems associated with commercial and residential development. The Hospitable Anchorage Committee looked for means to make people aware of Anchorage's history and cultural resources, and to create more "people places" in the urban setting.

In the fall and winter of 1982, "products" of these groups were prepared. Some groups prepared model ordinances with the assistance of a consultant; others outlined proposed programs or development schemes. These products have been reviewed and revised by the Task Force as a whole, and are included in this report.

The recommendations of the Task Force vary tremendously in content and completeness. Some proposals are quite detailed; others are broad outlines which must be fine-tuned to Anchorage needs before they are ready for further consideration. Even the most complete of these recommendations will need review and revision by the community at large. We offer our recommendations as a citizens group which has become educated in design issues. The solutions we propose are complex and often technical, in response to problems or issues which are also complex. We do not expect that our recommendations will go forward unaltered, but we hope that our work will form the basis for several new ordinances and programs.



Organization of the Report

Section 2 of this report briefly summarizes the concerns and orientation of the Task Force Committees. Many areas of concern are starting points for detailed recommendations in this report; others remain to be explored and acted on by others. Included in this section is a recommendation for mixed land uses in the Ship Creek area.

Section 3 lays out Design Objectives for our city. The Design Objectives stress the idea that good design is necessary to build a city which works, as well as to build a more attractive city. The Task Force proposes them as a starting point for a Design Element for the Anchorage Comprehensive Plan.

Section 4 contains several illustrative ordinances. These illustrative ordinances demonstrate means of achieving some of the objectives detailed in Section 3. The ordinances focus on the commercial districts of Anchorage. In them, we propose to fine-tune zoning in the Central Business District, to provide zoning controls similar to the downtown system for other commercial districts, and to change sign regulations.

Section 5 is composed of programs which the Task Force believes should be undertaken by Municipal government. These ongoing programs aim to protect trees and other vegetation in our city, and to influence Anchorage's urban design.

SECTION II

URBAN DESIGN ISSUES

VISUAL ANCHORAGE

The Visual Anchorage Committee turned its attention to the outer appearance of Anchorage. Realizing that what we see shapes our perceptions of a city, the group evaluated the visual resources of Anchorage and the problems which threaten them. The group explored such questions as what makes Anchorage beautiful? What inspires pride in the community? What factors threaten our most precious visual resources? What can be done to make Anchorage more beautiful and workable as a city?



Visual Resources

1. A visually dramatic mountain, valley, and sea landscape which acts as a setting for the always changing human-made environment of the city.
2. Strong natural features and patterns such as: vegetated bluffs, cliffs and knolls, waterways, lakes and wetlands, corrugation of landform ridges, and native plant communities of varying size.
3. Daily and seasonal changes in textures and colors and light; seasonal changes in climate, animal life and daylight.
4. Significant reminders of Alaskan and Anchorage cultural heritage and growth: native peoples, pioneer settlement, and industrial and economic development.
5. Distinctive neighborhood areas which display a physical sense of cohesion and identity. Although many are not necessarily homogeneous in land use or landscape character, other factors (such as mature trees, styles of housing, or street layouts) tie them together visually.

Issues

1. Visual Clutter: Often a clutter of signs, overhead wires and litter prevents us from seeing and appreciating our landscape, buildings, and views. Some current ordinances which deal with these issues may simply need better enforcement, others may need revision.
2. Open Space and Vegetation: Natural areas, viewpoints, existing open spaces and woodlands are precious visual resources that are disappearing within Anchorage's urbanized area.
3. High Impact Development: Large buildings, residential and commercial developments have the potential to make Anchorage more beautiful and exciting. Unfortunately, they can also destroy those same values.

The Visual Anchorage Committee has concentrated its efforts on two issues with major implications for the beauty of Anchorage: signs and vegetation. The committee's recommendations are detailed in the Model Sign Ordinance (Section 4 and Section 5), Urban Forestry Program. Recommendations from the Visual Anchorage Committee are included throughout the Urban Design Objectives and the Model Ordinances sections.



ACCESSIBLE ANCHORAGE

A transportation system provides means to move people and goods throughout the city. The Accessible Anchorage Committee chose to study this aspect of the city's design. The Committee's goal is to create a safe and hospitable environment for travel throughout Anchorage by bus, automobile, bicycle, on foot and on skis.

Issues

1. Especially in commercial areas like Midtown, travel on foot or by bicycle is restricted or endangered by busy streets, many curbs-cuts, large parking lots, and sometimes a lack of sidewalks and crosswalks.
2. Anchorage streets, walkways and buildings are not designed to provide safe and convenient access for the handicapped. Changes must be made to allow all citizens to move freely throughout the city.
3. In winter, travel on foot is often limited by snow removal problems. Often street maintenance results in snow piled on sidewalks, blocking pedestrian access. Programs must be undertaken to inform residents of their responsibility for sidewalk maintenance, and to improve Municipal snow removal procedures.
4. A winter trail system should be maintained to accommodate runners and skiers throughout the city.
5. The transit system must be improved. Long waits between buses, poor connections, inadequate periods of service, and lack of Sunday service make this alternative to the private auto unusable for many people.



6. Anchorage's existing north-south and east-west arterials are inadequate to serve the traffic needs of the city at peak hours. As the Anchorage population grows, so will traffic flow problems along overburdened streets. These traffic problems must be resolved, but in a way which does not destroy neighborhood integrity.
7. Citizen involvement programs for transportation planning are inadequate. Citizens must have the opportunity to participate in the planning process during its early (and most flexible) stages, and should be involved throughout.
8. State and Municipal transportation planning are not always well-coordinated. Procedures must be developed to ensure that a thorough, non-duplicative planning process is followed in every case.

Many of the recommendations of the Accessible Anchorage Committee are laid out in Section 3, Street and Sidewalk Design Objectives. These objectives focus on commercial streets, with the aim of making them more attractive and more functional. These objectives should be further developed into standards which can be applied to new development of commercial streets. Similar standards were recently written for residential streets by a committee of the Platting Board and Municipal departments. Other of the Accessible Anchorage Committee's recommendations, particularly regarding transit, have been incorporated into the illustrative zoning ordinances of Section 5.

LIVABLE ANCHORAGE

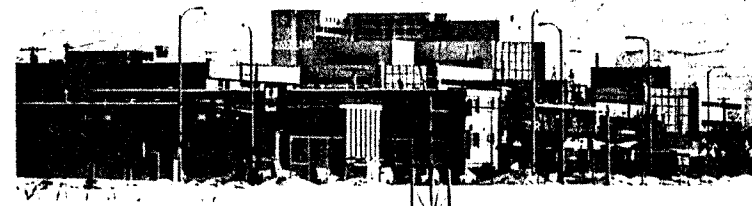
Livable Anchorage Committee focused on the qualities which make Anchorage a pleasant city in which to live and work, and to find ways to protect and enhance these qualities.

The Committee agreed that livable urban environments are those which offer comfortable and enjoyable combinations of housing, shopping, and workplace opportunities, which are easily traveled by car, transit, bicycle, and on foot. In livable areas, pedestrian walkways are safe and pleasant. The sidewalk level and ground floors of buildings are alive with people in daytime and evening. Public open spaces are attractive focal points for neighborhood life.

Some parts of Anchorage are seen as especially livable. Many of these areas contain multiple land uses in a comfortable and compatible mix. Development has occurred which suits the needs of local residents. Streets are safe and pleasant. Shopping is located conveniently. Neighborhoods have a sense of unity and establishment.

Issues:

1. Rapid growth and economic development are occurring in Midtown and Downtown. New building and land use patterns are being created by large-scale development of many kinds in the area. Unfortunately, the older housing, trees and shrubs, and small retail stores that provided a human-scale environment are disappearing.
2. The Downtown zoning system gives bonus points for building design features which are considered important to downtown vitality. In return for building street level shops, providing benches, landscaped plazas, etc., developers can build more stories than the zoning would otherwise allow. In practice, the bonus point system does not achieve the city's goals, allowing too many benefits to the developer for too few amenities.
3. Rapid development in many of Anchorage's commercial districts is producing a helter-skelter pattern of land uses. Unlike desirable



mixes of land uses, this development neither functions well, nor looks attractive. Existing zoning does not always provide rules by which this growth can be directed in an orderly fashion. New development often creates impacts which must be dealt with by others. For example, a large new office building may increase traffic on already overburdened streets. It may replace a previously wooded site with unbroken asphalt and may not provide even a lawn where employees can sit to each their lunches. Development can take place which benefits both the developer and the community. Anchorage's existing zoning ordinances do not provide tools to assure that mutually beneficial development takes place.

4. Districts of mixed land uses must be encouraged in Anchorage. Municipal government can offer this "encouragement" through many means: for example, by offering "bonus-point" types of incentives, by reducing property taxes for desirable mixed use development schemes, by sharing in the costs of these projects, or by requiring certain mixes of land use in new development. Mixed land uses can be encouraged within the development of a single large project, or a mixture of single uses of many kinds may develop over time within each district. New mixed-use development should fill the gaps in the existing development pattern, with stores, housing, parks, and businesses that complement their neighbors. Pleasant pedestrian walkways should tie nodes of activity together.

The Livable Anchorage Committee has keyed its recommendations to Downtown and Midtown because they form the center of Anchorage's retail/office activity and also support substantial residential communities. However, many of the concepts would apply to other areas of the city as well. This report proposes several means of encouraging mixed land uses and enhancing the livability of Anchorage. The Design Objectives of Section 2 reflect the Livable Anchorage Committee's recommendations to promote mixed land uses, and to incorporate certain amenities into new development. The Model Ordinances of Section 4, which propose changes to zoning in the Central Business District and other business districts, are strongly based on the recommendations of the Livable Anchorage Committee.

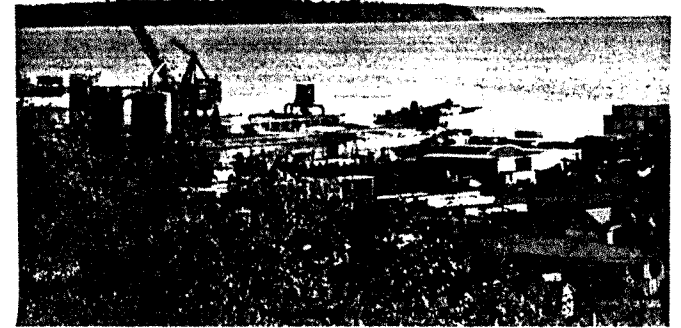
HOSPITABLE ANCHORAGE

The Hospitable Anchorage Committee's goal is to make Anchorage a city which welcomes visitors and residents with a warm and powerful sense of the community and its roots. Anchorage's dramatic location and its colorful historic and cultural background are the building blocks to provide a "Sense of Place." These aspects of the city are often overpowered by more mundane features, and must be revealed and interpreted for residents and visitors. While other committees examined policies and practices of Municipal government, the Hospitable Anchorage Committee looked for projects which could provide interpretations of Anchorage and its history.

Recommendation: Ship Creek Landing Development

The Committee concluded that great potential exists to make the Ship Creek estuary area a "people place." The Ship Creek estuary has played a vital role in the development of Anchorage, beginning in the days when Tanaina Indians located their fish camps in the area. The Ship Creek area was the site of European settler's early "tent city." Since then, the locale has evolved to a bustling industrial area, the location of Anchorage's port and the Alaska Railroad yards. The current industrial uses in the area are lively subjects for observation but do not emphasize the dramatic setting or interpret Ship Creek's memorable history. Some people-oriented facilities attract people to Ship Creek: on sunny summer days, many people can be found at the small park near the fish ladder, watching salmon fight their way upstream. The Alaska Railroad Terminal draws summer travelers, and the possible development of an historic village nearby could attract more to the area. Construction of the Coastal Trail can channel pedestrians to the Ship Creek Dam, increasing potential for the Ship Creek area to become an exciting, people-oriented place.

Committee members have envisioned such uses as restaurants, clubs, shops, open-air market, vest pocket parks, tours of port and railroad facilities, and museums. Unused or underused buildings can be converted and renovated to house these uses. Redevelopment in the Ship Creek area can focus urban Anchorage toward its waterfront beginnings, and can make the city more memorable for visitors.



Anchorage Community College classes have developed several land use concepts for Ship Creek Landing as class projects. These preliminary studies disclosed several possible scenarios for the area. In spring of 1983, one of these classes constructed a model of the Quiana Park area, demonstrating a possible means of "connecting" the downtown and Ship Creek. The model shows relocated historic buildings, boardwalk-style terracing, paths, a fountain, a dining-car restaurant, and other features which could make this under-used park into a people-place.

Investments of time, money and expertise are required before a multi-use Ship Creek Landing becomes real. The Municipal Community Planning Department should immediately begin study of the area's potential. Mixed land uses in the area should be achieved through a cooperative effort between private development interests and the Municipality. As issues are resolved which will affect land ownership in the Ship Creek area, opportunities to create a mix of uses may be lost. Now is the time to ensure that the pattern of land uses can include retail shops, restaurants, parks and special attractions. The vitality of the downtown area can be strengthened by turning Anchorage's best face toward the waterfront.

Other Suggested Projects:

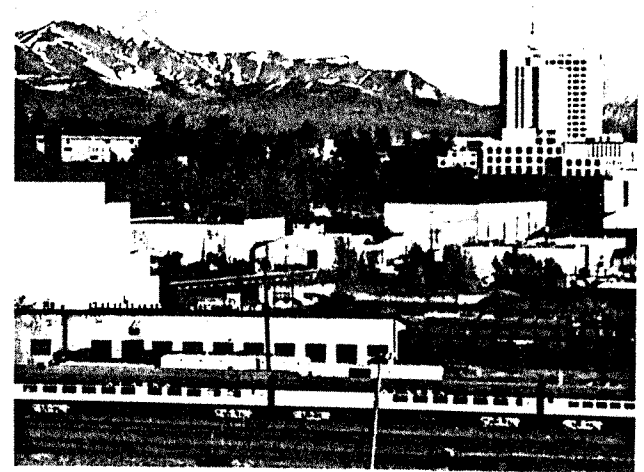
Promote a Public Education Program on the History of Anchorage.

Publications, films, television spots, and special events such as tours and trail runs can establish Anchorage's past in people's minds.

Establish Native Place Names. Names like Chugach and Eklutna are reminders of the area's settlement by Tanaina Indians. Many more Native place names should be used throughout Anchorage, to link the modern city with a unique and historic culture.

Provide Multi-Lingual Signs Throughout the City.

Visitors to the city should be made welcome with signs in many different languages.



Develop a Visitors' Center in the Old Federal Building. This reminder of Alaska's territorial days can be developed into an inter-agency visitors' center. Plans would be coordinated with development of the downtown branch library and renovated courthouse.

Provide Tours of Anchorage's Neighborhoods. Districts such as Spenard and Government Hill have characters all their own. Tours of these neighborhoods can promote Anchorage's cultural identity in the minds of visitors, and can inspire pride in residents.

Provide Public Open Space in Areas Throughout the City. Parks and public spaces can unify a neighborhood, attract visitors and lively activity, or provide respite from city life. Anchorage needs open space in areas like Midtown, where intense development puts pressure on the areas's livability. Downtown Anchorage needs public focal points, such as a "Wintergarden" (an indoor garden area which remains green in winter) and Town Square park. Throughout the city, water features such as lakes and streams can provide natural focuses for open space, while fountains can create a more urban feeling. A Municipal arboretum could function as open space while creating opportunities for botanical education and research.

SECTION III

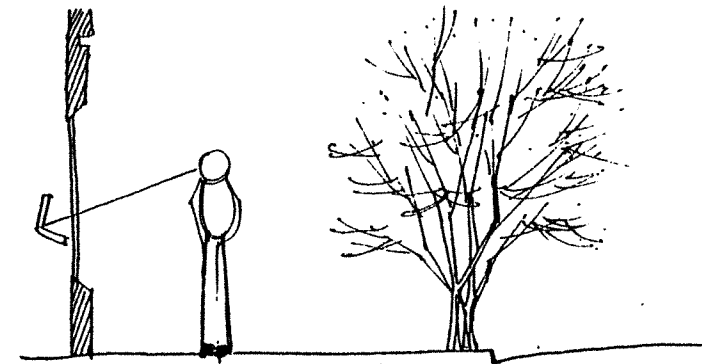
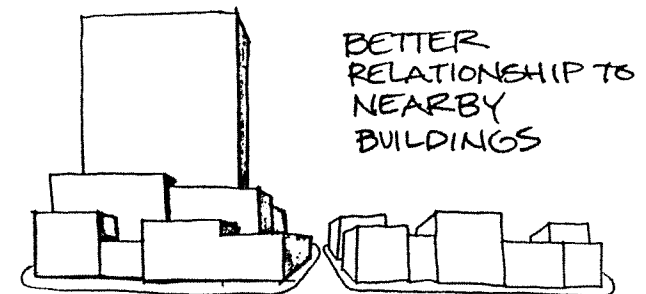
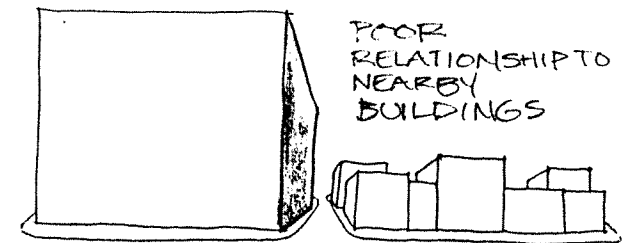
DESIGN OBJECTIVES

DESIGN OBJECTIVES

COMMERCIAL AND OFFICE BUILDINGS

Buildings should be designed for function, visual interest, beauty, and compatibility with the natural and built environment.

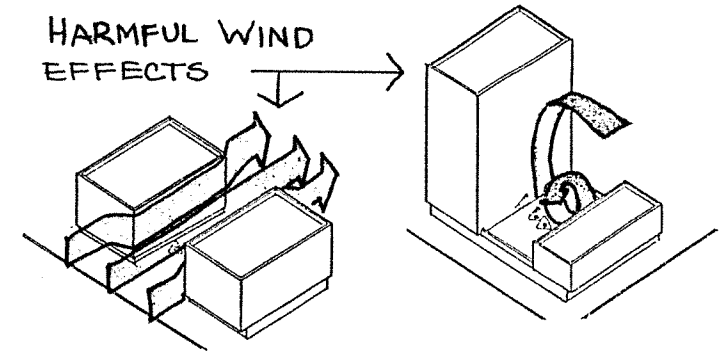
- a. Diverse and attractive building forms should be encouraged.
- b. Building form should address the scale of its surroundings. For example, a massive building might "step down" to a level comparable to adjacent buildings.
- c. Building form, especially in the densely developed CBD, should allow wide views of the sky from the pedestrian perspective.
- d. Creative designs which preserve or create "sunpockets" should be encouraged.
- e. Building materials should promote visual diversity by varying colors, textures, and reflectivity while maintaining compatibility with surroundings. Widespread use of similar or identical materials can lead to monotony in the cityscape.
- f. Where pedestrian activity is great or should be encouraged (such as the downtown), street level facades should include substantial transparent surfaces. Elements of the facade, such as window treatments, awnings, arcades or graphics, should define a comfortably human scale at the street level.



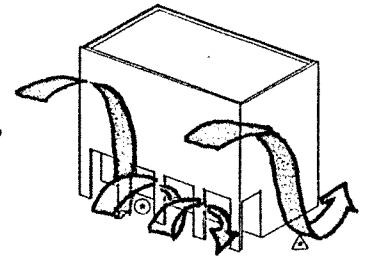
DESIGN OBJECTIVES

COMMERCIAL AND OFFICE BUILDINGS

- g. Buildings should be designed to prevent harmful environmental impacts, such as "wind tunnels."
- h. Buildings throughout the city should be accessible to the handicapped.
- i. Historic buildings in Anchorage represent a significant cultural resource. These buildings should be preserved and reused or relocated where possible.
- j. Scenic views are an integral part of the city's beauty. Some views are too important to be lost, and should be protected. Where a new building will block a less precious but still notable view from a public right-of-way or public park, it is desirable to provide a "public viewing area" within the building. This viewing area could be a bar or restaurant, viewing platform, or simply a windowed hallway with a view. This method of replacing "lost" views should be encouraged.



DESIGN FEATURES, SUCH AS ARCADES, CAN LESSEN WIND EFFECTS AT THE STREET LEVEL.

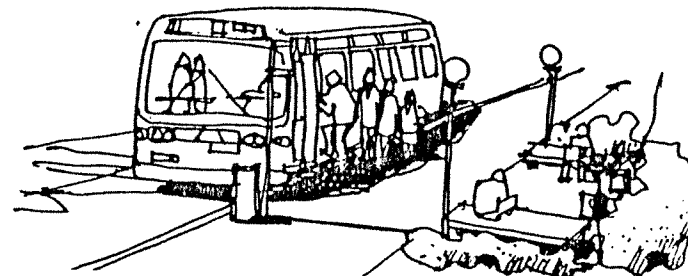


DESIGN OBJECTIVES

STREETS & SIDEWALKS

Good design can make streets more efficient as well as more attractive. Streets should be designed for efficient use by pedestrians and transit, as well as automobiles. However, they should also include means to soften their aesthetic and environmental impacts on the community.

- a. Anchorage needs fast routes on which to move across-town auto traffic. These "express" routes through town should not be commercial streets, but should be high-speed, limited access roads. This "segregation" of through traffic can make across-town travel more efficient, and shopping streets less hectic.
- b. Standards for street design should allow flexibility according to how a street will be used. A quiet residential street can be narrow and curvilinear to slow down traffic, while a busier street may require wider lanes and straight alignment.
- c. Streets should be landscaped, to perceptually separate auto traffic from nearby land uses while maintaining safety and visibility. Landscaping can also provide pleasant continuity for the driver who passes through many types of land uses.
- d. Street design should include provisions for pedestrian and transit use, since these modes of travel can significantly reduce traffic in key areas. Landscaped bus pullouts and shelters should be provided.

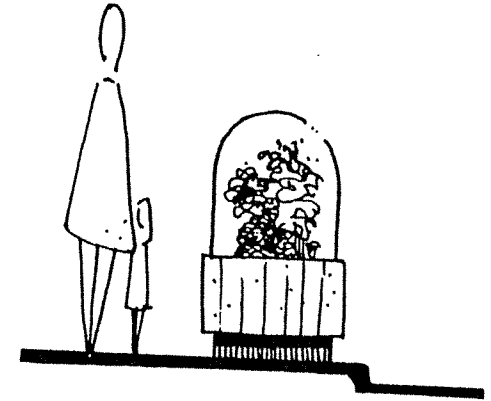


bus stop improvements

DESIGN OBJECTIVES

STREETS & SIDEWALKS

- e. Street furniture, fixtures, and street level landscaping should define an attractively human scale. Location of furniture should be particularly well thought out, since poorly placed furniture is not used.
- f. Sidewalks throughout the city should be accessible to the handicapped.
- g. Separation of pedestrians from high-speed automobile traffic is desirable. This can be accomplished with a planted strip, by providing a parking lane between the sidewalk and traffic lanes, or by other means. Pedestrians should also be able to safely cross high-speed auto routes.
- h. Sidewalks should be unbroken by numerous obstacles or driveway crossings. All sidewalks should be wide enough to allow two people to comfortably walk abreast.

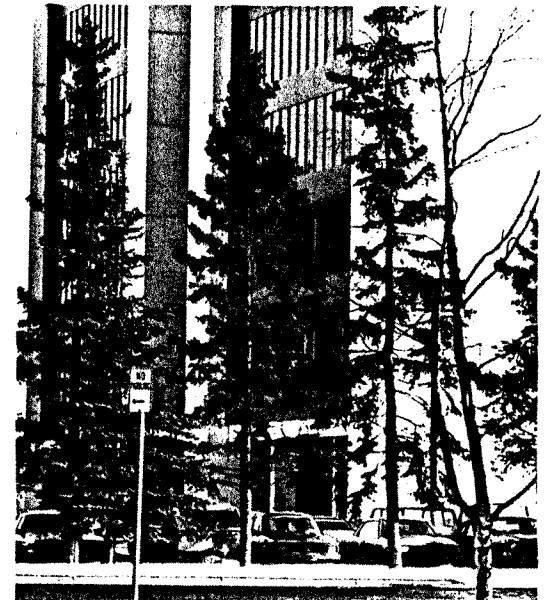


DESIGN OBJECTIVES

LANDSCAPING

Landscape planting can effectively soften the harshness of many urban settings. However, Alaskan climates pose special problems for landscaping. Several principles accepted in temperate climate landscaping are inappropriate for this area. These Design Objectives aim to make Anchorage landscaping better-designed and longer-lived.

- a. Landscape design should consider practical problems of snow removal. Plantings in parking lots and street rights-of-way must be designed to avoid harm during snow plowing. Clumped plantings in appropriate locations can avoid mechanical damage during snow removal.
- b. Plant materials must be ecologically suited to Anchorage climate and soils. Native species, such as white and black spruce, birch and mountain ash, are attractive choices. Introduced species, often untested in Anchorage, add important diversity to the planted landscape. However, untried species should be planted in small numbers until their success can be evaluated.
- c. Plant species should be pollution resistant throughout the city. Salt-tolerant species should be planted in parking lots and street rights-of-way.
- d. Plant species should be chosen not only for attractive blossoms, but for features which can add beauty to the winter landscape as well. Attractive bark, bright berries, colorful twigs, and year-round foliage provide color in an often drab winter landscape.
- e. Given the slow rate of growth for trees in Anchorage's climate, existing mature trees are much more valuable than newly-planted trees. Wherever possible, established trees should be protected and maintained. With careful treatment, these mature trees can be incorporated into new development, and can serve as the "backbone" for added planting.

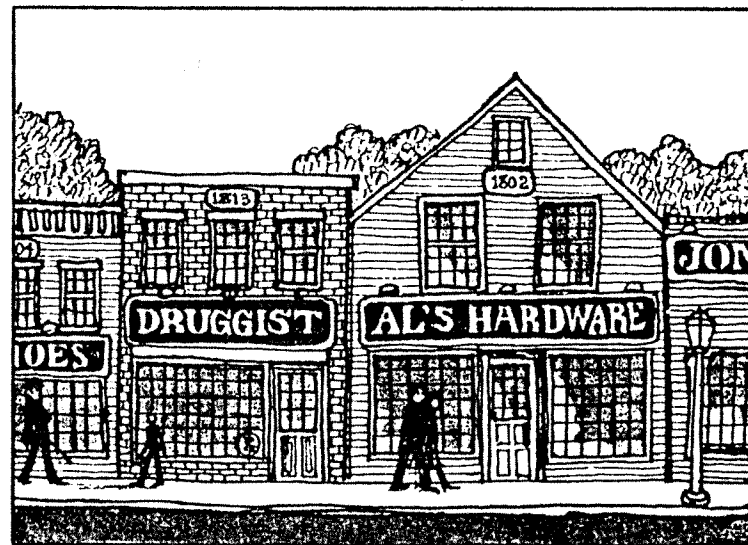


DESIGN OBJECTIVES

SIGNS

Signs convey information which is vital to understanding the city. Signs which are attractive, imaginative, and easily-understood add a positive element to city streets.

- a. Signs should identify the product or service of a business in a simple and creative manner.
- b. Design and placement of signs should enhance or harmonize with adjacent buildings and signs.
- c. Signs should be easily legible.
- d. Signs should not intrude into scenic views.
- e. Signs which are designed and built to be temporary should not be used as permanent signs.
- f. Signs should not create safety hazards or public nuisances (for example, by extremely glaring illumination, excessive size, unsafe construction, or improper location).

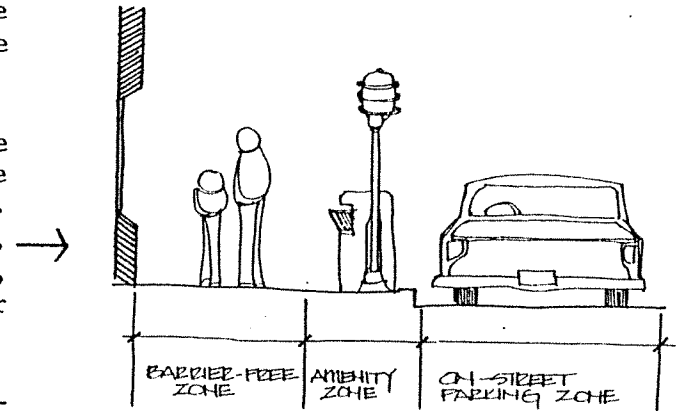


DESIGN OBJECTIVES

CENTRAL BUSINESS DISTRICT

The Central Business District (CBD) depends on pedestrian activity for its vitality. These design objectives aim to create a hospitable setting for shopping, work-day strolls, and evening activities in the downtown.

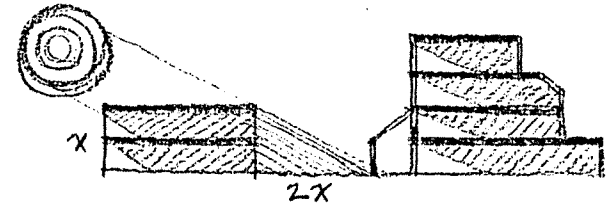
- a. Sidewalks in the CBD should be wide enough to accommodate substantial pedestrian traffic. Each building should include adequate sidewalk capacity for anticipated pedestrian flow. Sidewalks should meet the Design Objectives for Sidewalks, page III-4. Particularly important is a "barrier free zone", where travel is not obstructed by fixtures, planting, or street furniture.
- b. A sense of continuity is important on sidewalks in the downtown. Contiguous buildings provide a major element of continuity. The use of consistent fixtures, street furniture, and landscape elements can further add to a harmonious urban setting.
- c. Parking lots in the CBD should be screened with trees, shrubs, and other methods as needed. These plantings can add to a pedestrians' feeling of sidewalk continuity, as well as providing environmental benefits, such as diminishing the force of strong winds.
- d. Sidewalks and streets in the downtown should be designed to perceptually separate pedestrians from noise and views of high-speed traffic. In some cases, this can be accomplished by removing a parking lane and widening the sidewalk to allow planting.



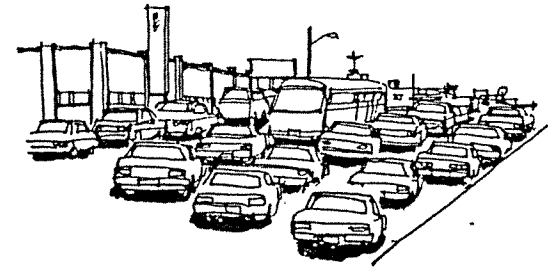
DESIGN OBJECTIVES

CENTRAL BUSINESS DISTRICT (CBD)

- e. Building design is a critical factor in maintaining a pleasant pedestrian environment in the CBD. Buildings should allow wide views of the sky, allow key areas to receive direct sunlight, and prevent harmful wind effects. Definition of a human scale through architectural elements at the street level is particularly important in the urban center.
- f. Street level retail shops are a key to downtown's vitality. Development in the downtown should include visible retail shops on the ground level. Display windows and transparent facades are desirable.
- g. Public open spaces in the CBD should take advantage of southern exposures, scenic views, and pedestrian travel routes. Landscaping and furniture should offer pleasant spots for downtown workers, tourists, and shoppers to linger.
- h. Landscape plantings in the downtown should provide year-round color and interest. Annuals brighten the summer months, while colorful twigs and berries, textured bark, and evergreen foliage add winter interest. Plantings which are located indoors but are visible to the street add the liveliness of growing plants throughout the year.
- i. Landscape planting should be located so as not to conflict with pedestrian travel or snow removal.



- j. To reduce traffic congestion and demand for parking in the CBD, travel to the CBD by means other than the private auto should be strongly encouraged. This can be done with employer-subsidized bus passes, by car-pooling, by providing bike parking, and many other methods.
- k. New development downtown should share in the costs of the downtown transportation system. Contributions to a transit fund or supplying transportation improvements (such as bus stops) are desirable methods of softening the increased demands placed on the CBD transportation system by new buildings.
- l. The addition of very large buildings to the CBD will shape the appearance and functionality of the CBD. These buildings should incorporate features which are critical to the vitality of the downtown, such as public open spaces, street level retail shops, pleasant pedestrian environments, parking, and others.

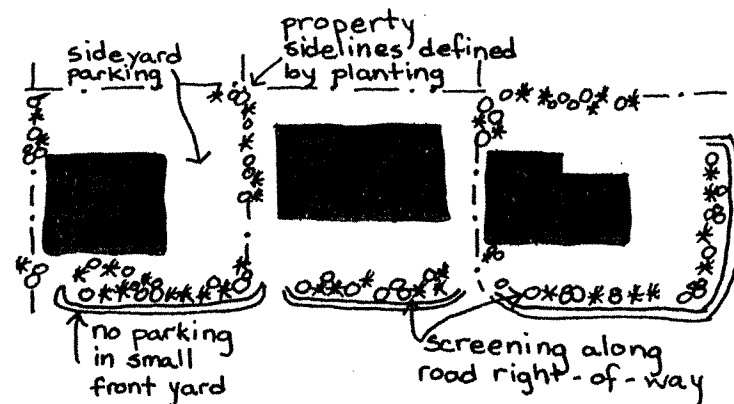


DESIGN OBJECTIVES

COMMERCIAL DISTRICTS OUTSIDE THE CBD

Commercial districts outside the Central Business District (including office districts) are heavily dependent on the automobile. While autos are necessary to the vitality of these districts, current zoning regulations and land use patterns allow the auto (and parking lot) to dominate. The Design Objectives for Commercial Districts Outside the CBD aim to lessen the role of the car in shaping our urban landscape.

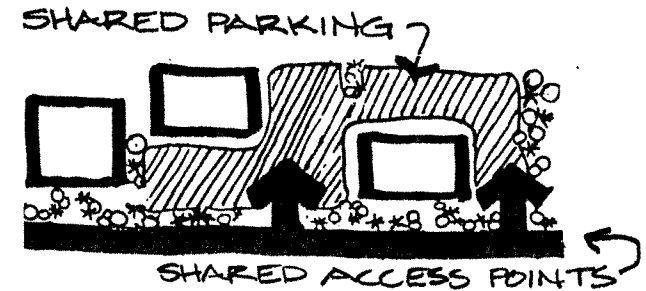
- a. Trees and vegetation provide visual relief from large expanses of pavement, act as windbreaks, protect soil from erosion while allowing it to absorb rainwater, and buffer noise and lights from parking lots.
 - 1) Parking lots should be screened with new plantings or existing trees or shrubs along front lot lines. This lessens views of parking lots from public rights-of-way, and adds continuity to the roadside landscape.
 - 2) Trees and shrubs should be planted or retained along side lot lines of parking lots. These can break up otherwise long views of great expanses of parking lots.
 - 3) Additional trees and shrubs should be planted within parking lots. These plantings can lessen the perceived size of the lot, and act as markers to aid traffic circulation.
- b. Where commercial properties abut residential neighborhoods, parking lots and service areas should be buffered with earthen berms, fences, or other methods of blocking views, lights, and noise. Landscaping should be planted in conjunction with any of these methods.



DESIGN OBJECTIVES

COMMERCIAL DISTRICTS OUTSIDE THE CBD

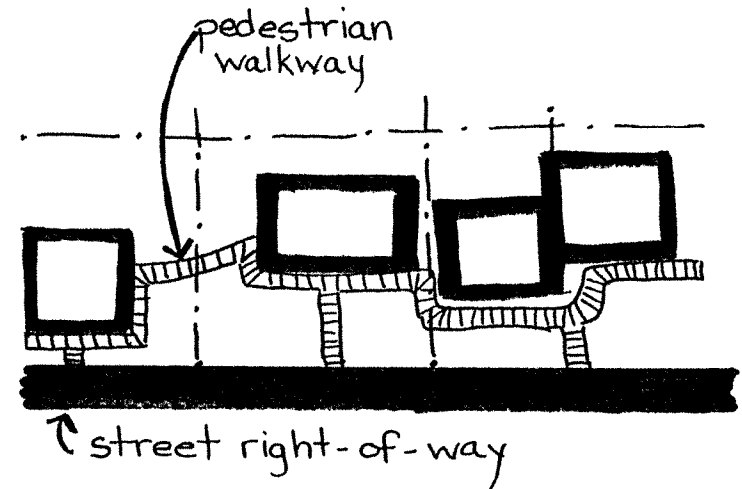
- c. Parking should be located in side yards or rear yards where possible. If a building is located close to the front lot line, parking should not be located in the front yard.
- d. Joint use of parking areas by adjacent businesses should be encouraged.
- e. Parking lots should have limited access points. Shared access drives should be encouraged.
- f. Methods of decreasing the size and impacts of parking areas should be encouraged:
 - 1) Parking requirements should be lessened if an establishment can prove that it will generate little parking demand, or if it shows that "trip management" efforts (such as transit use or car-pooling) significantly decrease parking demand.
 - 2) Current parking regulations require all parking stalls to be sized for full-size cars or trucks. A portion of each parking lot could include smaller stalls, sized for compact cars.
 - 3) If adjacent establishments can show that each requires parking at a time when the other requires little or none, parking lots should be shared. For example, a bank which operates nine to five Monday through Friday might share parking with a church which holds activities on Sundays and weeknight evenings.
 - 4) Current regulations may require stores and offices to provide many more parking spaces than will be needed. These regulations should be carefully re-examined.



DESIGN OBJECTIVES

COMMERCIAL DISTRICTS OUTSIDE THE CBD

- g. Pedestrian walkways, especially those which cross parking lots, should be clearly identified with painted markings, different paving materials, plantings along routes, lighting, or other means.
- h. In commercial and office districts, walkways should provide convenient routes for pedestrian travel from building to building. Development in commercial districts should include walkways from buildings to side lot lines of each parcel. Walkways should also provide safe access to the public right-of-way.
- i. All walkways should be accessible to the handicapped.
- j. Commercial and office development should be designed to moderate the negative effects of the development on the community, and especially on neighboring areas.
 - 1) A large portion of each parcel of land should be devoted to landscaping or other non-paved and non-built surfaces. These water-permeable surfaces absorb rainwater and urban runoff, lessening water pollution and erosion.
 - 2) Screening and buffering, as discussed in Design Objectives for Parking, should define property boundaries. This can separate commercial land uses from other nearby land uses.
 - 3) Lighting and signs for commercial uses should not glare or cast shadows on adjacent areas, especially residential neighborhoods.



DESIGN OBJECTIVES

COMMERCIAL DISTRICTS OUTSIDE THE CBD

- k. Public parks and open spaces are desirable in commercial districts. These should be accessible on foot or bicycle.
- l. Building size and bulk in commercial districts should be limited to a scale compatible with surrounding buildings and landscape.
- m. Buildings in a "commercial strip" should be contiguous, or should leave a minimum ten-foot wide pedestrian passageway between them.

SECTION IV

ILLUSTRATIVE ORDINANCES

C B D Z O N I N G

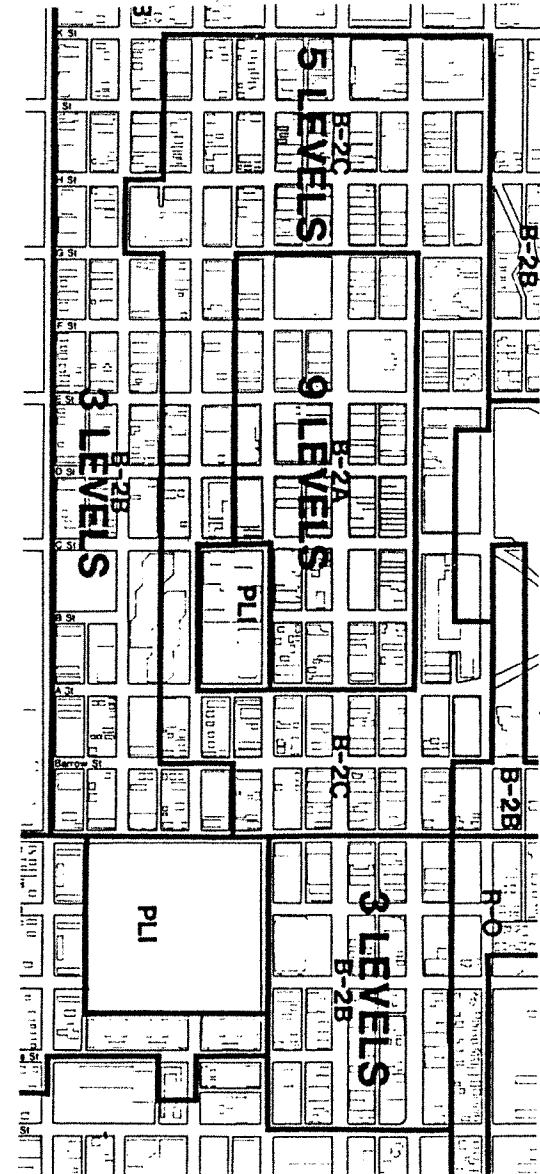
Anchorage was a national pioneer in bonus-incentive zoning with its 1974 CBD ordinance. Not surprisingly, only now are the ramifications of that system beginning to be clear. The Arco and Hunt buildings illustrate what is technically possible on any site throughout Downtown. They cast enormous shadows, create wind tunnels, have poor parking arrangements and do not include ground-floor retail activity. If that pattern were repeated again and again, and there is no reason to expect that it will not be, the consequences for congestion, daylight, and amenity would be profound. Concern over those consequences can be addressed within the basic structure of the current zoning system, and without unreasonable limitations on development or property value.

There are five departures from the present system worthy of consideration. Because regulatory bulk limits are so generous, the density of development is controlled by the market, not the zoning, as intended. Suggestion: tighten intensity controls to levels which are reasonable with respect to access, daylight, and other key considerations.

The present system rigidly controls the form or shape of new buildings: the towers are not look-alikes by accident. Suggestion: better define the purpose of building form control, then be more permissive in allowing designers to work within those purposes.

The present system is gentle in its access rules: bonuses but not requirements for parking, and no contribution required for any other circulation element. Suggestion: require or induce new development to make substantial contribution to methods that improve the accessibility of the CBD, but offer an array of ways of doing that, emphasizing alternatives to single-passenger autos.

The present system gives cheap bonuses: the value of the added bonus space vastly exceeds the cost or public value of the amenity which earns it. Suggestion: tune the bonuses to what the city really wants, and provide for a reasonable cost/bonus relationship.



The present system is never place-specific: it operates by homogeneous districts. Suggestion: follow the Anchorage CBD Comprehensive Development Plan proposal for certain rules applicable only at selected locations.

That Draft Comprehensive Development Plan has been a useful source for this work. While there are important differences in emphasis and style between that Draft Plan and this effort, all of these proposals appear to be consistent with that Plan.

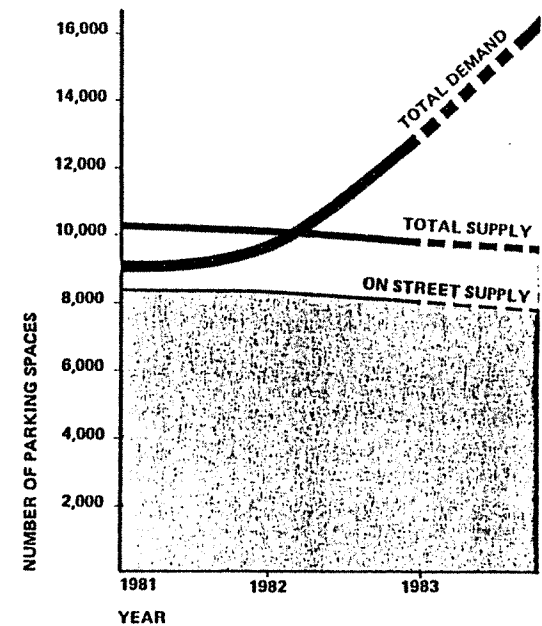
ACCESS: TRANSPORTATION TO AND WITHIN THE CBD

Downtown's qualities are powerfully shaped by transportation. The standard grid of 300 foot square blocks surrounded by 60 foot wide street rights-of-way and cut by a 20 foot wide alley allocates more than one third of each block's land area to circulation (45,600 square feet out of 129,600 square feet). Added to that are the voracious spatial demands of parking. It is a Downtown being built around the automobile.

Because auto movement and single-purpose trips are dominant on downtown streets, there is little motivation for individual properties to make efforts towards serving pedestrians or attracting their business. Stores with blank ground-level facades on major streets are both symptom and cause of the pedestrian's dilemma. Unlike most cities, however, Anchorage still has a chance to join transport and building in a more supportive relationship, since so much of Anchorage's future Downtown is yet to be built.

The key is to make development work for a better Downtown rather than against it. Parking can be restricted, not required: San Francisco is debating a categorical prohibition on Downtown surface parking. Businesses in new development can be rewarded for helping mitigate traffic by managing car pools, van pools, subsidized bus passes, charges for employee parking (all required in Boulder, CO), store discounts to bus passholders (done at Quincy Market in Boston), or other devices. Based on experience in other cities, as much as a 30% reduction in auto trips can be achieved. That, in turn, can help make better public transport service feasible, potentially attracting yet more ridership. A 30% reduction in auto trips probably means more

TABLE V.5. CBD PARKING DEMAND/SUPPLY ANALYSIS - ENTIRE CBD



than a 30% increase in pedestrians, giving property owners good reason to orient their premises to serve them.

These Downtown initiatives need to be carefully balanced with regulatory steps in the "outside" business zones in order to maintain the delicate relationships among the Municipality's business areas. Such balancing is in the "outside" proposals in Section IV.

Computer analysis shows that under the current zoning system, each square foot of site area may easily result in 15 square feet of floor area (a "floor area ratio" of 15), quite possibly more. That is nearly double the Hunt Building's ratio of eight square feet of floor area per foot of site area, the highest in Anchorage to date. A typical 20,000 square foot site (a quarter of a 300' x 300' block) could therefore generate a staggering 4,000 daily person trips. Without significant alternatives to solo-driving, these trips would normally demand well over 1,000 parking spaces. Being positive, high densities support central area retailing, and make efficient transport possible, both public transit such as the People Mover and private efforts such as car pools and van pools. A number of system refinements can address the access concerns which high density raises.

Al. Establish a Floor Area Ratio Limitation

The present zoning system allows a basic floor area ratio (FAR) of about 8 with no bonus points, and 15 or more with bonus points and design ingenuity. For comparison, mid-town Manhattan (whose zoning system is clearly the antecedent to Anchorage's) allows up to FAR 22 under extraordinary circumstances, but more generally allows FAR 8 to 10. Trip density varies with floor area density. To plan for transportation and other services those densities have to be predictable. The zoning should directly control them by adopting floor area ratio limits, as is near-universal in similarly sized cities (even Houston, which for years rejected the idea of any zoning, is now considering such limits).

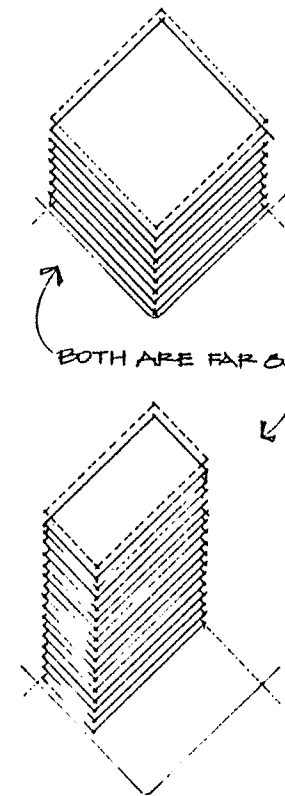
The actual numbers to be used should be based on research into street capacity and the actual FAR of existing structures. A two-tier system might be adopted, with one set of limits for "by right" approval, a higher set for those who obtain conditional use approval following a hearing and review by the Planning and Zoning Commission. For example, limits might look like this.

Maximum Floor Area Ratio (FAR)
(Numbers are illustrative only)

District	Use by right		Conditional Use
	Without Bonus Points	With Bonus Points	Upon Plan Review
B2A	5	7.5	10
2B	3	4.5	6
B2C	4	6.0	8

For comparison, the FAR for the Hunt Building is 8, for the ARCO complex is 7.5, the Municipal Hill Building is 4.8, and the Captain Cook is 2.6. (The Captain Cook owes its low FAR to a large site which is only partly covered by towers.)

Note, however, that while a floor area ratio limitation is an effective density control, it is wholly neutral regarding building shape. To control building shape for daylight or other purposes, a shape



control is needed in addition to the FAR limit. At present, a combination of shape controls (called "bulk controls") and the building height limits to prevent interference with Merrill Field flight patterns (imposed by the Federal Aviation Administration) are relied upon to indirectly control bulk. They do so, but not in a clear way, and with an unrealistic upper limit.

A2. Require Access Assistance

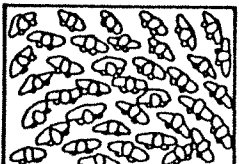
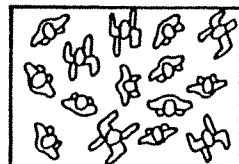
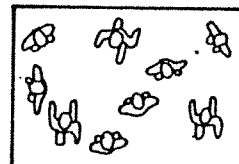
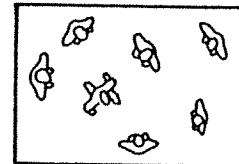
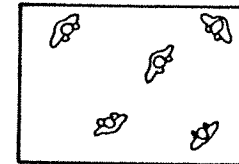
In most Anchorage zoning districts outside the CBD, private developers are required to contribute a major element of the access system, the off-street parking. Similar requirements for downtown buildings would interrupt desired pedestrian continuity, so would be a mistake. Private involvement in Downtown access could take alternative forms, such as cash contribution to a Municipal off-street parking fund, capital contribution for transit facilities, or where it seemed appropriate (e.g., for hotels), providing on-site or nearby off-site private parking. These provisions would help assure that access improves as demand for it mounts, would reduce the disparity in requirements between Downtown and elsewhere, and would prevent the developers of new structures from placing onto other taxpayers at least part of the burdens of supporting parking and other access facilities.

A3. Bonus for Trip Management

Off-street parking now earns a bonus in B2B and B2C. That could be replaced with a trip management bonus in these districts as well as B2A. Those efforts might include company-operated van pool or ride-sharing systems, staggered work hours, or subsidy for employee bus passes. Compliance would be measured by percent reduction auto trips below the district "norm." Non-compliance at a later date couldn't require dismantling parts of the building, but could require cash contribution to a transit operating fund as offsetting compensation.

A4. Adequate Sidewalk Capacity as Bonus Prerequisite

In many places Downtown sidewalks are grossly inadequate to accommodate the level of pedestrian activity which buildings ten or more stories high can (and we hope will) generate. Pedestrian demand can be predicted and sidewalk capacity can be measured: a satisfactory relationship would be a prerequisite to gaining bonus floor area,



requiring in some cases that the developer provide on-site pedestrian space as a condition of being eligible for floor space bonuses above the base level.

A5. Bonus for Curb Cut Limitations

Curb cuts interrupt pedestrian continuity and, to some degree, reduce street capacity. A bonus could be granted for developments which have no curb cuts on selected streets, for example all the "avenues", enhancing their pedestrian and vehicular capacities.

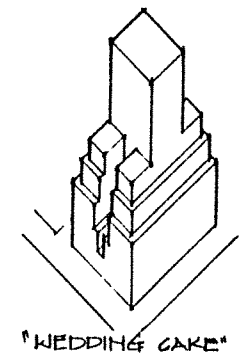
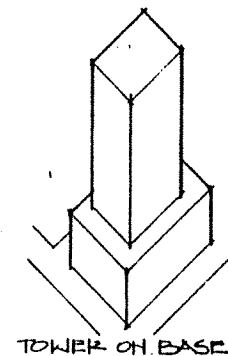
A6. Bonus for Transit Amenities

Providing bus shelters or turn-outs or other transit-related amenities could earn a bonus.

DAYLIGHT

People in Anchorage are understandably concerned about daylight and the effect of buildings in blocking it. Given the angle of the sun, even a low building shades a sixty-foot street from direct sunlight as fully as does a tall building. The critical question, however, is not only direct sun but brightness from the sky. Street brightness depends on how much of the sphere of the sky is blocked from the street, and on how bright the surrounding building surfaces are. Building shape is secondary.

The present system aims to protect daylight by limiting tower dimensions to 130 feet on a side, 150-180 feet on the diagonal. It apparently reflects a compromise between daylight protection and two other aesthetic objectives: desired street enclosure, indicated by allowing a three-story 100% lot coverage, and a preference for slab-sided towers rather than "wedding-cakes", indicated by the lack of any height vs. setback rule. A more conventional "wedding-cake" system would provide significantly better daylight protection: a tower or set of towers covering 85% of lot area is easily possible under the present system, and the FAA flight rules are the only limitation on height. The daylight consequences of legally permissible development could be devastating.



D1. Establish a Floor Area Ratio Limitation

The daylight-blocking effect of development chiefly depends on how much building volume is placed on a lot, and only secondarily on its configuration. Manhattan has consistently had the most sophisticated daylight-protection rules in the nation, but its streets are canyons anyhow because of the sheer bulk of building.

D2. Adopt a Direct Daylight Protection Rule

The present bulk control system not only fails to protect daylight, it strait-jackets design. It virtually dictates tower shape (including the chopped-off corners of the Hunt Building, Peterson Tower and others). A downtown filled with look-alike cousins of recent towers would be boring, as well as dark.

More direct control over skylight protection is possible using systems which allow greater design flexibility. The "price" is administrative complexity. Alternative system should be explored, and one of them selected and substituted for the present tower control rules.

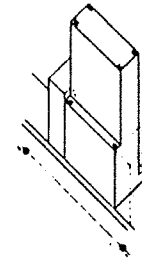
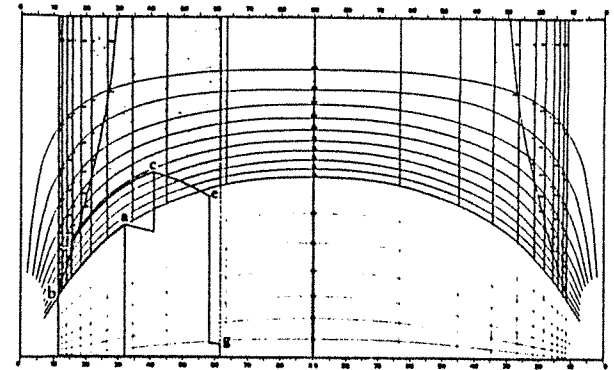
The Draft CBD Comprehensive Development Plan proposes terraced setbacks on the south side of streets and reciprocal easements on the north side. Such measures should be given consideration in the design of the daylight protection system. Daylight protection is a second reason, together with access, for suggesting that the ratio of floor to lot area be limited.

LIVABILITY

Development could add to rather than detract from Downtown amenities, using the creative energies of the development process to make Downtown a better place. Some of that could involve inducements, some of it requirements.

L1. Require Street-level Continuity

On selected major pedestrian frontages, buildings or other amenities should extend the full width of each property, uninterrupted by parking lots or other empty spaces. Development then would fill, not create, gaps.

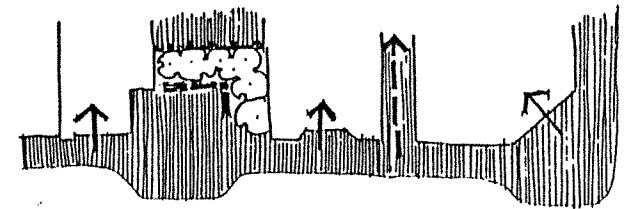


The example building should be scored as follows:

AVAILABLE DAYLIGHT SQUARES	88.9
SQUARES BLOCKED TIMES VALUE	
Squares above 70' blocked	-20.6
Squares below 70' open	+0
Profile Encroachment	
1 x 1.5 =	-0.4
.25 x 1 =	
Total blockage	-20.9

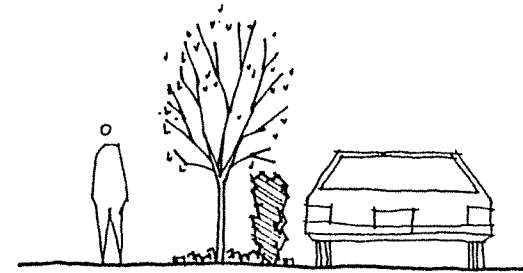
DAYLIGHT SCORE
 $88.9 - 20.9 = .7878 = 78.78\%$
88.9

FROM PROPOSED DAYLIGHT REGULATIONS FOR MIDTOWN MANHATTAN



L2. Require Parking Lot Screening

All parking should either be enclosed within structures or screened from pedestrians by plantings, fences, berms, or other devices.

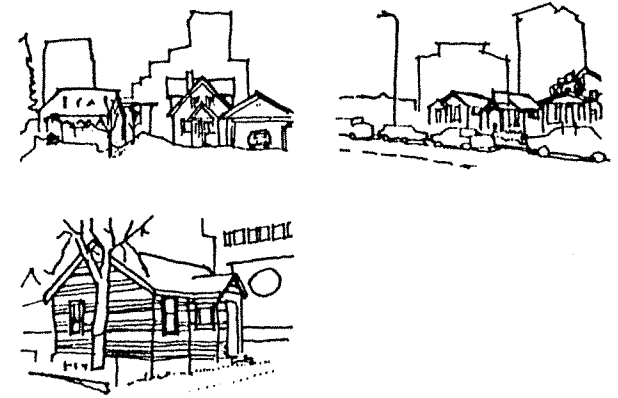


L3. Bonus for Landscaping

Provision of landscaped buffer space between pedestrians and the street, or planting areas at the building's base, or similar amenities beyond those required for screening parking should earn bonuses, just as trees now do.

L4. Bonus for Historic Preservation

Development frequently threatens historic structures or environs. It could and sometimes does contribute to their preservation by relocating them to secure sites, by incorporating elements of them into the development (e.g., facade preservation in front of a new infill structure), or by contribution to a historic preservation fund. Such actions could be encouraged by bonuses. On the other hand, direct or even indirect damage to identified historic assets could result in penalty points to be deducted from those used to gain extra floor area.



This bonus category involves complex judgment, so should only be counted (either as bonus or as penalty) in cases involving a conditional use permit from the Planning and Zoning Commission.

L5. Require a Share of Bonus Points for Pedestrian Amenities

At present, the entire bonus floor area which can fit onto a site can easily be earned without providing any pedestrian amenities. The system could be altered to require that at least a certain percentage of total points come from such categories as trees and sidewalk canopies.

L6. Encourage Plazas and Setbacks at Special Places

The Draft CBD Comprehensive Plan suggests a number of circumstances where there is a special public interest in plazas or setbacks, such as where view corridors open to district vistas, and on corners where

catching the sun is feasible. Private provision for those amenities can be encouraged by, for example, doubling the usual rate at which plazas earn bonus points at these locations.

PREDICTABILITY

Everyone benefits from greater predictability of what will be allowed: developers, neighbors, and the Municipality. A number of steps can serve that objective.

P1. Increase Automatically Allowed Height or Area

An increase in the "base height" allowed without bonus or conditional use approval would have several effects. First, fewer developments would be obliged to seek bonus points and the uncertainty which that entails. Second, the amount of bonus floor area granted in return for amenities could be reduced without reducing the amount of allowable floor area, making the cost of the amenities and the profitability of the floor area more nearly commensurate.

In shifting to an FAR system, height limits will cease to be used as primary bulk limits, and serving this objective would be accomplished through design of those FAR controls.

P2. Expand on Required Features

Under present codes, new development may or may not widen sidewalks, provide parking, or provide continuous development along the street. The changes suggested above would make certain that those things would be done in all major development.

P3. Require Conditional Use Permits in Major Cases

Abuse of the bonus system is presently entirely possible: an applicant meeting the letter but not the intent of the system could produce a monstrous building. Greater predictability of outcome can be gained by requiring conditional use permits for the largest buildings or the greatest increases over base floor areas. A simple cultural exhibit or meeting hall requires a conditional use permit in the B2A district, but a 25-story million square foot office complex does not!

ZONING TEXT CHANGES

The following draft ordinance is intended to illustrate the kind of change which would implement the above suggestions, using the B2A district as an example. These are only intended as illustration, not recommended text. In addition to these changes at 21.40.150 of the Municipal Code, items such as parking area design would be included at 21.45, Supplementary District Regulations.

ORDINANCE AMENDMENT

Amend 21.40.150 B-2A - Central Business District Core

1. Revise "G. Base height of structures" so that it reads as follows:

"G. Height of structures. No limit except that structures shall not interfere with Federal Aviation Administration Regulations on airport approaches."

2. Revise "H. Bulk regulations and maximum lot coverage" so that it reads as follows:

"H. Bulk regulations. Buildings shall not exceed the following ratios of floor area at or above grade to lot area (FAR):

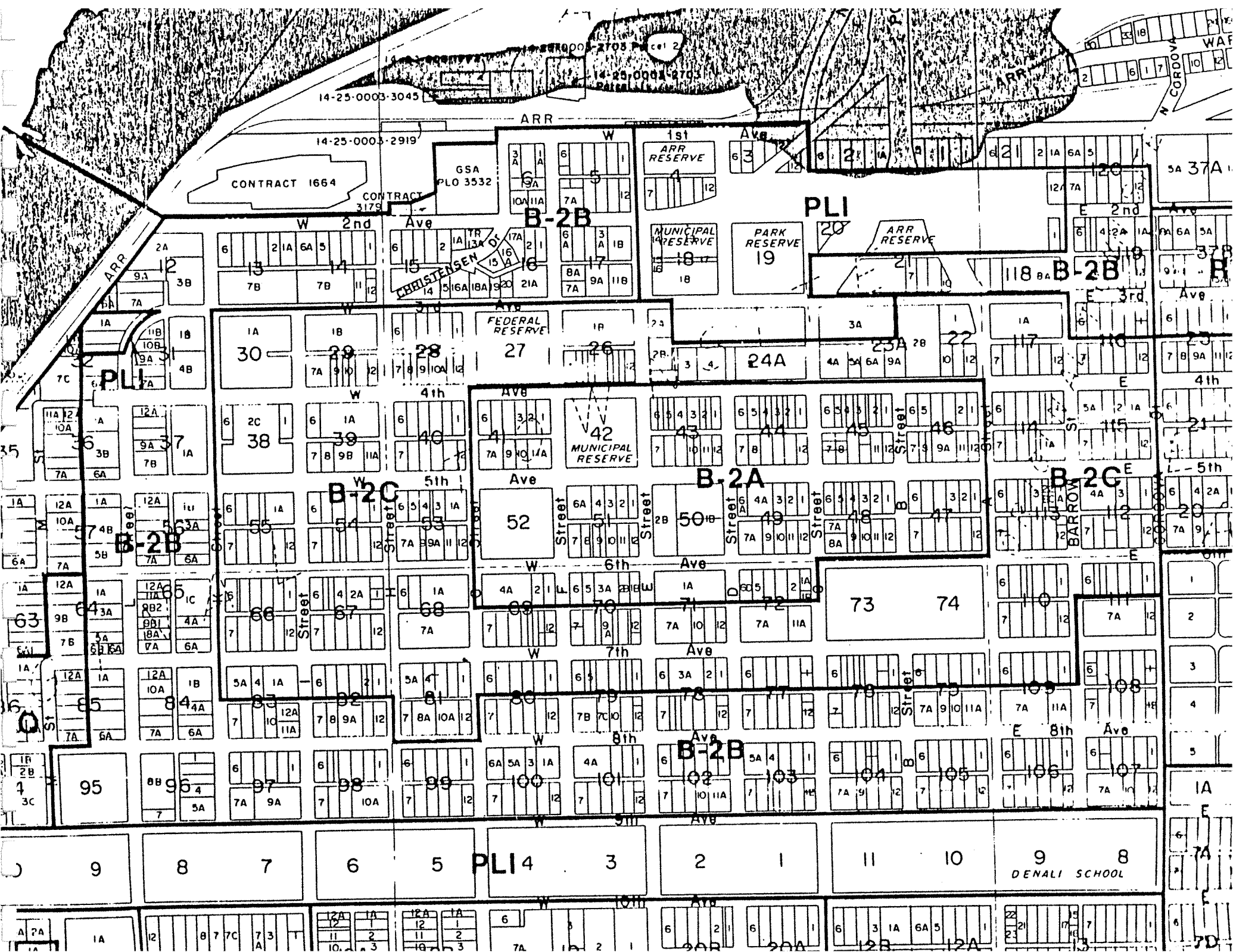
Base Floor area ratio: 5x lot area

Allowable with bonuses: 7.5x lot area

Allowable with bonuses
on conditional use permit: 10x lot area

Increases in floor area above the base floor area ratio shall be allowed through a system of "bonus points" accumulated by providing and incorporating certain design amenities into the specific site development plan approved by the Planning Department or, if involving a conditional use permit, by the Planning and Zoning Commission. All new development must accumulate a minimum of one bonus point per each 1,000 square feet of site to be approved. Beyond that, each bonus point would permit an additional 250 square feet of floor space. No more than one bonus point per each 200 square feet of site can be

versus 400' present



14-25-0003-3045

14-25-0003-2919

CONTRACT 1664

GSA PLO 3532

CONTRACT 3179

ARR

W

1st Ave

ARR RESERVE

PLI

PARK RESERVE 19

ARR RESERVE

CHRISTENSEN

FEDERAL RESERVE

MUNICIPAL RESERVE

B-2B

B-2A

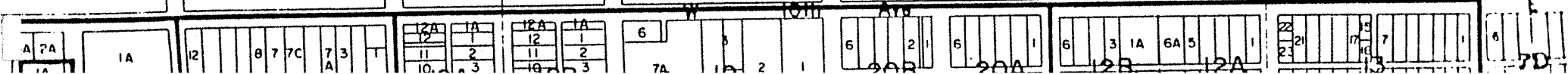
B-2C

B-2B

B-2C

9 8 7 6 5 PLI 4 3 2 1 11 10 9 8

DENALI SCHOOL



accumulated for any single amenity option unless otherwise indicated in this section, and at least 25% of all bonus points must be for pedestrian amenities. Bonus points can be obtained by combining any of the following options:

<u>Feature Option</u>	<u>Bonus Points</u>
PRIORITY USES	
ground level retailing	1 pt. per 100 sq. ft.
commercial theater	1 pt. per 200 sq. ft.
apartment housing, etc.	4 pts. per 400 sq. ft. of housing
hotels	2 pts. per 400 sq. ft. of area devoted to hotel rooms.
PEDESTRIAN AMENITIES	
street trees	1 pt. per tree
seating units	1 pt. per 2 units (maximum accumulation of 6 pts)
covered arcade	1 pt. per 60 sq. ft. (w/heating) 1 pt. per 70 sq. ft. (w/o heating)

Feature Option

open air plaza, landscaped parks or preservation of natural areas

climate-controlled public plaza or court (galleria)

*pedestrian area landscaping

TRANSPORTATION FEATURES

bike racks

trip management actions

*bus shelter, pull-out, other transit amenity

curb cut control on designated streets

Bonus Points

1 pt. per 40 sq. ft. (at designated view corridors or corner plazas)

1 pt. per 30 sq. ft. (at other locations)

1 pt. per 40 sq. ft.

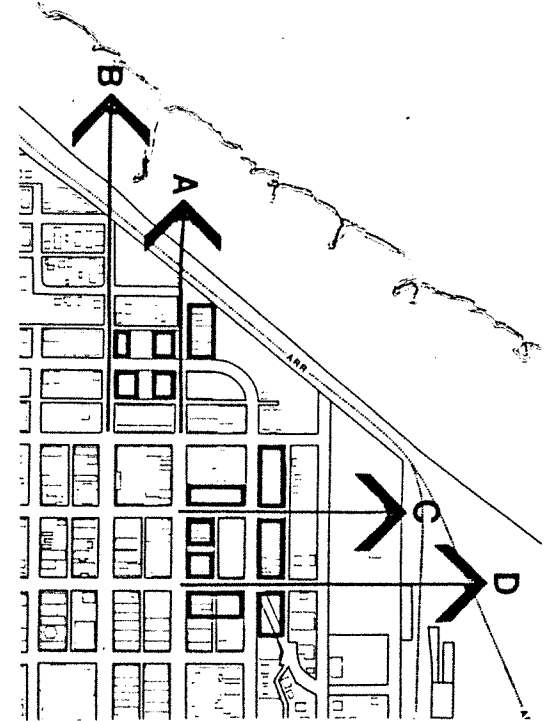
1 pt. per 20 sq. ft.

1 pt. per 5 storage units (maximum accumulation of 4 pts.)

(see formula 1)

Up to 1 pt. per 200 sq. ft. site area

(see formula 2)



*Allowable only on Conditional Use Permit

Feature Option

Bonus Points

OTHER PUBLIC AMENITIES

public restrooms at
ground level

1 pt. per 70 sq. ft.

public `developed`,
`recreation` area on the
roof or public viewing deck

1 pt. per 120 sq. ft.

*historic preservation
actions

Up to 1 pt. per 200
sq.ft. site area

* Allowable only on Conditional Use Permit

Amenities for which bonus points have been granted must be maintained after construction of a project, provided, however, that amenities can be eliminated and others substituted on a point-for-point basis and provided further that amenities for which points have been granted can be eliminated entirely upon approval by the Planning Commission."

FORMULAS

1. Trip management points =

$$\frac{\text{site area (sq. ft.)}}{200} \times \frac{(1 - \text{reduction factor}^*)}{0.30}$$

Reduction factor =

$$\frac{\text{est. peak hour vehicle trips with management}}{\text{est. peak hour vehicle trips without management}}$$

* not to exceed 0.7

2. Curb cut control points:

a) frontage on, but no curb cut on, designated street:

points = $1/5 \times$ street frontage (lin. ft.)

b) curb cut on designated street:

pts. = $1/5 \times$ (separation in ft. from other cuts - 150)

3. Delete J Bonus point/option incentives and substitute the following:

(Daylight Controls: to be developed).

4. Delete L. Parking and substitute the following:

"L. Access Requirements. Off-street parking as required at Section 21.45.080 shall be provided, or in lieu thereof, payment shall be made to the Municipal Off-Street Parking and Transit Facilities Fund in an amount equal to the number of spaces required but not provided times 60% of the estimated current cost per space of constructing a multi-level parking structure in Anchorage.

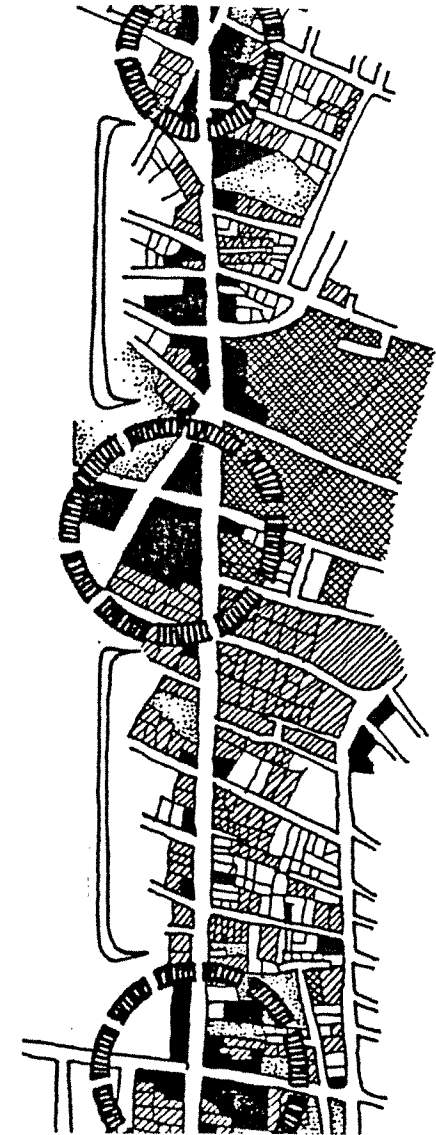
No structure shall exceed the base floor area ratio unless the Planning Department determines based on analysis submitted by the applicant that pedestrian level of service D will be maintained at the daily peak hour on all sidewalks abutting the premises, using methods outlined in Transportation Research Circular Number 212, January, 1980, and reflecting any facility changes proposed by the applicant at his expense."

B U S I N E S S Z O N I N G O U T S I D E T H E C B D

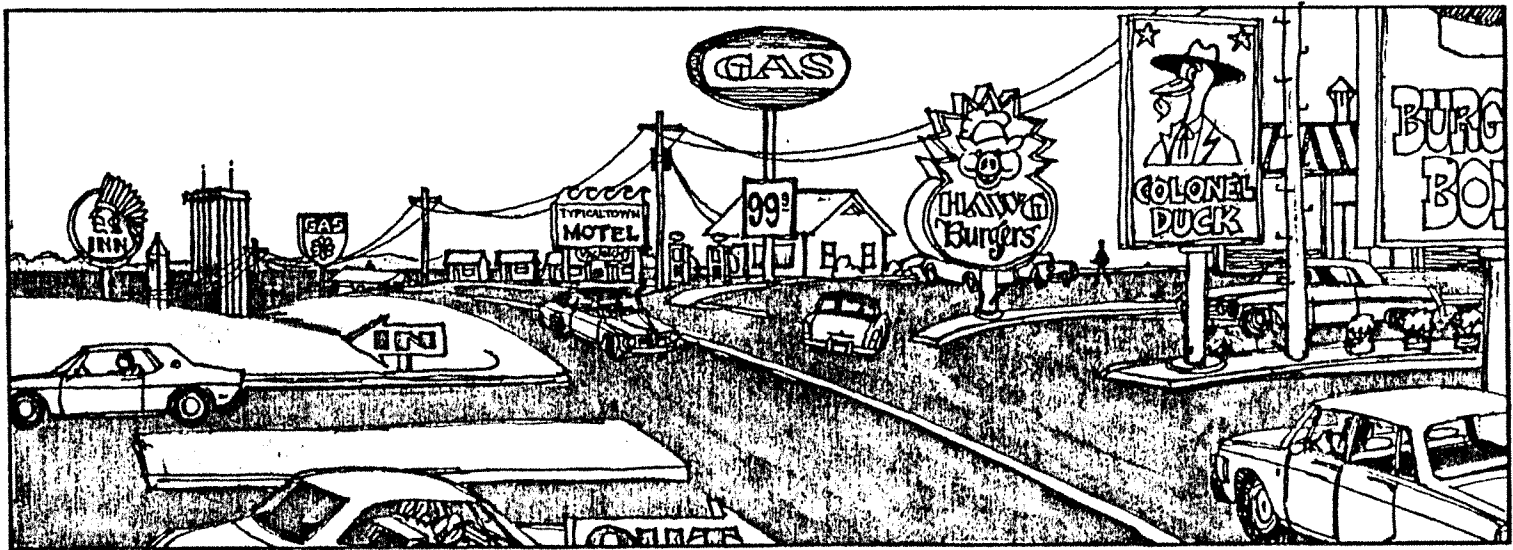
Anchorage needs to promptly implement a good development management system for areas outside the CBD. At the present pace of growth, the future pattern is rapidly being locked into place, and it doesn't serve the city well. A "good" system should provide flexibility for property owners and designers, protection for established development, especially residential, and predictability for the Municipality so that it can plan services and other land uses. The present system achieves none of these objectives. Property owners are hamstrung by pages of detailed specifications. Despite those detailed regulations, development often has destructive impacts on surrounding areas. There is no predictability at all, since the most critical building variables such as gross floor area are uncontrolled. The Zoning Ordinance rigidly controls minutiae while the fundamentals go unmanaged.

Overhaul of those regulations is long overdue. Revision was anticipated a decade ago as a companion to adoption of the relatively sophisticated CBD controls. The Task Force has repeatedly affirmed the importance of proceeding now with the overdue reform. Four proposals for change are included here. Although they are drafted as ordinance amendments, they are for illustration purposes only.

1. **Rewriting of the B-3 Strip Commercial regulations.** Other non-residential districts also deserve rewriting, but this serves as a critical illustration. Most importantly, eighty over-specified use categories are collapsed into five, and a "bonus point" bulk control system is added, patterned on the CBD system.
2. **Amendment to Parking Regulations.** The dominant land use in outlying business areas is parking. A series of refinements is proposed aimed at rationalizing parking development and minimizing its impacts. An incentive for trip reduction efforts is provided.



3. **Creation of an Impact Management section.** This establishes standards designed to protect private and public interests against damaging over spills, and to create a humane pedestrian environment.
4. **Creation of Performance Controlled Planned Unit Development.** This affords greater development flexibility in all zones in return for assurance of consistency with proposals and diminished residential impacts. For locations planned but not zoned for business use, this provides a flexible alternative to rezoning.



I. REPLACE 21.40.180 WITH THE FOLLOWING

21.40.180 B-3 - General and Strip Commercial Business District.

The following statement of intent and use regulations shall apply in the B-3 district:

- A. The B-3 district includes those areas which are heavily exposed to automobile traffic and which have been developed with general commercial uses. The district is intended specifically for those areas surrounding major arterial intersections where personal services, convenience goods, and auto-related service facilities are desirable and appropriate land uses. The extension of the B-3 district commercial uses along arterials in a "strip" fashion is to be discouraged.
- B. Permitted principal uses and structures.
1. Wholesale and retail uses, except those allowed as Conditional Uses under D and those prohibited under E. } This replaces an 80-item list!
 2. Other uses:
 - a. multiple-family and high-rise apartment;
 - b. private clubs and lodges;
 - c. public parks and buildings;
 - d. vocational or trade schools.
- C. Permitted accessory uses and structures. Uses and structures customarily accessory and clearly incidental to permitted principal uses and structures.
- D. Conditional Uses. Subject to the requirements of the Conditional Use standards and procedures of this title, the following uses may be permitted:

1. Utility substations;
2. Heliports;
3. Marquees, overpasses and similar substantial projections into public airspace, together with any signs to be mounted thereon;
4. Planned unit developments;
5. Drive-in movie theaters;
6. Camper parks;
7. Churches and synagogues, along with the customary accessory uses, including parsonages, day nurseries, kindergartens and meeting rooms;
8. Quasi institutional house;
9. Uses involving the retail sale, dispensing or service of alcoholic beverages.

E. Prohibited uses and structures:

1. Yards for storage or display of any scrap, junk, salvaged or secondhand materials or for any scrap or salvage operations;
2. Storage or use of mobile homes;
3. Any use failing to earn at least one bonus point per 1,000 sq.ft. of site area under paragraph H. Bulk regulations;
4. Any use failing to meet the impact management standards of Supplementary District Regulations Section 21.45.180.

↑
No real changes here
↓

} Major changes

F. Minimum lot requirements:

Use	Lot Area (sq.ft.)	Lot width (ft.)
1. 3-through 6-family dwelling	6,000	50
2. 7-through 10-family dwelling	8,500 plus 750 sq. ft. for each dwelling unit in ex- cess of 7.	75
3. Apartment buildings for 11 or more families may only be constructed on sites having a minimum area of 14,000 square feet and minimum frontage of 100 feet on a Class 1 or greater street.		
4. All other uses:		
width: 50 feet		
area: 6,000 square feet		

No changes
↑
↓

G. Minimum yard requirements:

1. Front yard: none, except as provided in the supplementary district regulations;
2. Side yard: ten feet, where the lot adjoins a residential district boundary: otherwise none, provided however, that if any side yard is provided, it shall be not less than ten feet, the purpose being that adjoining commercial buildings shall either directly abut or shall maintain a minimum of ten feet between such buildings;
3. Rear yard: none.

Present sideyard = 5 feet

H. Bulk Regulations.

For purposes of bulk regulation activities shall be categorized as follows:

High intensity trip generators (over 100 trips per 1,000 sq. ft. gross floor area per day): restaurants, drive-in banks, gasoline service stations.

Low intensity trip generators (under 20 trips per 1,000 sq. ft. gross floor area per day): dwellings, office except medical, hotels and motels (exclusive of restaurant facilities), manufacturing, wholesaling, and any other activity satisfactorily documented by the applicant to assuredly produce fewer than 20 trips per 1,000 sq. ft. gross floor area per day over the life of the facility.

Medium intensity trip generators (between 20 and 100 trips per day): all others.

Buildings shall not exceed the following ratios of floor area to lot area ('floor area ratio', or 'FAR'), excluding from the floor area total any area below grade or devoted to parking:

	Trip Generator Intensity		
	High	Medium	Low
Base floor area ratio	0.1	0.2	1
Allowable with bonuses	0.2	0.4	2
Allowable with bonuses on conditional use permit	0.4	0.8	4
Floor area (sq. ft.) increase per point	40	80	200

Increases in floor area above the base floor area ratio shall be allowed through a system of 'bonus points' accumulated by providing and incorporating certain features into the specific proposal approved by the Planning Department or, if involving a Conditional Use Permit, by the Planning and Zoning Commission. Each bonus point shall permit an additional amount of floor space as indicated above. All new development must accumulate a minimum of one bonus point per each 1,000 square feet of site to be approved: beyond that, any extra points shall go toward granting floor space.

Application may be made for Conditional Use approval joining applicable lot area on two or more lots, which need not be adjacent or in the same ownership, but which must each have frontage on the same street in the same B-3 district, and be subject to the irrevocable condition that subsequent development on each lot will require satisfaction of these bulk regulations for the set of lots taken collectively.

"Transfer of commercial development rights"

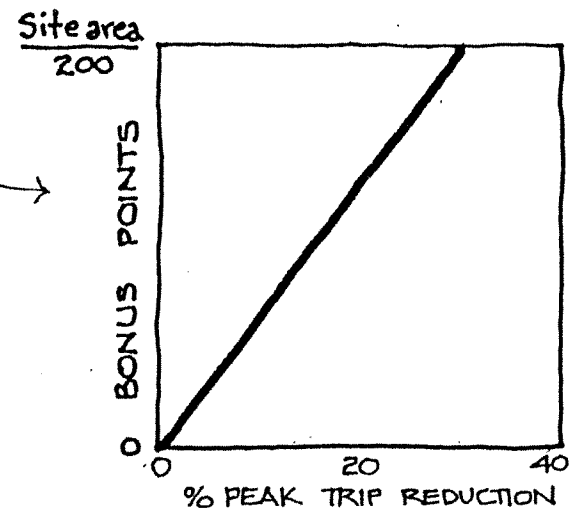
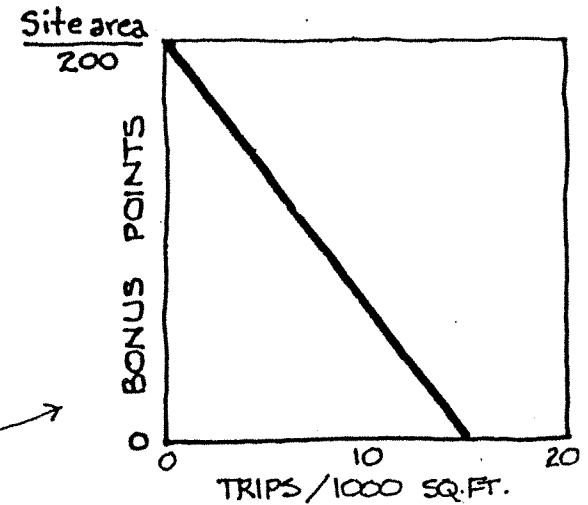
Bonus points can be obtained by combining any of the following options:

<u>Feature Option</u>	<u>Bonus Points</u>	<u>Maximum</u>
PEDESTRIAN AMENITIES		
Seating units	1 pt./2 units (maximum accumulation of 6 pts)	6 pts/project
Extra street buffer	1 pt./100 sq.ft.	1 pt./400 sq.ft. site area
Landscaped parks	1 pt./80 sq.ft.	1 pt./200 sq.ft. site area
Climate-controlled Public plaza or court (galleria)	1 pt./40 sq.ft.	1 pt./200 sq.ft. site area
Sheltered walkway	1 pt./5 lin. ft.	1 pt./200 sq.ft. site area

TRANSPORTATION FEATURES

Low trip generator	(see formula 1)	1 pt./200 sq.ft. site area
Trip management actions	(see formula 2)	1 pt./200 sq.ft. site area
Curb cut control on designated streets	(see formula 3)	1 pt./200 sq.ft. site area
*Bus shelter, pull-out, other transit amenity	Up to 1 pt./400 sq.ft. site area	1 pt./400 sq.ft. site area
Off-street trails connected	1 pt./10 lin.ft.	1 pt./400 sq.ft. site area

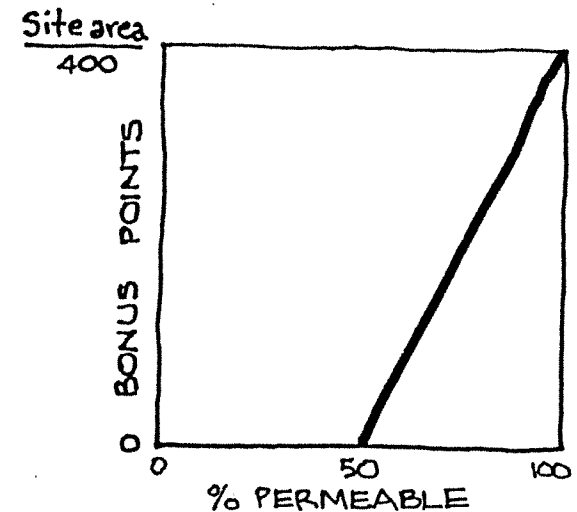
* Allowed only for Conditional Uses.



<u>Feature Option</u>	<u>Bonus Points</u>	<u>Maximum</u>
OTHER FEATURES		
Public restrooms at ground level	1 pt./70 sq.ft.	1 pt./400 sq.ft. site area
*Historic preservation actions	Up to 1 pt./200 sq.ft. site area	1 pt./200 sq.ft. site area
Contiguity with premises developed for commercial or industrial use	1 pt./5 lin. ft. common side or rear lot lines	1 pt./200 sq.ft. site area
Low impermeability	(see formula 4)	1 pt./400 sq.ft. site area
Energy conservative design	(see formula 5)	1 pt./400 sq.ft. site area
"Development" wetland preserved on-site	1 pt./80 sq. ft.	1 pt./200 sq. ft. site area

Features for which bonus points have been granted must be maintained after construction of a project, provided, however, that amenities can be eliminated and others substituted on a point-for-point basis and provided further that amenities for which points have been granted can be eliminated entirely upon approval by the Planning Commission of an alternative means of providing commensurate benefit to the public welfare.

* Allowed only for Conditional Uses.



FORMULAS

1. Low trip generator points =

$$\frac{\text{site area (sq.ft.)}}{200} - \frac{\text{estimated daily trips}}{3}$$

2. Trip management points =

$$\frac{\text{site area (sq.ft.)}}{60} \times (1 - \text{reduction factor})$$

Reduction factor =

$$\frac{\text{est. peak hour vehicle trips with management}}{\text{est. peak hour vehicle trips without management}}$$

3. Curb cut control points

- a) frontage on, but no curb cut on, designated street:

$$\text{points} = 1/2 \times \text{street frontage (lin.ft.)}$$

- b) curb cut on designated street:

$$\text{points} = 1/2 \times (\text{separation in feet from other cuts} - 200)$$

Streets to be designated by vote of the Planning and Zoning Commission.

4. Low permeability points =

$$\frac{\text{site area (sq.ft.)}}{200} \times \left(\frac{\text{permeable area}}{\text{site area}} - 0.5 \right)$$

5. Energy conservation points =

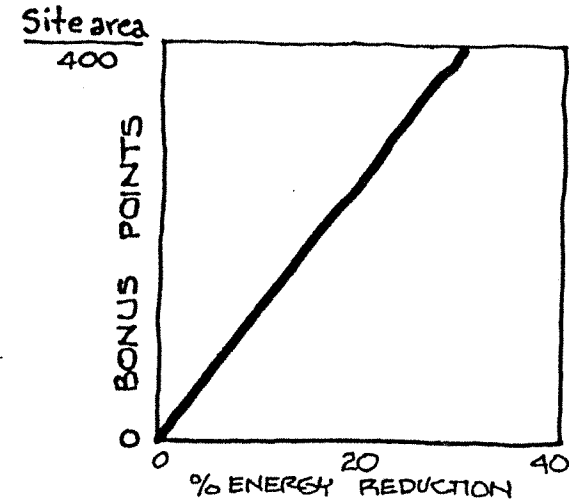
$$\frac{\text{site area (sq.ft.)}}{60} \times \text{reduction factor}$$

Reduction factor =

$$\frac{\text{est. annual fossil fuel consumption as designed}}{\text{est. annual fossil fuel consumption conventionally}}$$

Fuel consumption is for space heating and hot water only.

- I. Maximum height of structures: ninety (90) feet except that structures shall not interfere with Federal Aviation Administration Regulations on airport approaches.
- J. Signs. Signs may be allowed in connection with any permitted use, subject to the provisions of the supplementary district regulations.
- K. Parking. Adequate off-street parking shall be provided in connection with any permitted use, as provided in the supplementary district regulations.
- L. Loading. Where applicable, off-street loading facilities shall be provided in accordance with the provisions of the supplementary district regulations.
- M. Ground coverage. No more than 80% of a site may be covered with an impervious surface. Impervious surfaces include all paving and building coverage. All areas not devoted to buildings, structures, drives, walks, off-street parking facilities, or other authorized installations shall be covered with one or more of the following: gravel, lawn grass, shrubbery, trees, or other suitable ground cover materials.



Revised: concrete and asphalt deleted

II. AMEND 21.45.080 PARKING REQUIREMENTS

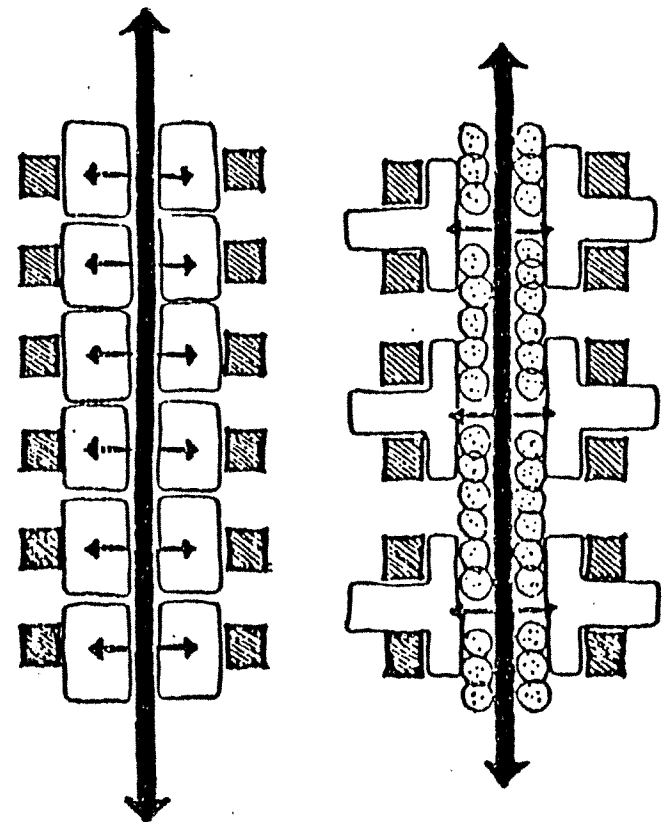
Replace or supplement the present text at the following locations.

S.3 Joint use: a single parking area may be used to satisfy the parking requirements of more than one establishment. The number of parking spaces required shall equal the sum of the requirements for each establishment, except that the Administrative Official may authorize up to a 1/3 reduction in that total, if he determines, based on evidence furnished by the applicant, that the enterprises have peak demands occurring at sufficiently different times to justify the reduction.

S.4d All parking layout plans and site plans are subject to review by the Traffic Engineer to ensure that provisions have been made for minimum interference with street traffic flow, safe interior circulation and parking, and compliance with 21.45.180 Standards for Impact Management.

S.4e For off-street parking lots of 5 or more cars:

1. No new off-street parking shall be located between a building facing the street and the property line if the building is within 30' of the property line.
2. Parking lots shall be graded and provided with drainage facilities adequate to prevent the accumulation of standing ground water except in storms anticipated once in 5 years or longer.
3. Parking lots shall not require autos to back onto any public right-of-way other than an alley.
4. There shall be not more than two driveway openings onto any street from such parking areas unless each opening is separated from all others on or off the parcel by more than 150 feet between centerlines.
5. Driveway openings shall not normally exceed 24' in width at the property line.



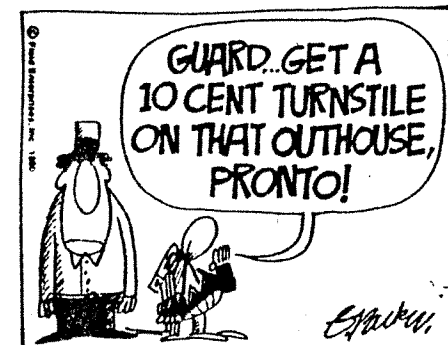
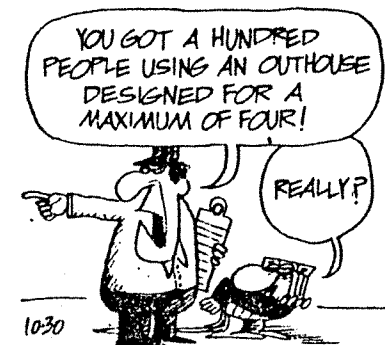
S.5 Parking demand management: the Administrative Official may authorize a reduction of up to 30% below the otherwise required number of parking spaces if he determines, based on evidence furnished by the applicant, that that reduction is justified by commitments to demand reduction actions, such as ride-sharing or van-pooling systems, company-subsidized bus passes, or parking charges.

S.7 Screening: In the B-3 districts the requirements of 21.45.180 C Landscaping and Screening must be observed. In other districts where parking areas (except those which serve single-family and duplex residences) are in or adjacent to residential zoning districts, the parking areas shall be partially screened by a wall, fence or by landscaping designed to obstruct the view of the parking area from the residential area. The screen shall have a minimum height of 3.5 feet and shall be maintained in good condition.

S.8 Surface: Off-street parking areas, loading areas, and access drives, if involving five or more parking spaces, shall be paved with concrete or asphaltic compound unless the Administrative Official authorizes an alternative surface which, because of only seasonal or periodic use, will adequately prevent dust, erosion, water accumulation, and unsightly conditions.

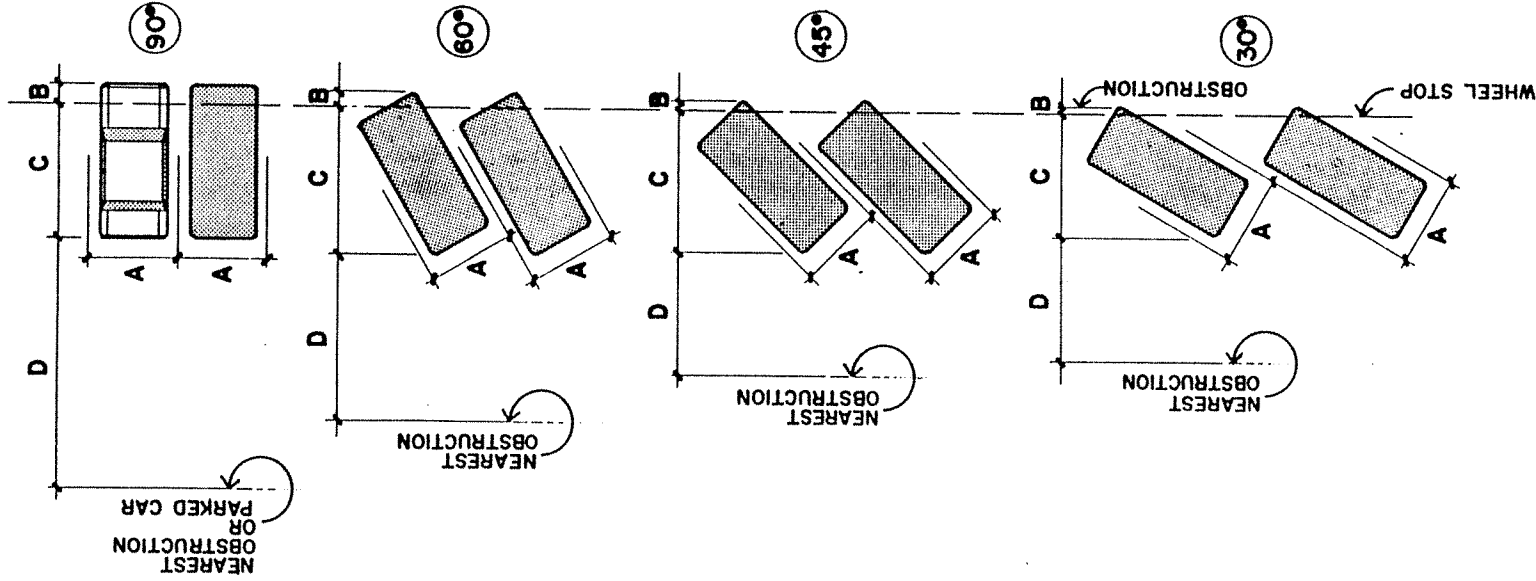
S.10 Parking Dimensions: The dimensions in "Parking: Minimum Standards" (diagram, overpage) shall be observed. In special circumstances, the Administrative Official may authorize departure from these standards to allow bumper-to-bumper parking, as in the case of valet parking and parking provisions for large-audience events where the entire audience will leave substantially at the same time, but only in cases where there is documented assurance of the permanence of the circumstances justifying the departure. Any occupancy permit granted on the basis of such authorized departure shall become invalid upon termination of the special circumstances.

THE WIZARD OF ID



PARKING: MINIMUM STANDARDS

PHILIP B. HERR & ASSOCIATES
OCTOBER 4, 1982



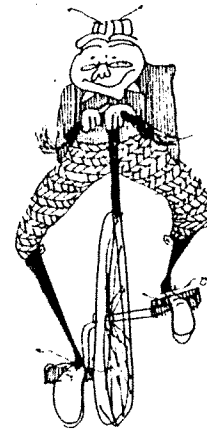
D I M E N S I O N	(A)*	(B)	(C)	(D)
STALL WIDTH	OVER-HANG	STALL LENGTH	AISLE WIDTH	

MIXED-SIZE	8'- 8"	3'- 0"	15'-6"	24'-0"
SEGREGATED LARGE	8'-10"	3'- 0"	15'-6"	24'-0"
SEGREGATED SMALL	7'-10"	2'- 0"	13'-0"	24'-0"
HANDICAPPED	12'- 0"	3'- 0"	15'-6"	24'-0"
MIXED-SIZE	8'- 8"	2'- 9"	16'-3"	16'-0"
SEGREGATED LARGE	8'-10"	2'- 9"	16'-3"	16'-0"
SEGREGATED SMALL	7'-10"	1'- 6"	14'-4"	16'-0"
HANDICAPPED	12'- 0"	2'- 9"	16'-3"	16'-0"
MIXED-SIZE	8'- 8"	2'- 5"	15'-1"	12'-0"
SEGREGATED LARGE	8'-10"	2'- 5"	15'-1"	12'-0"
SEGREGATED SMALL	7'-10"	1'- 0"	13'-6"	12'-0"
HANDICAPPED	12'- 0"	2'- 5"	15'-1"	12'-0"
MIXED-SIZE	8'- 8"	1'-11"	13'-2"	12'-0"
SEGREGATED LARGE	8'-10"	1'-11"	13'-2"	12'-0"
SEGREGATED SMALL	7'-10"	0'- 9"	11'-9"	12'-0"
HANDICAPPED	12'- 0"	1'-11"	13'-2"	12'-0"

* Except handicapped, width may be reduced four (4) inches for low-turnover (fewer than 3 turnovers per day), long-term parking such as residential, non-service office, and industrial.

S.11 Small Cars: In parking facilities where large and small cars are segregated, not more than 40%* of the total stalls may be for small cars, except that the Administrative Official may authorize a larger percentage if the applicant submits survey data specific to his own case substantiating that higher percentage. Small car stalls should be located near the entrance to the use or the structure which the parking facility serves (except that handicapped parking comes first), and shall be identified with signs.

S.12 Bicycle Racks: For parking areas of 40 or more spaces, bicycle racks facilitating locking shall be provided to accommodate one bicycle per 20 parking spaces required or fraction thereof. Such racks shall be located near a building entry, if possible in a sheltered location.



* as of 1983. Increase by 2% for each subsequent calendar year.

III. INSERT THE FOLLOWING NEW SECTION

21.45.180 STANDARDS FOR IMPACT MANAGEMENT

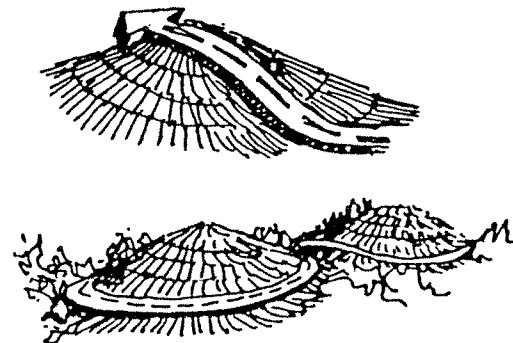
A. Applicability

The following shall apply to all development within the B-3 district and to Performance Controlled Planned Unit Developments under 21.50.130F.

B. General Design Requirements

Site development shall provide for access to each structure for fire and service equipment, and shall provide for storm water drainage without erosion or prolonged ponding in occupied areas. In addition, building form, building location, egress points, grading, and other elements of the development shall be designed such that, given the location and type and extent of land use, no reasonable alternative design would:

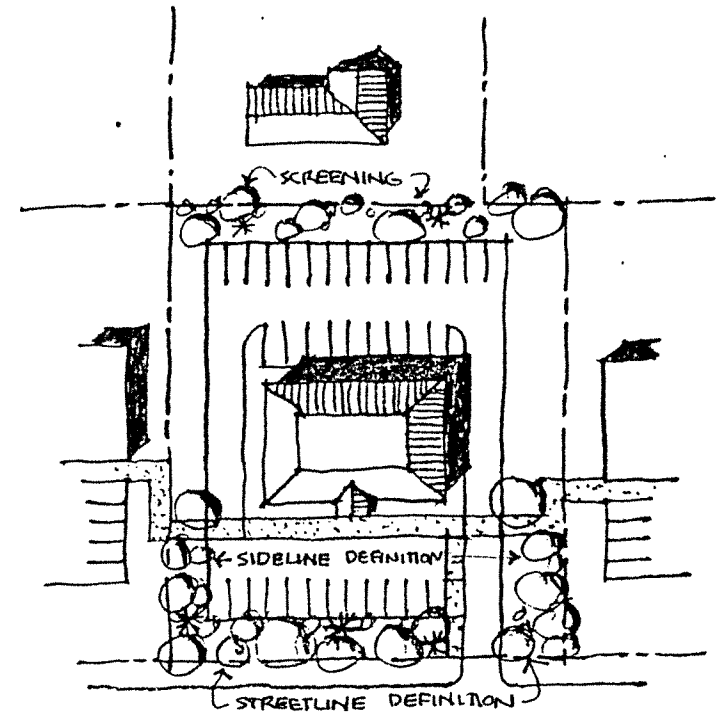
1. improve environmental consequences by reducing the volume of cut and fill, reducing the number of removed trees 6" trunk diameter and larger, reducing the area of wetland vegetation displaced, reducing the storm water flow increase from the site, reducing soil erosion, or reducing threat of air or water pollution;
2. improve pedestrian or vehicular safety and convenience within the site and egressing from it; and
3. improve visual impacts by reducing the visibility of parking, storage, or other outdoor service areas viewed from public ways or premises residentially used or zoned; and reducing glare from headlights or area lighting.



C. Landscaping and Screening

The following shall apply in the B-3 district to any newly developed premises or any premises on which either the actual or the required parking is increased by 50% or more above existing levels through building addition or change of use.

1. Required Planting. Planting is required as indicated below to provide definition at the street line and along the portion of side lot lines lying between the building line and the street, and to provide screening between areas used for outdoor parking, storage, sales, or service and adjacent properties either used for residence or zoned R, D, R-O, or W. If both definition and screening are required (e.g. a front sideline separating a parking area from a residence), the more demanding standard for each category of plant material must be met. The matrix provides for satisfying the requirements with a variety of combinations of width and materials. In addition, the number of understory trees and shrubs may be reduced to one-half these standards where an essentially opaque fence or berm of four feet or more in height is provided.



BASIC NUMBER OF PLANTS PER 100 LINEAR FEET

Type plants	Planting purpose	
	Definition	Screening
Canopy trees	10	6
Understory trees	-	4
Shrubs	20	36

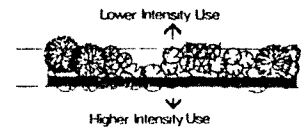
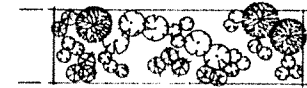
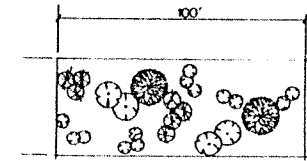
: PLANTING MULTIPLIERS

Planting Area Width	Arterial Streetline	Collector Streetline	Other Streetline	Sidelines
	6'	2.0	1.5	1.0
10'	1.5	1.0	0.6	1.0
15'	1.0	0.6	0.4	0.6
20'	0.6	0.4	0.2	0.4
25'+	0.4	0.2	0.1	0.2

Required planting equals basic number of plants times the planting multiplier for the planting area width to be provided.

Acceptable plant materials and their equivalents in preexisting vegetation shall be specified in a technical memorandum to be provided by the Planning Department.

2. Openings. Required landscaping and screening areas shall be continuous except for trails, paths, and drives. At access drives likely to serve more than 500 average daily trips the corner visibility requirements of 21.45.020 shall be observed.

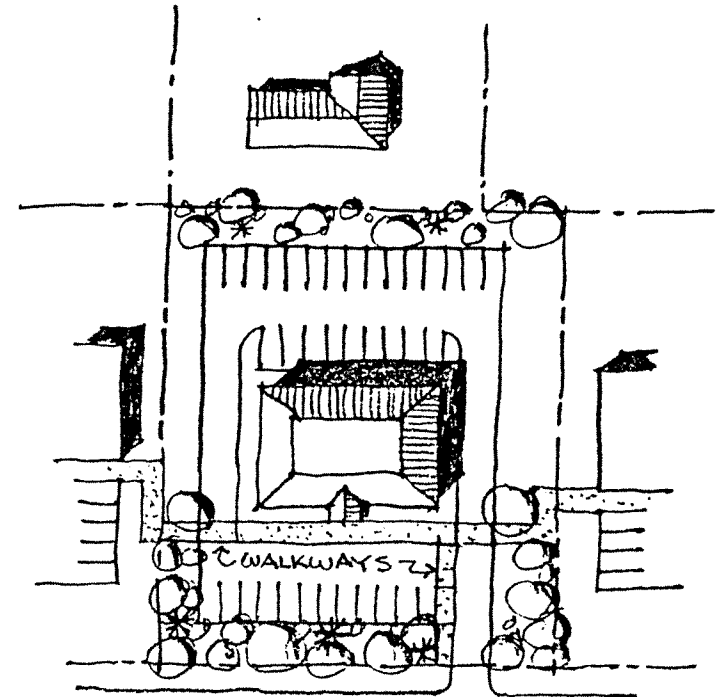


3. Existing trees. Trees of 3" caliper or larger existing within proposed planting strips shall be maintained.
4. Parking area interiors. A minimum of 2% of the interior area of parking lots containing 30 or more spaces must be landscaped. A minimum of one tree must be planted for every 1500 square feet of parking lot, exclusive of perimeter plantings. Trees must be 2" caliper or larger, with not less than 30 square feet of unpaved soil area per tree. Trees and soil plots shall be so located as to provide visual relief and wind interruption within the parking area, and to assure safe patterns of internal circulation.

D. Pedestrian Access

The following shall apply in the B-3 district to any newly developed premises or any premises on which either the actual or the required parking is increased by 50% or more above existing levels through building addition or change of use.

1. A pedestrian circulation system shall be provided to assure that pedestrians can move safely and easily both within the premises and between activities on the premises and those elsewhere in the vicinity.
2. On premises where the proposed building will be set back more than twenty feet from a freeway, major arterial, or minor arterial on which the premises abut, a continuous walkway shall be provided approximately at the building line and parallel to that frontage, extending to each side lot line in order to allow connection with walkways on adjacent premises, creating or continuing a system linking building entries.
3. Walkways shall be built to allow continuous pedestrian access from sidewalks adjacent to the street or the street right-of-way to building entries or the continuous walkway system outlined above.



4. Walkways shall be separated from parking, and where they cross internal circulation and parking access lanes shall be clearly marked with paint, paving, textural change, lighting, landscaping, and/or continuation of sidewalk paving across the vehicular lane. Handicapped accessible curbcuts shall be provided.

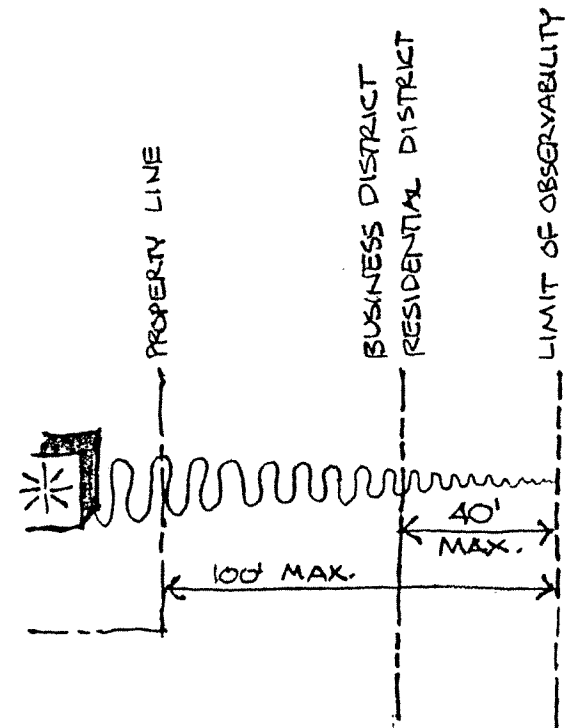
Suggestion

- a. If possible, walkway locations should be agreed upon by contiguous property owners to provide continuous passage between properties and buildings. In the event that contiguous properties are not developed simultaneously, the developer of infill projects or subsequent projects should locate the required walkways so as to establish continuous pedestrian access.
- b. Walkways work better, are more easily found, and are much more pleasant when accompanied by trees, landscaped areas, railings, and benches. Covered walkways are particularly desirable and are eligible for bonus points.

E. Disturbances.

No activity shall be permitted unless the following are met:

1. Standard. No sound, noise, vibration, odor, or flashing (except for warning devices, temporary construction or maintenance work, parades, or other special circumstances) shall be observable without instruments more than 100 feet from the boundaries of the originating premises, or more than forty feet from the boundaries at locations within a Residential district. However, the Planning and Zoning Commission may authorize on Conditional Use an activity not meeting these standards, in cases where the Commission determines that no objectionable conditions will thereby be created for the use of other properties.

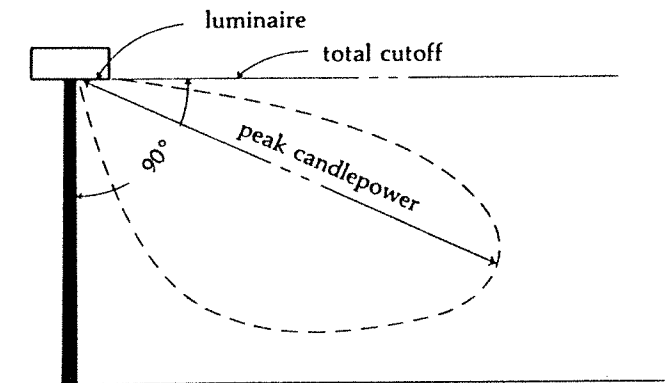


2. Performance Compliance. For a proposed facility whose future compliance with this requirement is questionable, the Administrative Official may require that the applicant furnish evidence of probable compliance, whether by example of similar facilities or by engineering analysis. Issuance of a permit on the basis of that evidence shall certify the Municipality's acceptance of the conformity of the basic structure and equipment, but future equipment changes and operating procedures must be such as to also comply with this standard.

F. Lighting

1. Performance requirement. Illuminated signs, parking lot or recreation area lighting, building floodlighting, or other exterior lighting shall be so designed and arranged that their collective result does not create so much light overspill onto adjacent premises that it casts observable shadows, and so that it does not create glare from unshielded light sources.
2. Specifications. If all the following are met, it will be presumed that the above performance requirements are satisfied:
 - a. Exterior lighting fixtures other than signs are mounted not higher than the following:

Cutoff luminaire shielding source	
from view at inside edge of	
required planting area	35 feet
90 degree cutoff luminaire	25 feet
Other luminaire	15 feet



- b. Area illumination such as for parking or recreation facilities equals not more than 0.05 watts per square foot within any required setback area and not more than 0.10 watts per square foot elsewhere, unless in either case the lighting is documented to not result in more than 0.5 footcandles horizontal illumination at any point off the premises.
- c. Lighting fixtures located within a required setback area are directed away from the nearest lot line.
- d. Building floodlighting totals not more than 3 watts per linear foot of floodlit building perimeter, unless documented to not result in more than 0.5 footcandles horizontal illumination at any point off the premises.

MOONLIGHT < 0.1 FOOTCANDLES

If the specifications of the above paragraph are not met, the Administrative Official shall require a lighting analysis by an engineer qualified in illumination, certifying compliance with the performance standard.

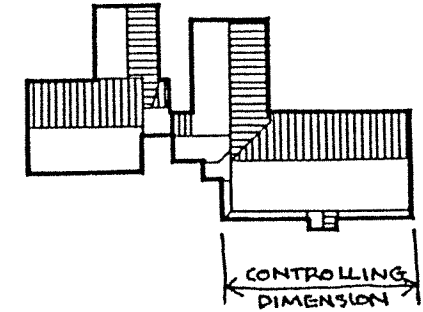
G. Residential Transition

1. Driveway openings to wholesale and retail uses may not be located within 150' of adjacent residentially used or zoned properties unless located as distant from such properties as feasible on the given premises.
2. Vehicle circulation lanes within 400' of adjacent properties used or zoned for residential purposes shall employ speed bumps and design alignment as necessary to assure travel speeds not in excess of 10 mph.
3. Building height shall not exceed two times that allowed for residential use at the most restricted location within two hundred feet of the proposed building.

4. Building wall length unbroken by any offset of eight or more feet shall not exceed the following for buildings or portions of buildings within 200 feet of the indicated districts.

District	Maximum unbroken wall length
R1, R1A, R6, R8, R9, R10	120 feet
R2, R2A, R2D, D2, R5, R7	200 feet

5. Buildings or portions of buildings within 50 feet of an R1, R1A, R6, R8, R9, or R10 district shall not exceed 35 feet building height and shall employ gable or hip roofs.



II. Drive-in and auto service facilities.

All such facilities shall provide adequate off-street area for maneuvering and waiting automobiles, with space for ten vehicles per service lane normally being considered "adequate".

IV. AMEND 21.50.130 PLANNED UNIT DEVELOPMENT

1. Amend 21.50.130 Standards - Planned Unit Development by adding F. Performance Controlled Planned Unit Development, to read as follows:

F. Performance Controlled Planned Unit Development. A business or mixed-use PUD may be allowed on property in any district or combination of districts except those designated PL-1, R-10, I-1, I-2, I-3, or W, subject to the requirements of 21.50.130 D (other than district restrictions). Unless allowed under 21.50.130 D, such PUD shall also be subject to the following.

1. The proposal must be consistent with the Anchorage Comprehensive Development Plan as most recently revised, including the Land Use Map.
2. The proposal must meet the requirements of 21.20.015 Restrictions on Zoning Map Amendments as fully as if it were a proposal for a Map Amendment.
3. Section 21.45.180 Standards for Impact Management must be met.
4. Allowable business floor area shall equal that determined under 21.40.180 H, multiplied by the following density factors:

District	Factor	District	Factor
R-1 and R-5	0.07	R-4	1.00
R-1A	0.05	R-6	0.02
R-2A	0.11	R-7	0.04
R-2D	0.14	R-8	0.004
R-2, D-2	0.20	R-9	0.008
R-3, D-3	0.50		

A portion of the lot sufficient to satisfy requirements of 21.50.130 C1 for any proposed residential uses shall be subtracted from lot area in determining "Applicable land area" for calculation of allowable business floor area.

5. The proposal must have demonstrably less adverse impact on residential environs than likely to result from uses allowed by right if the premises were to be rezoned as follows:

Actual district	Impact comparison district
R-1, R-1A	B-1
R-2, R-2A, R-2D, D-2	B-1
R-3, D-3	B-3
R-4	B-3
R-5	B-1
R-6	B-4
R-7	B-1
R-8	B-4
R-9	B-4

Impacts to be considered in the comparison include traffic utilizing streets which provide residential frontage, effectiveness of visual screening, protection against noise impacts, stormwater management, and preservation of historic, ecological, or visual assets.

6. The proposal must make no greater demands upon public services than would development of uses as designated in the Comprehensive Development Plan.
2. Amend 21.50.130C Residential Planned Unit Developments by adding to the first sentence so that it reads as follows:

"Planned Unit Developments in districts presently zoned R-1, R-1A, R-2, R-2A, R-2D, R-3, R-4, R-5, R-6, R-7, R-8, R-9, D-2, and D-3 shall be limited to residential Planned Unit Developments, except as provided in 21.50.130F Performance Controlled Planned Unit Development.

3. Amend 21.50.130D Business Planned Unit Developments by adding a second sentence to read as follows:

"Subject to the provisions of 21.50.130F Performance Controlled Planned Unit Development, a business or mixed-use PUD may be allowed in districts designated R-1, R-1A, R-2, R-2A, R-2D, R-3, R-4, R-5, R-6, R-7, R-8, R-9, D-2, and D-3."

AKBSNS.BSNS2.BSNS3.BSNS4/3.13.83/ANCHORAGE 1.1

ILLUSTRATIVE SIGN CONTROLS

The present Municipal sign controls together with present methods of their administration and public information clearly don't work, evidenced both by the chaotic results and the frequently expressed dissatisfaction with those results. The controls give neither guidance nor control regarding what signs should look like, only generous limitations on their size, number, and allowable location. Provisions lack enforceable clarity and the enforcement system is slow and subject to litigation. There has been inadequate nurturing of a body of support for better-managed signage in the business community and elsewhere.

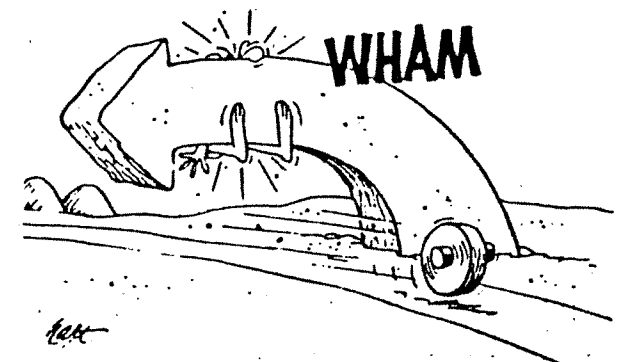
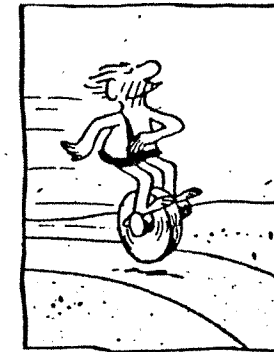
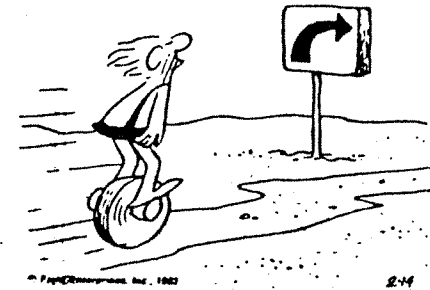
The following are illustrative sign controls responding to those concerns. Some of its objectives are:

- management of sign design and content without requiring discretionary review
- regulations which vary with varying contexts
- elimination of some nonconformities
- greater process clarity.

In response, these are the major departures from the present provisions.

1. Sign design and content guidelines are proposed. If fewer than four out of seven guidelines are met, a special review process is triggered. Otherwise compliance can be administratively and quickly determined.

B.C. By Johnny Hart



2. Sign size rules vary with district, as before, but are proposed to also vary with the size of street on which the premises abut or to which the sign is oriented, and to vary with the size of signs on abutting properties. Extra sign size can be earned by volunteering for a special review process.

3. The review process as sketched here is a "consent process", designed to bring together the parties most concerned about the particular sign and about signage generally. If they can agree on the sign proposed, approval can be made administratively. If they cannot, the Planning and Zoning Conditional Use procedures are followed, a substantial price for non-agreement but still an available vehicle allowing the applicant to gain flexibility.

Revising the sign control system involves amendments of at least these locations:

21.45.160 Signs, the basic ordinance.

21.55.100 Nonconforming uses.

21.15.040 Sign Permits.

Title 23 The Uniform Sign Code.

The intent of this draft is illustrative. A great deal more needs to be done on both substance and format before this can be considered a proposal. More than an improved ordinance is also necessary. Informational materials need to be put in the hands of those who order, design, and make signs. Helpfulness should be built into application materials. Most importantly, the spirit of cooperation between the business community and the Municipality which has been evidenced during the drafting of these materials needs to be built onto and continued.

URBAN DESIGN TASK FORCE

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I. REPLACE 21.45.160 WITH THE FOLLOWING

21.45.160 SIGNS

A. General provisions

1. Purpose and Intent: This Ordinance is intended to serve these objectives
 - a. Facilitate efficient communications.
 - b. Promote good relationships between signs and the buildings and environment to which they relate.
 - c. Protect public safety by assuring adequate visibility and clarity.
 - d. Support business vitality within business and industrial zones by avoiding burdensome procedures and restrictions.
2. Permits required: A sign permit shall be obtained from the administrative official before any sign is installed in any district, except for those signs exempted from the permit requirement by the terms of the Uniform Sign Code. Permit procedures shall be as set forth in the Uniform Sign Code, as most recently adopted.
3. Enforcement: Compliance with the provisions of this Section is subject to enforcement under Chapter 21.25 in the same manner as are other provisions of this Code, including punishment by a fine of not more than \$50.00 per day per violation up to not more than \$1,000.
4. References: See also Title 23, the Uniform Sign Code regarding sign construction, Chapter 21.55 (especially 21.55.100) regarding the status of nonconforming signs, and Chapter 21.30 regarding appeals.

5. General Requirements: The following requirements apply to all signs in all districts.

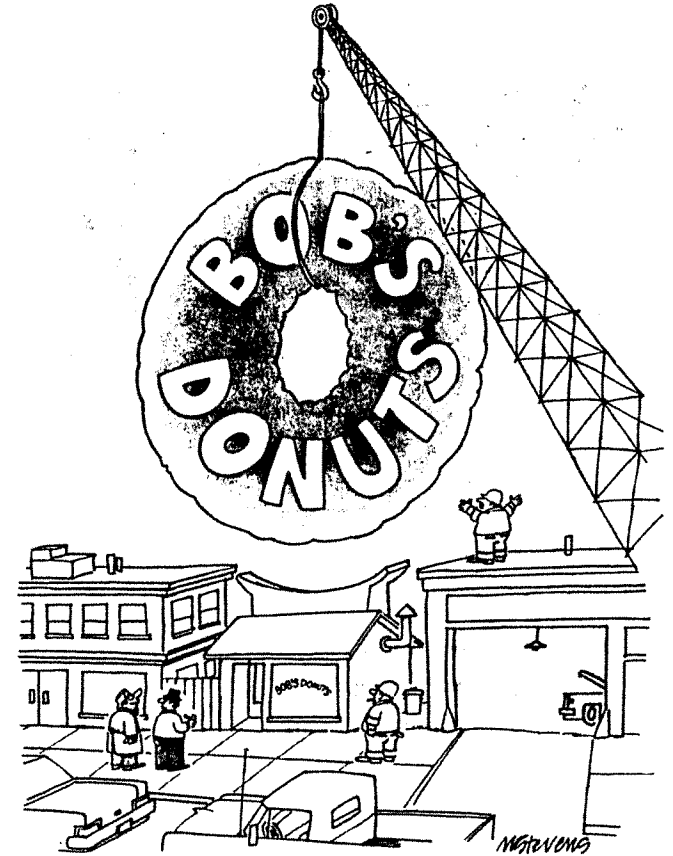
a. Location: All signs whether they are attached to a structure or are free-standing shall be so located as to conform to minimum yard requirements and maximum height requirements of the district in which the sign is located.

b. Locational Prohibitions:

- (1) Signs shall not be erected on or over any public property or public right-of-way, except as installed by public agencies or specifically permitted by this ordinance.
- (2) Signs shall not be erected upon or above a roof or parapet of a building or structure, or so as to extend above the highest point on the structure.
- (3) Inflatable signs shall not be moored higher than the tallest structure on the premises.

c. Sign Type Requirements

- (1) Off-premises signs (that is, signs which do not pertain exclusively to the premises on which they are located or to products, accommodations, services, or activities on the premises) are prohibited, except that if granted a conditional use permit, a directional sign may be erected and maintained in any district indicating the route to an establishment not on a freeway, major arterial, or minor arterial as defined in the Official Streets and Highway Plan.



"Well, Bob, this is kind of a big day for you, isn't it?"

Such directional signs shall be permitted only upon determination that the sign will promote the public interest, will not endanger the public safety, and will be of such size, location, and design as will not be detrimental to the neighborhood. At locations where directions to more than one establishment are to be provided, all such directional information shall be incorporated into a single structure. All such directional signs shall be unlighted and each shall be not over four square feet in area.

- (2) Pennants, streamers, ribbons, strings of lights, spinners, and flags are prohibited, except for a period not exceeding two weeks in any six month period to call attention to the opening of a new use. This provision shall not prohibit decorations erected to celebrate a legal holiday or other holidays or festivities designated by the Major.

d. Sign Attribute Prohibitions

- (1) Flashing or animation by means of flashing, scintillating, blinking or traveling lights or by any other means not providing constant illumination are prohibited. Signs utilizing an electronic device to display changing time, temperature, notices of community events, and weather are not prohibited.
- (2) Emission of discernable sound, odor, smoke, steam, or similar substances is prohibited.
- (3) Imitation of or resemblance to an official traffic sign or signal, or obscuring from view any traffic or street sign, signal, or device are prohibited.

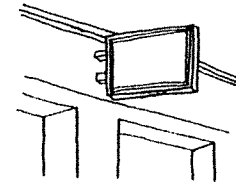
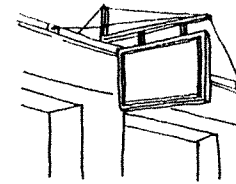
- (4) Exposed guy wires, struts, or other secondary support structures visible from a public right-of-way are prohibited.

e. Sign Illumination

- (1) Signs shall be illuminated only by steady, stationary light without causing harmful glare for motorists, pedestrians, or neighboring premises.
- (2) An illuminated sign is allowed to have average face brightness exceeding one hundred twenty (120) foot-lamberts only if its sign area is not more than two-thirds (2/3) that which this ordinance otherwise allows.

f. Design Requirements: Any sign determined by the administrative official to fail to meet at least four (4) of the following seven (7) guidelines shall be allowed only if authorized under the provisions of 21.15.040 R. Conditional Sign Permits.

- (1) Sign size, shape, and placement do not interrupt, obscure, or hide such architectural elements of the building as columns, sill lines, cornices, and roof edges, but rather, if related, help define or enhance them.
- (2) Sign design is not wholly discontinuous with other signage on the same or any adjacent structures, having at least some similarity to them in mounting location and height, proportions, materials, or other important qualities.
- (3) Sign materials, colors, lettering style, and form are compatible with building design and use.

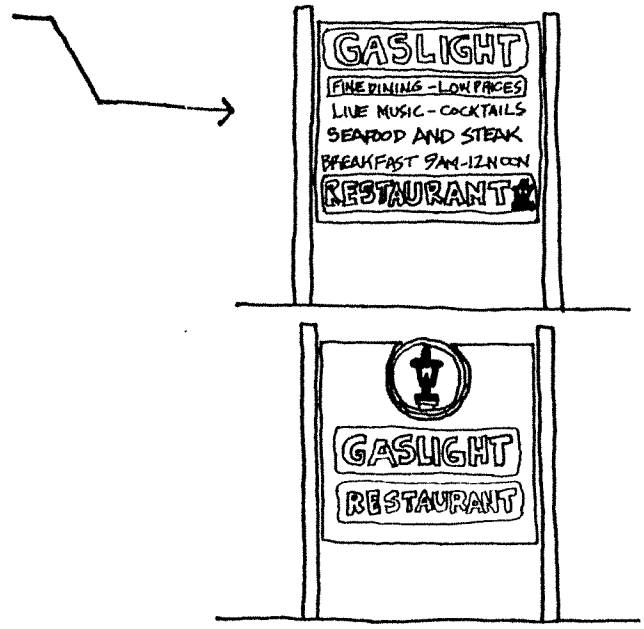
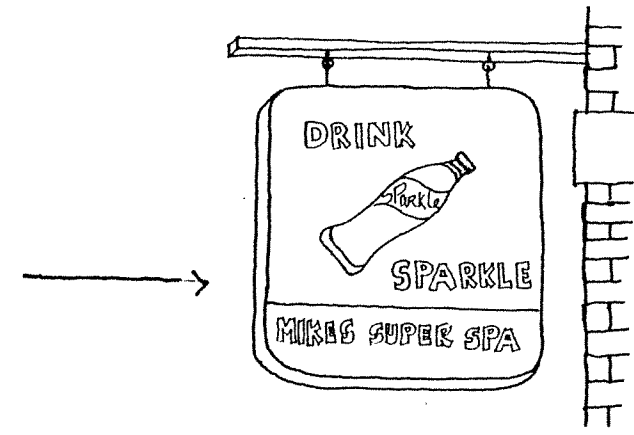


structure obscured



structure expressed

- (4) Sign content doesn't overcrowd background (normally not exceeding 40% of background area).
 - (5) Sign legibility isn't impaired by excessive complexity, multiple lettering styles or colors, or other distracting elements.
 - (6) Signs do not permanently display brand names, symbols, or slogans of nationally-distributed products ("second sponsors") except in cases where the majority of the floor or lot area on the premises is devoted to manufacture, sale, or other processing of that specific product.
 - (7) Permanent signs do not contain selling slogans, product descriptions, help wanted notices, or other advertising which is not an integral part of the name or other identification of the location or the enterprise.
- g. Building Numbering. Every building used as a dwelling or a place of business shall display the street number assigned to it by the Municipality. Such number shall be located in a conspicuous place on the portion of the building facing the street, or if not visible from the street, on a suitable post or object so visible. Such numbers shall be in numerals at least three inches high, and shall be affixed by the owner within thirty days of occupancy of new structures, or within three months of notification of number assignment in the case of existing buildings. Any preexisting conflicting numbers shall be removed within the same time limit.



B. District limitations.

1. PL1 district: No signs shall be permitted except: identification, informational or directional signs erected by public and quasipublic bodies in connection with permitted principal or accessory uses or for other public purposes.
2. R-1, R-1A, R-2, R-2A, R-2D and D-2 districts: No signs shall be permitted except:
 - a. in connection with home occupations, one non-illuminated sign, not exceeding one square foot in area, located flat against the wall of the principal building;
 - b. churches, public and quasi-public institutions including schools and Municipal buildings and uses may erect for their own use one identification or announcement sign or bulletin board not exceeding 20 square feet in area. No such sign shall be closer than five feet to any front, side or rear lot lines;
 - c. for nonconforming commercial uses, day nurseries and kindergartens, one sign, not exceeding six square feet in area, to be located flat against the wall of the principal building, or more than 20 feet from the front lot line and more than 10 feet from side or rear lot lines;
 - d. for tract development or housing projects containing two acres or more, one sign not exceeding 50 square feet in area, to be erected at least 20 feet from any public street and 10 feet from any side or rear lot lines of adjoining property;
 - e. for each use one construction or real estate sign for each abutting street frontage, size not to exceed that allowed for a permanent sign on the same premises.

3. D-3, R-3, R-4, R-5, R-6 districts: No signs shall be permitted except:

- a. each exception listed in subsection B.2 above;
- b. Multiple-family dwellings, boarding and lodging houses may have one sign, not exceeding six square feet in area, identifying the premises and indicating "vacancy" or "no vacancy". Such signs shall be placed flat against the wall of the principal building, or more than 20 feet from the front line and more than 10 feet from side or rear lot lines. Where a multiple-family dwelling has principal entrances from more than one street, one such sign may be erected at each entrance.
- c. Hotels, motels: one sign, not exceeding 20 square feet in area, identifying the premises and indicating "vacancy" or "no vacancy". Such signs shall be placed flat against the wall of the principal building, or more than 20 feet from the front lot line and more than 10 feet from side to rear lot lines. Where a hotel or motel abuts more than one arterial or collector street, one such sign may be erected for each such street;
- d. Private clubs and lodges may have one sign, not exceeding nine square feet in area. Such sign shall be placed flat against the wall of the principal building, or more than 20 feet from the front lot line and more than 10 feet from the side or rear lot lines.

4. R-0 district: No signs shall be permitted except:

- a. Each exception listed in subsection B.2 above;
- b. Each permitted use not subject to the preceding paragraph shall be allowed one sign not exceeding 20 square feet in area. Any sign permitted by this subsection shall not extend more than three feet from the wall of the principal building.

5. B-1, B-2A, B-2B, B-2C, B-3, B-4, I-1, I-2, and I-3 districts: No signs shall be permitted except as follows.

a. Type Premises: all premises in the above districts are categorized for these purposes as follows:

Type A premises: those premises which have no frontage on an expressway or major arterial.

Type B premises: all others in the above districts.

b. Number of sign types: not more than two types (projecting, wall, or free-standing) per premise.

c. Projecting signs:

Number: one sign for each use for each adjacent street frontage.

Basic allowable area: sixteen (16) sq.ft. each sign for Type A premises, twenty (20) sq.ft. elsewhere.

Location: minimum eight (8) feet above ground level, projecting not more than three and one-half (3.5) feet from the building, extending above neither the wall to which it is attached nor the roof line nor sill of windows on the second floor, and at least ten (10) feet from the lot sideline.

d. Wall signs:

Number: one sign for each use for each adjacent street frontage.

Basic allowable area: twenty-four (24) sq.ft. each sign for Type A premises, thirty-two (32) sq.ft. elsewhere, or in either case if larger, one square foot per linear foot of length of the wall to which the sign is attached.

Location: to extend above neither the wall to which it is attached nor the roof line nor the sill of windows on the second floor, and to project from the wall by not more than eighteen (18) inches.

e. Free-standing signs

Number: one sign for each one hundred (100) feet or fraction thereof of adjacent street frontage for Type A premises, or for each three hundred (300) feet or fraction thereof elsewhere.

Basic allowable area: twenty-four (24) sq.ft. each for Type A premises, thirty-two (32) sq.ft. each elsewhere.

Location: to extend no higher than the tallest building on the premises, and to be located within 10 feet of a street line only if on Type A premises. No sign shall be erected so as to impede intersection visibility between a height of two feet six inches and eight feet above the centerline grades of the intersecting streets within the triangular area formed by the right-of-way lines at such corner lots and a straight line joining the right-of-way lines at points which are 30 feet distant from the intersection of the right-of-way lines measured along such lines.

f. Area Increases over Basic Allowable Area

(1) Signs oriented to be visible from a major or minor arterial may be 30% larger than the Basic Allowable Area.

(2) Signs oriented to be visible from a freeway may be 60% larger than the Basic Allowable Area.

- (3) Where one sign is proposed but two would be allowed, that one sign may have area 30% larger than the allowable area of one of the two otherwise permitted signs.
- (4) Sign area as much as 100% above that otherwise allowable under f(1), f(2), and f(3) may be authorized under the provisions of 21.15.040 B Conditional Sign Permits.
- (5) Where the sign area of the same type of signs on adjacent properties are documented by the applicant to exceed these limits, allowable sign area for that type of sign may be increased above the Basic Allowable Area by 50% of the average by which signs of that type on all adjacent properties exceed the Basic Allowable Area.

	ALLOWABLE AREA (SQ. FT.)		
	Basic Maximum	One sign instead of two By right	Conditional
Type A Premises			
Freeway Orientation	38	50	100
Arterial Orientation	31	41	81
All Others	24	31	62
Type B Premises			
Freeway Orientation	51	67	133
Arterial Orientation	42	54	108
All Others	32	42	83

- 6. W (Watershed) district: Signs pertaining to the uses permitted under principal permitted uses, accessory uses or by Conditional Use, which are of a public, noncommercial nature, and which include safety signs, danger signs, "no trespassing" signs, and all signs erected by a public officer in the performance of his duty shall be permitted.
- 7. U (Unrestricted) district:
 - a. Signs connected with residential uses shall be as provided in subsection B.2 above;
 - b. Signs connected with business, commercial or industrial uses, including hotels and motels, shall be as provided in subsection B.5 above.

C. Special Sign Types

1. Political signs: In addition to signs permitted under the provisions of subsection V, political signs are allowed in residential, commercial and industrial zoning districts in accordance with the terms of this subsection. Such additional political signs shall not exceed 32 square feet in area nor be placed on public property or rights-of-way. Such signs may be displayed only for a period of 90 days prior to any primary, special or general election and for any period between a primary and general election. All political signs must be removed within one week following the relevant election, provided that signs erected for any primary election that remain relevant to the following general election may be maintained for the period between the elections.

2. Trailer and other Portable Signs. Trailers, sandwich boards, and other portable signs, other than real estate signs, shall be permitted only for temporary use, and only if they are in compliance with requirements for permanent free-standing signs and also in compliance with the following, if more restrictive.

- a. Each face shall not exceed thirty-two (32) sq.ft. area.
- b. No more than one such sign shall be displayed on any premises at any one time.
- c. Such signs may be displayed during not more than once for a period up to thirty (30) consecutive calendar days in any six-month period.
- d. Exposed light bulbs shall not be displayed.

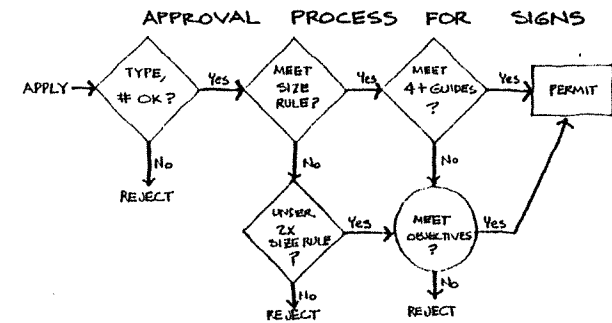


"I'm waiting to see which ones are for cleaning up the mess they made proclaiming they were all for cleaning up the government."

3. **Banner Signs.** Banner signs shall be permitted only if they are in compliance with locational, number, and area requirements for permanent wall signs and also are not more than one hundred (100) sq.ft. in area. Such signs may be displayed during not more than thirty (30) calendar days in any six-month period.
4. **Secondary Signs.** Secondary signs shall be counted as separate signs unless affixed to the same structure as a principal sign and included with it in establishing the minimum rectangle for sign area determination.
5. **Real Estate Signs.** Temporary signs advertising the sale, lease, or rental of the real estate they are on are allowed, provided that their number, location, and size comply with the requirements applicable to permanent signs (without deductions for any permanent signs existing on the property).

D. **Conditional Sign Review.** The following signs not otherwise allowable may be authorized under the Conditional Sign Review procedures of 21.15.040 B.

- Signs conforming with fewer than four of the seven guidelines of A.5(g).
- Signs for which allowable area increase is sought under B.5(f)(5).
- Certain exposed-illumination signs under A.5(f)(4).
- Landmark, historic, or iconic signs which are of public benefit because of their historic, orientation, symbolic, or cultural value.

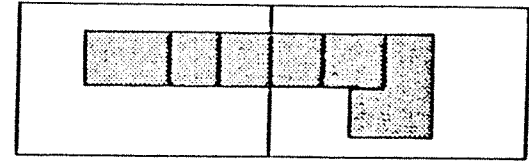


E. Definitions.

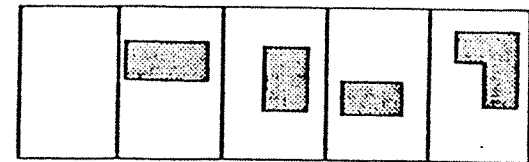
Premise: any lot, tract or parcel of property or any combination of contiguous lots, tracts or parcels which together with any improvement or building thereon is used as a single unit to accommodate one or more residential unit or business or other establishment. In instances where a single building contains one or more residential unit or business or other establishment the building shall be considered a single premise. In instances where several buildings, structures, or improvements are integrally related and comprise a single residential unit or business or other establishment, each such unit or establishment shall comprise a single premise.

Sign: Any device designed to inform or attract the attention of persons who are not on the premises on which the device is located. Any exterior building surfaces other than windows and display windows which are internally illuminated or decorated with gaseous tube or other lights are considered signs. The following, however, shall not be considered signs within the context of this Ordinance:

- a. flags and insignia of any government, religious, charitable, or non-profit organization except when displayed in connection with commercial promotion;
- b. legal notices, or informational devices erected or required by public agencies;
- c. standard gasoline pumps, vending machines, or similar machinery, bearing thereon in usual size and form the product name or type, provided that the copy area does not exceed four (4) sq.ft.
- d. integral decorative or architectural features of buildings, except letters, trademarks, moving parts, or parts internally illuminated or decorated with gaseous tube or other lights;



Single Premise



Not A Single Premise unless used as a Single Business or Residential Unit.

- e. on-premises devices guiding and directing traffic and parking, not exceeding four square feet in area or eight feet in height, and bearing no advertising matter.
- f. devices hand-carried or mounted on vehicles, unless regularly located for fixed display.
- g. carved or other integral devices identifying the building name or date of erection but not identifying occupants.
- h. window displays, or temporary devices inside windows provided they are the lesser of 25% of window area or 32 sq.ft.

Sign, Area: The area within a single continuous perimeter enclosing all the display area of the sign, together with any backing different in color or material from the finish material of the building face, and together with any decorative framing or other elements whose judged intent is to extend the effective sign area, exclusive of minimal supporting framework, but without deducting for open space or other irregularities. Only one side of flat, back-to-back signs need be included in calculating sign area.



Sign, Banner: A sign composed of fabric or similar non-rigid lightweight material secured to a staff, pole, frame, or building.

Sign, Freestanding: A sign supported from the ground and not attached to a building (either a "ground" or "pole" sign as defined in the Uniform Sign Code).

Sign, Political: Any sign containing a message which advertises or promotes a political party, candidate, initiative, referendum or proposition for voter approval, other than permitted accessory signs at campaign offices. Political signs shall also include those signs with changeable messages, if the message is political in nature.

Sign, Projecting: A sign, other than a wall sign, which projects from and is supported by a wall of a building or structure.

Sign, Sandwich Board: Any sign placed on the ground which is constructed with two faces that are hinged or connected along one common edge.

Sign, Secondary: A device such as auto club, credit card, or vacancy sign not the principal identifier of the premises and not a directional sign.

Sign, Temporary: Any sign which, by its inherent nature, can be expected to remain in place for less than a year, such as those made of non-durable materials (e.g. cardboard) those with content of transient usefulness (e.g. announcements).

Sign, Trailer or Portable: Any sign constructed or maintained in such a way as to permit its easy relocation through means of wheels, skids, braces, runners, brackets, or similar devices attached to or supporting the sign.

Sign, Wall: A sign permanently attached to, painted on, or erected against a wall, window, or canopy of a building or structure, with the exposed face of the sign in a plane parallel to the plane of said wall.

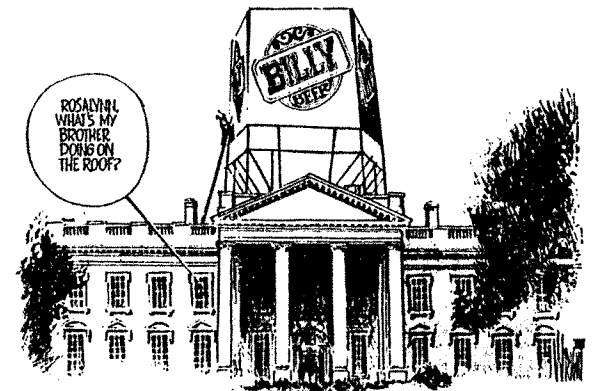
II. AMEND 21.55.100 Nonconforming Parking, Loading, Signs or Other Characteristics of Use.

Designate the present content of 21.55.100 as "A. Change", and add the following:

"B. Nonconforming Signs. All signs which do not conform to the provisions of this Section, but which were constructed prior to adoption of this Ordinance, shall be regarded as nonconforming signs. Such signs may be continued for a period of time as specified below. Any nonconforming sign which is structurally altered, relocated or replaced or which is changed in copy (except changeable copy signs) shall comply with all provisions of this subsection.

"C. Time for Compliance. Certain existing nonconforming signs shall be removed or brought into conformity with this Ordinance within thirty days of written notification of violation by the Administrative Official unless he authorizes a longer period necessitated by unavailability of parts. Signs shall be subject to notification as follows:

1. Illegally erected signs: immediately.
2. Temporary signs: immediately.
3. Illumination, motion, emission violation, (A.5.e(1) or (2), A.5(f)): immediately.
4. Pennants, streamer, etc. (A.5.c(2)): immediately.
5. Off-premises signs (A.5.d(1)): upon expiration of current permit or, if no such permit is held, immediately.



6. Other violations: Within 45 days following abandonment of the sign, or following change or termination of activities on the premises which render the sign non-conforming, or following damage such that repair or restoration would exceed one-half of the replacement value as of the date of damage."

III. AMEND 21.15.040 Sign Permits

Designate the present content of 21.15.040 as "A. Sign Permits (by right)", and add the following:

B. Conditional Sign Permits

1. Applicability. Certain signs may be authorized under the following procedures, as specified at 21.45.160 D.
2. Procedure. Application for Conditional Sign Approval may be made to the Administrative Official either directly or following having been informed by him that the subject sign cannot be approved without such procedures but is eligible for them. The Administrative Official may require such additional information beyond that required under Chapter 3 of the Uniform Sign Code as is reasonably necessary to make the required determinations.

At least 14 days notice of the application for Conditional Sign Approval and of the time and place for a public review session on it shall be provided by the administrative official to the Planning Director, the Planning and Zoning Commission, the owners of the nearest 20 parcels of land or, if fewer, all real property owners within a 300-foot periphery of the premises, and all parties who have requested of the Administrative Official that they be regularly notified of Conditional Sign Approval applications. At the public review session the applicant and all interested parties may be heard.

Within seven days following the public review session the Administrative Official shall approve or disapprove the application as provided in paragraph 3. That decision may be questioned by the applicant, the owner or lessor of any property within 100 feet of the subject premises, the Planning Director, or any merchant or resident community organization having fifty (50) or more members.

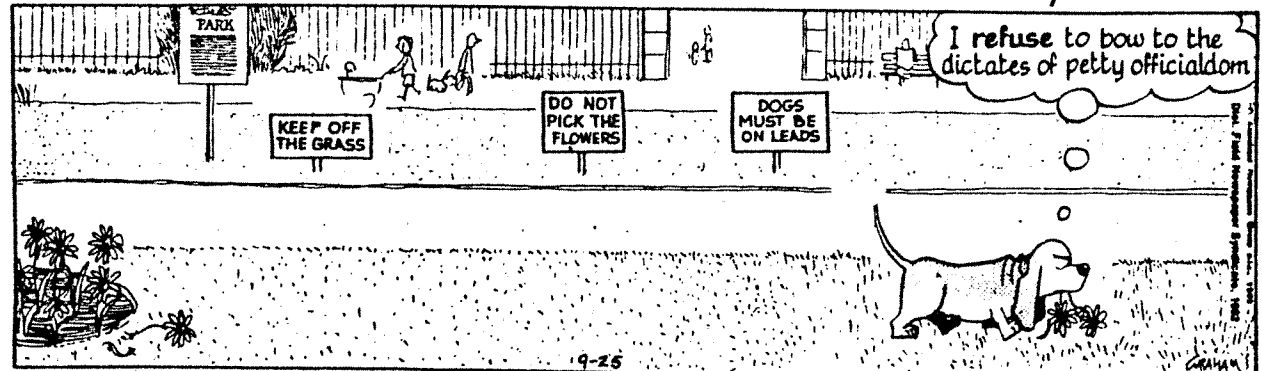
If questioned within the seven days following the administrative official's decision, approval of the application will be heard and decided by the Planning and Zoning Commission as a conditional use under the procedures of 21.15.030: otherwise the decision of the administrative official will be final.

Three quarters of the application fee shall be refunded in cases where the Administrative Official's decision is not questioned.

3. Considerations: Application for Conditional Sign Approval shall be approved by the Administrative Official or the Planning and Zoning Commission only upon determination that the proposal is consistent with the purpose and intent of the Ordinance as stated at paragraph A.1.

FRED BASSET

By Alex Graham



IV AMEND TITLE 23 UNIFORM SIGN CODE

Signs are governed by two distinctly different codes: zoning under Title 21, and Title 23, the Uniform Sign Code. The Uniform Sign Code is a construction code, whose intent is to assure safety through controlling the materials, placement, and method of construction of signs. Revisions to the 1982 edition of the uniform Sign Code are underway by the Building Safety Sign Subcommittee. These are suggestions to that subcommittee derived from the Task Force's efforts in an effort to assure that there is consistency between Title 21, the primary focus of Task Force review, and Title 23, and to make use of Title 23 as a means of assuring sound administration, a recurrent topic.

There are particular substantive concerns regarding wooden signs, wishing not to preclude them through noncombustability requirements, and regarding trailer signs, a sign type for which new regulations are proposed under Title 21.

1. Add "Anchorage Preface" to read as follows:
"Anchorage Preface".

"The following code has been adopted to guide sign erection in the Municipality of Anchorage. It must be read in conjunction with Title 21 of the Anchorage Municipal Code, 'Land Use Regulation', and especially 21.45.160 Signs. The Code and Title 21 each prohibit certain signs or sign characteristics allowed by the other (e.g. roof signs are prohibited in Title 21 but discussed herein as if allowed). In every case, the more restrictive provision shall govern."

2. Amend Section 211. Noncombustable, by inserting item 3 below item 2, to read as follows:

"3. Solid wood having a minimum dimension of 1.5 inches and a minimum cross-section of 15 square inches."

3. Amend Section 214 by replacing the definition of "Sign" with the "Sign" definition of Zoning 21.45.160 Section E, and amend Section 212 by amending the definition of "Portable Display Surface" to make it identical to that for "Sign, Trailer or Portable " in 21.45.60 Section E.
4. Delete **Application for Permit Sec. 302** and substitute the following:

"Application For Permit

Sec. 302. Application for a sign permit shall be made in writing upon forms furnished by the administrative official. The following information shall be required:

1. Location (street and number) of the proposed sign.
2. Name and address of the sign owner and the sign erector or contractor.
3. Scale drawings of the sign including dimensions, sign area, method of attachment, structural specification, if illuminated the source of illumination and estimated surface brightness in foot-lamberts, and relationship to the building or structure to which it is to be attached.
4. A plot plan showing relationship to property lines, streets and sidewalks, buildings, and other signs.
5. One or more photographs showing the proposed location of the sign and abutting premises.

5. Amend Exemption Section 303 so that it reads as follows:

"Exemptions

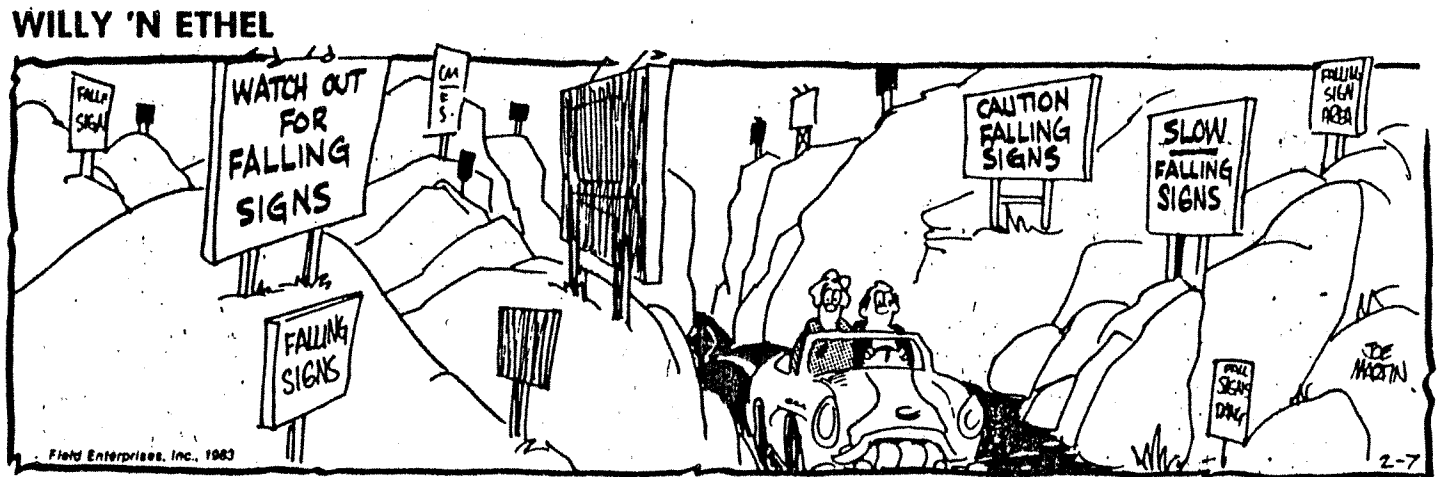
Section 303. The following signs shall not require a sign permit. These exemptions shall not be construed as relieving the owner of the sign from the responsibility of its erection and maintenance, and its compliance with the provisions of this code or any other law or ordinance regulating the same.

1. The changing of the advertising copy or message on a painted or printed sign only. Except for theater marquees and similar signs specifically designed for the use of replaceable copy, electric signs shall not be included in this exception.
2. Painting, repainting or cleaning of an advertising structure or the changing of the advertising copy or message, such as upon change of ownership, thereon shall not be considered an erection or alteration which requires a sign permit unless a structural change is made.
3. Signs required, erected, or displayed by public authorities, if of the minimum number and size necessary.
4. Secondary signs not exceeding three sq.ft. in area.
5. Political signs."

6. Add Section 307, to read as follows.

"Identification

Section 307. All signs shall bear their permit number affixed to the lower right hand corner of the face of the sign in numbers at least one-half inch in height."



SIGNS.3.15.83.ANCHORAGE #2

SECTION V

PROPOSED PROGRAMS

URBAN FORESTRY PROGRAM

From most locations within Anchorage, views of the Chugach Mountains or the waters of Cook Inlet remind residents of the wild nature of the land which surrounds them. The tie between Anchorage and the Alaskan wilderness is maintained further by large tracts of land within urbanized Anchorage which retain their native vegetation. However, as the city grows, woodlands and wetlands become sites for shopping malls, subdivisions, and other human uses. Planted vegetation -- street trees, gardens, building landscaping -- becomes more important in the urban landscape.

Planted and indigenous vegetation provide more than color and beauty in the urban setting. Plants protect soil from erosion, helping to maintain the purity of the city's streams and lakes. Stands of trees divert the force of strong winds. Trees provide shade on sunny summer days and shelter on rainy days. Trees and other plants recycle carbon dioxide to fresh, pollution-free air. Vegetated areas provide homes for birds and other wildlife. Clumps or stands of trees and shrubs can act as buffers between land uses, by absorbing sounds, diffusing glare, and providing visual screening. Vegetation visually softens the hard edges of the urban setting.

The Urban Design Task Force is concerned that Anchorage's forests are rapidly disappearing under pressure to "put the land to use." New plantings cannot balance the loss of older, established forests and trees, especially in Anchorage, where tree growth is slow.

To compound the concerns of the Task Force, planted landscaping in Anchorage has often been poorly designed and ecologically unsuited to the area. Design of landscaping often reflects principles which are suitable for other regions, but which do not suit Anchorage's climate, land use patterns or needs for such services as snow removal. Responsibilities for maintenance of landscaping of public buildings and streets are not clearly defined.

Urban forestry is the establishment and care of forests and trees in urban environments, and includes aspects of forestry, horticulture,



arboriculture, ecology, landscape architecture, and other disciplines. The Urban Forestry Committee of the Urban Design Task Force was formed to study urban forestry issues, and to recommend ways in which the Municipality can affect Anchorage's urban vegetation. The Urban Forestry Committee has concluded that an ongoing Municipal program for urban forestry must be developed.

Goals of the Proposed Program

The Urban Forestry Committee hopes to achieve the following goals through its proposed program.

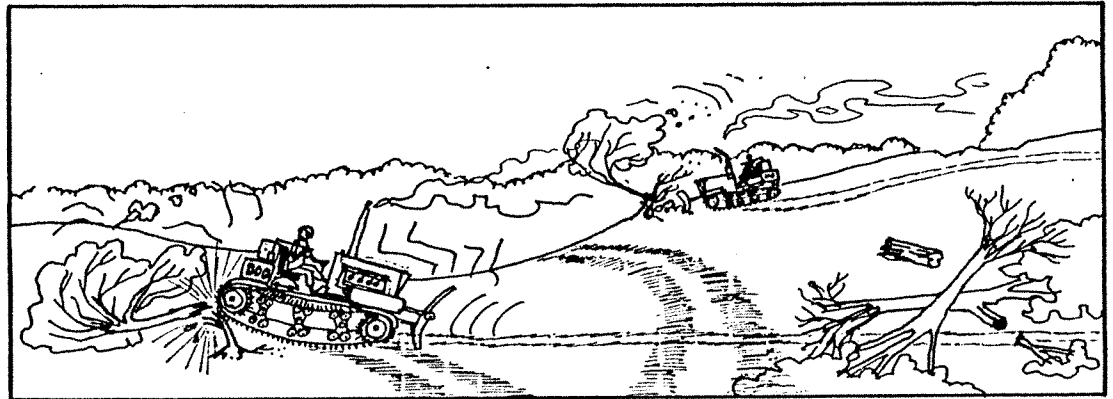
1. To improve the quality of landscape design, species selection, and landscape maintenance in Anchorage.
2. On Municipal land, to improve the management of natural vegetation and to ensure retention of certain areas high-quality vegetation, especially established stands of trees.
3. To encourage the retention of indigenous vegetation, especially established trees, on private land.
4. To protect and enhance the environmental and aesthetic functions of trees and other vegetation in the urban setting, and to increase public awareness of the importance of these functions.

PROPOSED URBAN FORESTRY PROGRAM

This proposal would alter Municipal land management practices through the expansion of the duties and capabilities of the Municipal Greenhouse. The Greenhouse currently has responsibility for many landscaping tasks and is the only Municipal agency which is involved with "on-the-ground" management of vegetation: planting and maintenance, for example. The Urban Forestry Committee proposes that an Urban Forestry Unit should be added to the Greenhouse. This Urban Forestry Unit would be responsible for management of "wildland" vegetation on Municipal land. The duties of the Greenhouse would be expanded to deal more comprehensively with planted vegetation as well.

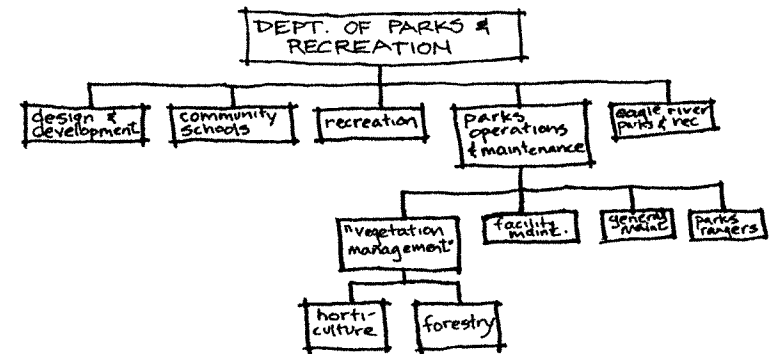
Secondly, Municipal lands should be evaluated for high-quality vegetation. Stands of trees and other vegetation should be assessed for their environmental, scenic, or recreational values. For particularly important stands of vegetation, management strategies should be laid out, to ensure that future development or management of these lands will protect their natural functions. As part of current evaluation of the suitability of Municipal land for development, analysis of vegetation should be carried out.

The third component of this proposal, and the most far-reaching, is aimed at protecting indigenous vegetation on private land. This can be accomplished through certain zoning procedures and the subdivision platting process. Zoning and subdivision regulations must be altered to encourage retention of vegetation throughout the development process. Standards must be developed to identify cases in which trees should or must be preserved. These standards can then be objectively administered. Incentives should also be provided to encourage the retention of woodlands or trees during the development process. These standards and incentives should be developed by the Municipal Community Planning Department, and can then be implemented through amendments to the subdivision and zoning regulations.



VEGETATION MANAGEMENT SECTION

This report proposes to create a Vegetation Management Section under the Department of Parks and Recreation, Division of Operations, shown in the diagram at right. The proposed Vegetation Management Section should include the existing Municipal Greenhouse (Horticulture Unit) and a newly formed Forestry Unit. The Vegetation Management Section would be responsible for on-the-ground management of vegetation (both planted and indigenous) on Municipal land. Since the tasks of the Horticulture and Forestry Units would often overlap, the two units would work together very closely and would share crews and equipment.



Duties of the Municipal Greenhouse (Horticulture Unit)

The Municipal Greenhouse should retain its responsibilities for production and planting of annual plants for Municipal landscaping projects, and maintenance of plantings in parks and along streets.

However, much new landscaping has been planted in parks and rights-of-way. Generally, newly landscaped areas are maintained for a period of one or two years by the contractor who installs them. After that time, maintenance responsibilities will fall to the Municipality. Some of these landscape projects installed one or two years ago are now maintained by the Municipal Greenhouse. The Greenhouse budget has not kept pace with these additional demands. This report proposes immediate Greenhouse budgetary increases, detailed on page V-6 of this report. Added duties of the Municipal Greenhouse include:

1. Development of a tree and shrub nursery to provide replacement trees of exotic species in plantings maintained by the Municipality. This would ensure that replacement trees of the same species and comparable size can be obtained.
2. Technical assistance to the Director of Parks and Recreation in revision of Municipal landscape contracting procedures.
3. Technical assistance to boards, commissions, planning staff, and landscape contractors on the feasibility of proposed plantings.

4. Public education programs - tours, workshops, and publications on such subjects as gardening in Anchorage and home landscaping.

Duties of Municipal Forester

The Municipal Forester would assume responsibility for management of natural vegetation on Municipal land, especially in parks which retain their indigenous vegetation, such as the Campbell Tract. Duties would include:

1. vegetation manipulation (such as thinning of trees or controlled burning) on park land to increase recreational values, improve wildlife habitat, enhance water quality, and promote tree growth;
2. revegetation of cleared or disturbed Municipal land;
3. development of a program to allow the public to cut firewood on Municipal land, to be included in each Municipal project which involves clearing woodlands (such as school site development), and administration of that program;
4. completion of a detailed inventory of natural vegetation on undeveloped Municipal land and in Municipal parks, to use as a management tool;
5. technical review assistance to boards, commissions, planning staff, and landscape contractors regarding proposed Municipal actions (such as plantings, park plans, trail locations, and other development proposals);
6. public education - workshops, tours, and publications on subjects such as subdivision design to protect natural features, private woodlot management, local ecosystems, and others; and
7. advisory assistance to residential owners in the planting and care of trees on their property.

Proposed Budget for Vegetation Management Section

The current funding of the Municipal Greenhouse is determined by somewhat flexible guidelines within the budget of the Parks and Recreation Department, Division of Park Operations. For this reason, it is difficult to assess the current level of expenditures of the Greenhouse. However, the Greenhouse Supervisor estimates that 1982 expenditures for tree replacements, equipment, supplies, and a tree spraying program totaled about \$9,500. Salaries and benefits of six permanent employees and seven seasonal employees have totaled about \$300,000.

The proposed Vegetation Management Section would add two permanent staff members (a forester and an arborist) and two seasonal staff members to the existing Greenhouse staff, for a total staff of eight permanent employees and seven seasonal employees. (The arborist would assist in tree planting, maintenance, and removal for both the Forestry and Horticulture Units.)

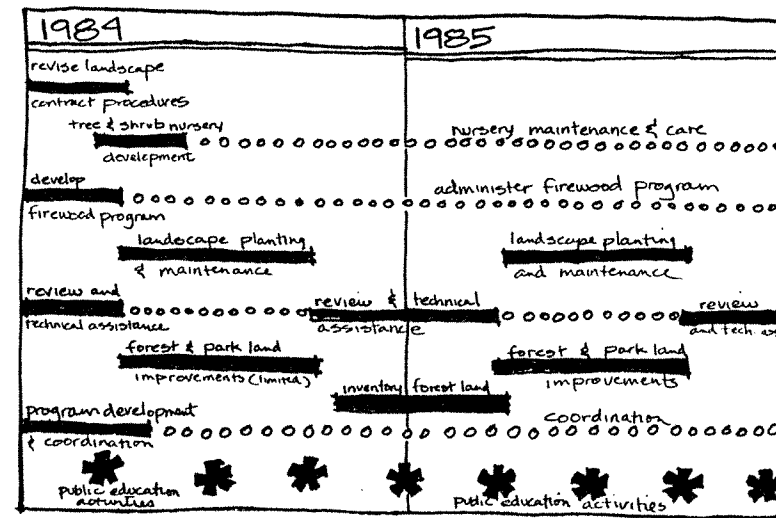
The expenditures required to develop the proposed program are estimated at right. These estimates exclude costs of the existing Municipal Greenhouse Program. While this level of expenditures may seem high in comparison to the previous year, the Municipality will have spent about \$5.2 million landscaping the International Airport-Minnesota Drive "Gateway" alone. Other landscaping has also taken place, as part of road improvements or construction of other public facilities in 1982. As maintenance contracts expire, maintenance responsibilities will fall on the Municipal Greenhouse. Combined with the added management ability for forest land, the cost of the new program would be far outweighed by its benefits.

Proposed Timeline of Activities

The Vegetation Management Section should be established at the earliest possible date, probably January of 1984. The diagram at right shows estimated timing of activities for the first two years of the program.

ESTIMATED BUDGET FOR ADDED PROGRAM

<u>Vehicle Equipment</u>		
2 half-ton pick-up trucks @ \$14,000		\$28,000
1 one-ton flatbed truck - 4-wheel drive		20,000
1 water truck - 2,000 gallon capacity w/hoses & reels		50,000
1 backhoe - Case		61,000
TOTAL EQUIPMENT EXPENSES		\$159,000
<u>Capital Items</u>		
1 low-boy equipment trailer		\$ 5,000
1 sprayer on skids - 200 gallon w/100' hose & reel		14,000
1 wood chipper - 4" limb capacity		5,000
- other capital items - chainsaws, weed and bush eaters, generator, compressor		3,000
TOTAL CAPITAL EXPENSES		\$ 27,000
<u>Annual Supply Budget</u>		
(Hand tools, pruners, ladders, safety equipment and supplies, tree supports, wrap, fertilizers and soil amendments, pesticides and additions, landscaping supplies)		\$ 15,000
<u>Annual Replacement Trees</u>		
500 @ approximately \$40.00		\$ 20,000
<u>Labor</u>		
1 Forester @ \$30,940/yr + benefits		\$ 43,160
1 Arborist/equipment operator @ \$30,940/yr + benefits		43,160
2 seasonal maintenance @ \$13,065/yr + benefits		36,460
TOTAL LABOR EXPENSES		\$122,780
TOTAL FIRST YEAR COSTS		\$343,780
Annual Recurring Costs (Not including equipment charges and capital items replacement charges (approximately \$3,000))		\$160,780
<u>Equipment Rental</u>		\$ 65,360
<u>Overhead</u>		\$ 45,650
TOTAL ANNUAL RECURRING COSTS		\$271,790



MUNICIPAL LAND MANAGEMENT

The Department of Property and Facility Management has begun a Land Management Study for Municipal land. The study will analyze the suitability of land for different types of uses. The study will include a process to allocate land to Municipal agencies to meet the agencies' foreseeable land needs. Land which is not needed by the Municipality in the foreseeable future may be sold to other owners as a result.

As part of the Land Management Study and other planning efforts, the Municipality should:

1. identify areas of natural vegetation on Municipal land which have value for recreation, environmental functions (including water quality protection and wildlife habitat), or aesthetics;
2. determine management strategies for these areas which will preserve or enhance their value. Management strategies might at times include protection of an area's natural state (of a stand of mature trees, for example), but will in other cases prescribe management activities (such as trail construction or wildlife habitat enhancement);
3. establish vegetation-related standards for land development by the Municipality; and
4. for small parcels which will be sold to individual owners, specify vegetation-related standards for development through restrictive covenants and other means. Larger tracts may be sold to developers who will be chosen by the quality of their proposals for use of the land. Protection of existing trees and vegetation should be one criterion by which proposals are evaluated.

Since the Municipality's Urban Forestry program will not yet exist during the Land Management Study, technical assistance should be

sought from the U.S. Forest Service and the Alaska Department of Natural Resources.

STANDARDS AND INCENTIVES FOR PRIVATE DEVELOPMENT

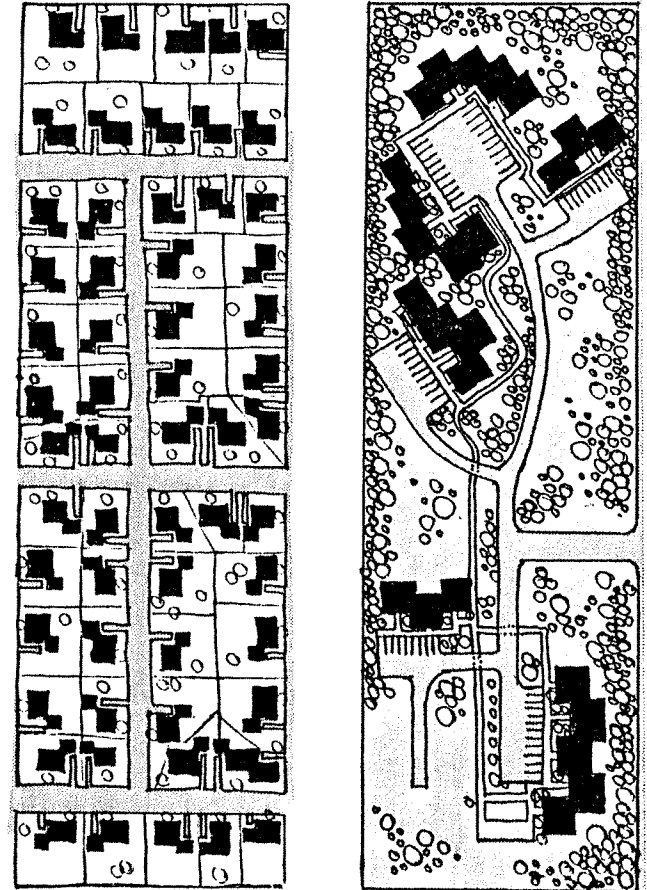
As Anchorage grows, countless mature trees are bulldozed to make room for housing developments, roads, shopping centers, and other manmade features of the city. Newly planted trees take many years to reach the size of the mature trees they replace. Because Anchorage's beauty and environmental quality depend so strongly on the presence of native woodlands, the city's forests and trees should be conserved and protected.

Good development practices can allow the retention of trees and forests within subdivisions and other developments. The zoning and subdivision regulations of Title 21 are an established means of regulating the practices of private developers. By defining standards in Title 21 for acceptable development practices, needless destruction of trees and natural features could be prevented. Incentives for superior development practices should be added to Title 21 as well.

Vegetation related standards for private development would define cases where tree preservation should or must take place. Incentives could prompt developers to expend extra effort, with a more pleasant and environmentally sound result. Standards and incentives would be prepared by the Community Planning Department, and objectively administered by Municipal officials. These new rules could be incorporated into several existing regulations, discussed below.

Existing Review Powers

Several sections in Title 21 touch on the question of vegetation preservation. These sections directly address such topics as erosion and sedimentation control, wetlands management, conditional uses, cluster housing, and others. Specific criteria regarding vegetation are generally not mentioned in these ordinances, and should be added to encourage the preservation of natural vegetation on private lands.



A partial listing of ordinances which are now used to review development for vegetation effects is given in Table 1. These regulations lack specifics and are noticeably weak protectors of Anchorage's forests and trees. Several of these ordinances would have particular potential for tree and forest preservation if wording changes were made or if standards were developed. These are:

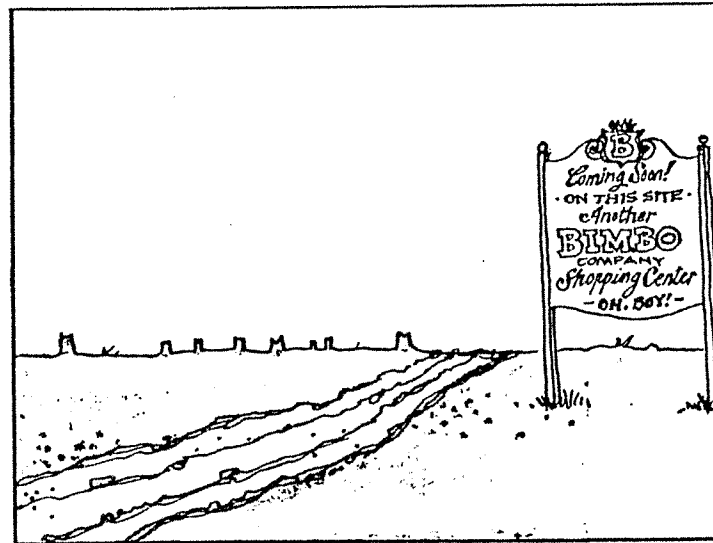
- 1) Cluster House Development. Cluster housing is a development technique which permits higher density housing than would otherwise be allowed, in exchange for retaining open space within the housing development. While the current emphasis of the ordinance is to protect marginal lands (such as wetlands or steep slopes) from development, wording changes could also encourage clustering to protect valuable forest land or stands of trees.
- 2) Soil Erosion & Sedimentation Plan. Section 21.85.085 requires a soil erosion and sedimentation control plan for subdivisions which will involve clearing or recontouring of land. The plan must be found acceptable by the Department of Public Works prior to final plat approval. A guideline within the ordinance states, "Wherever feasible, natural vegetation should be retained and protected." Specific standards should be added to the departmental criteria used to implement this section, to encourage the retention of natural vegetation at the earliest stage of the development process.
- 3) Planned Unit Developments. Planned unit developments (PUDs) allow variation within a given zoning districts' regulations, by allowing development of a relatively large tract of land as a unit. PUDs typically mix several housing types and densities within one development. Zoning regulations require landscaping and certain percentages of contiguous open space. The Planning and Zoning Commission can place additional requirements on a developer. These could include specific requirements for tree or forest preservation.
- 4) Conditional Uses. Planning and Zoning Commission is allowed substantial leeway in the regulation of private development in

Table 1: Existing Municipal Ordinances which can be used to Encourage Vegetation Preservation

Section	Intent	Discussion
21.05.060 Goals and Objectives (Comprehensive Development Plan)	"to encourage activities that preserve existing vegetation and promote more of it in the urban area"	This objective is not linked strongly with guidelines or standards.
21.40.115 R-10 Residential Alpine/Slope District	To provide a zoning district tailored to areas where physical features or environmental factors make unsafe or inappropriate. Encourages design which will "enhance and provide stability to natural features such as ponds, streams, wetlands, and forested areas."	This zoning district specifies low impervious area coverage, and revegetation or stabilization of exposed soil by Nov. 1 of the same year.
21.45.190 Cluster House Development	Clustering housing into relatively dense areas can allow preservation of open space or vegetation on-site.	The emphasis of this ordinance is on protecting marginal lands. Wording changes could emphasize protection of woodlands or trees of significant value as well.
21.50.010 Conditional Use Standards	Specifies minimum standards for conditional use permits; allows Planning and Zoning Commission to make other requirements "reasonably necessary" for health, safety, and welfare of community.	Conditional use standards are not specific with regard to vegetation, Planning and Zoning Commission has latitude of negotiating conditions of development.
21.80.075 B Drainageway Easement	Within or adjacent to subdivisions, dedicated stream maintenance easements shall be provided.	Standards for vegetation retention are not specified for these easements.
21.80.120 Lots-Environmental Design	Lots shall be designed to minimize effects on the environment.	Standards for "suitable design" are not specified.
21.80.125 A Screening Strips	Allows requirement of ten-foot planted buffer strip to protect residential properties from adjacent incompatible development.	This planted strip could be required between different housing densities or within certain business zoning districts.
21.80.140 Public Lands - Special Features	Allows acquisition by Municipality or voluntary dedication of "special, natural or man-made features of historical significance" in a proposed subdivision.	Wording could be amended to allow acquisition of features of "environmental" significance.
21.85.085 Erosion and Sedimentation Plan	For subdivisions which involve recontouring or denudation, requires erosion and sedimentation control plan.	The ordinance does not specify standards for vegetation preservation, though it states that "where feasible, natural vegetation should be preserved."

Chapter 21.50, Conditional Use Standards. When petitioners apply for permits for uses listed as "conditional" under zoning regulations, the Commission may impose "any conditions reasonably necessary to further the purpose and intent of this Title, to protect the public health, safety and welfare, and to meet planning goals set forth in the Comprehensive Development Plan." Minimum standards are specified for various types of conditional uses, such as churches, gasoline service stations, off-street parking, and planned unit developments. This report suggests that specific minimum standards for retention of natural vegetation should be listed within appropriate sections of the Ordinance.

This report also addresses the question of vegetation preservation, in part, in Design Objectives for Landscaping, Section III. Additionally, the illustrative ordinance for Business Zoning Outside the CBD would require certain plantings or retention of indigenous vegetation in the B-3 zoning district.



URBAN DESIGN, A PERMANENT ROLE

Throughout its life, a city is constantly shaped and reshaped by happenstance or by design. The Urban Design Task Force believes that attention must be continually focused on Anchorage's urban design. The forces of change must be directed toward a more functional and beautiful city. This report must mark the beginning, rather than the end, of Anchorage's urban design efforts.

A permanent role for urban design advocacy in Anchorage should focus on three objectives:

1. Redefine the role and responsibilities of the Urban Beautification Commission to emphasize design issues. Rename the Commission "Urban Design Commission" in accordance with this new emphasis.
2. Establish a full-time position of "Senior Planner for Urban Design" within the Department of Community Planning, to serve as support staff for the Urban Design Commission, and to undertake programs and other actions which advocate good urban design within the Municipality.
3. Encourage and sponsor public educational activities, programs and projects intended to elevate public consciousness regarding the value and benefit of good urban design.

The remainder of this paper further describes recommended actions under each objective.

OBJECTIVE 1: CREATE URBAN DESIGN COMMISSION

Several of the Task Force recommendations call for integrating new or revised procedures, standards, and criteria into the existing Municipal planning and development review process.

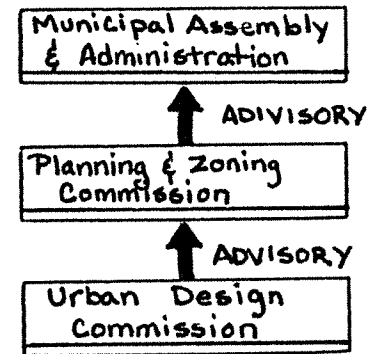
The most traditional way to accomplish these recommendations is to integrate urban design concerns into the regulation process, along with other public concerns affecting the public health, safety and welfare. This method focuses on establishing clear criteria and conditions an applicant would have to meet in order to obtain the



necessary development approval. The various criteria and standards would be divided among the appropriate Municipal departments and commissions for incorporation into the existing review procedures.

It is recommended that the Urban Beautification Commission be renamed the Urban Design Commission. The new Commission would have all the current responsibilities of the UBC, which reviews public projects for landscaping and aesthetic quality and advises the Planning and Zoning Commission, Assembly and Administration on beautification matters. In addition, the Commission would be responsible for review of major private projects over a certain size threshold, to be determined by the Planning and Zoning Commission. The Urban Design Commission would remain advisory to Planning and Zoning Commission, but would have permanent staff support from the Department of Community Planning, and would be authorized to independently undertake special projects and urban design studies.

The role of the Urban Design Commission would initially be to act as a coordinating group to guide adoption of standards and criteria by the appropriate Municipal agencies. Once accomplished, the primary role of the Urban Design Commission would be to serve in an advisory capacity to the Planning and Zoning Commission in project review, a duty currently borne by the Urban Beautification Commission. A secondary role would be to assist the Planning and Zoning Commission to undertake special studies in order to build upon the work of the Urban Design Task Force. Included would be activities such as sponsorship of detailed inventories, development of neighborhood level urban design guidelines, and implementation of other recommendations of the Task Force.



OBJECTIVE 2: ESTABLISH STAFF POSITION OF SENIOR PLANNER FOR URBAN DESIGN

It is recommended that the Department of Community Planning redefine an existing staff position or otherwise establish a full-time position of "Senior Planner for Urban Design." The Senior Planner would assist the Urban Design Commission in project review, as well as represent the Commission in coordination with other Municipal departments in order to integrate urban design criteria and standards into the regulatory process. The Senior Planner would also serve as an "in-house

consultant" for the Planning Department and other Municipal departments by responding to requests for expert assistance in urban design.

In addition, the Senior Planner would work with the Commission to undertake plans, special projects, or other activities advocating or in support of good urban design. This should include both short-term projects and long-range plans directed at implementing the recommendations of the Urban Design Task Force. The projects should involve both the public and private sectors.

The position should be filled with a person trained in physical planning and design, and with professional experience in urban design.

OBJECTIVE 3: ENCOURAGE PUBLIC EDUCATION REGARDING THE VALUE OF URBAN DESIGN

Urban design as a discipline or public responsibility is not well understood by the public. Without understanding, it will be difficult to develop strong public support for regulatory changes and other actions intended to promote good urban design. An ongoing program of public educational activities must be undertaken to elevate public consciousness as to the value and benefits of urban design as a Municipal activity. Public education can help to build a community base of support. Such support will be needed whenever potentially controversial measures are proposed in support of good urban design.

The Urban Design Task Force should continue as an informal citizen group with expertise in urban design. While the Task Force would not meet regularly and would have no formal responsibilities, the Urban Design Commission and the Senior Planner for Urban Design could call upon Task Force members to participate in public education projects, or where an "informed layman's" approach to urban design is needed.

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