ABBOTT TOWN CENTER
Municipality of Anchorage

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Dowel Engineering—Civil Engineering
  Tim Potter
Leland Consulting Group—Economics & Marketing
Rene Akre—Northern Design
CHARRETTE DRAWINGS

ABBOTT TOWN CENTER
Municipality of Anchorage
APRIL 7-11, 2002

Lennertz Coyle & Associates—Town Planners
Bill Lennertz, Laurence Qamar, Ken Pirie, Lewis Villegas, Chris Ross
Seth Harry—Retail Consulting & Urban Design
Dowl Engineering—Civil Engineering
Tim Potter
Leland Consulting Group—Economics & Marketing
Rene Akre—Northern Design
EXECUTIVE SUMMARY

April 25, 2002

To the Municipality of Anchorage

The following document describes the master plan for redevelopment of the Abbott Town Center. This was produced over an intensive 4-day charrette conducted at the Grace Christian Church in South Anchorage, within the boundaries of the Abbott Town Center. The Charrette, facilitated by the consultant team and Municipal staff, incorporated the input of numerous citizens, property owners, developers and elected officials who attended three open-house events and participated in 30-40 hours of intensive design studio collaboration during the week of April 7th-11th, 2002.

The drawings in this document represent the cumulative efforts of this charrette team to investigate future scenarios for the development of existing neighborhoods and vacant land in the area bounded roughly by Lake Otis Blvd to the East, Independence Park to the South, Campbell Creek to the North and the New Seward Highway to the West. The team focused on the potential redevelopment of a number of parcels south of N. 88th Ave and West of Toloff Street, currently controlled by one development team which has shown interest in producing innovative development in South Anchorage. These property owners and developers worked closely with the charrette team to create a master plan for the Abbott Town Center Core which has a strong potential for implementation with the necessary assistance of a public development agency.

Incremental redevelopment options were also explored for parcels surrounding the Town Center Core that are currently not developed at their highest and best use. Over the next 20 years, with Municipal involvement and favorable regulatory structures, such areas could become mixed-use neighborhoods that complement and connect to the Town Center's commercial heart.

Other key aspects of the plan are proposed new development guidelines, street standards, and trails and parks woven into the area's existing open space network. At all times, appropriate northern design elements were considered as part of the team's goal of integrating new development into Anchorage's existing built environment.

We are excited to be a part of this unique and groundbreaking process for Anchorage, as the Municipality embarks on an ambitious effort to redefine its urban environment, while protecting the sense of place and individual spirit which continues to attract residents to Southcentral Alaska.

Lennertz Coyle & Associates and the Abbott Town Center Charrette Team
**New Planned Residential Development**

West of the Town Center Core, along the Seward Highway, a wooded parcel of land is slated for residential development. The master plan shows an alternative subdivision pattern that inserts public greens between alley-loaded single-family homes. A new street connection to Abbott Road on the north edge of this area will provide a vital connection to the Town Center.

**Neighborhood Center**

Presently, a mobile home park occupies a large site along Seward Highway. While the plan does not call for redevelopment of the site, in 20 years, a neighborhood center could be inserted into the mobile home site, with a new park and civic buildings.

**TOWN CENTER CORE**

The currently vacant parcels on the north side of Abbott Loop Road south of the Ice Rink and Chill's Restaurant could become the Core of the Abbott Town Center. One scenario proposes a Town Center Commons arranged along Abbott Loop Road, fronted by a mix of retail, office and higher-density residential uses 'spanning' Abbott Road at a new signalized 4-way intersection. The Commons features a public building, or a small-scale restaurant or tea-room, with potential views of Denali to the North. All buildings are oriented to maximize passive solar heating. A new network of roads crosses this site, weaving the new development into surrounding neighborhoods.

**Redeveloped Light Industrial Area & Campbell Creek Greenway**

A mix of vacant and light industrial parcels could be redeveloped with residential properties fronting onto a public park protecting a restored Campbell Creek.

**Redeveloped Light Industrial Area**

This area, currently a mix of mobile homes and light industrial uses, could be redeveloped over time, incrementally, to become an affordable residential neighborhood including workshops and a variety of housing types.
5-Year Interim Plan for Abbott Town Center Core

This plan shows the development actions most likely to occur within 5 years of the Town Center Plan adoption. See key at right for details per property.
ABBOTT TOWN CENTER

Housing Estimates

The Anchorage 2020 Comprehensive Plan states that:

"Town Centers are designed to function as a focal point for community activities...intended to be located 2-4 miles apart, with each encompassing an area that services 30,000-40,000 people."

The Comprehensive Plan also notes that:

"Without medium to high-density housing surrounding the retail and civic core, a town center would be just another shopping area. A mix of housing densities...and building types is desirable. In most cases, the residential portion of a town center will provide a combination of duplexes, townhouses, and apartment buildings with overall density targets of 12-40 dwelling units per acre."

The Abbott Town Center Master Plan in the preceding pages proposes a range of dwelling units and residential densities which are arranged in general overlay zones to be instituted as part of the package of regulatory reforms accompanying future adoption of the Municipality's Abbott Town Center Plan.

Each of the zones described below could support a wide range of residential densities. The eventual numbers will depend on sustained Municipal approval and support of the Town Center concept, and will also depend on the real estate development industry embracing Town Centers as viable investment opportunities. The density ranges are gross figures and are inclusive of buildable land, roads, public utilities, schools and parks.

<table>
<thead>
<tr>
<th>Town Center Zone</th>
<th>Density Range</th>
<th>Area</th>
<th>Potential Range of Dwelling Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Center Core</td>
<td>20-40 du/acre</td>
<td>20 acres</td>
<td>400-800 dwelling units</td>
</tr>
<tr>
<td>Town Center Core II*</td>
<td>20-40 du/acre</td>
<td>41.5 acres</td>
<td>800-1600 dwelling units</td>
</tr>
<tr>
<td>Town Center General</td>
<td>10-20 du/acre</td>
<td>88 acres</td>
<td>880-1760 dwelling units</td>
</tr>
<tr>
<td>Neighborhood Center</td>
<td>10-20 du/acre</td>
<td>20 acres</td>
<td>200-400 dwelling units</td>
</tr>
<tr>
<td>Neighborhood General</td>
<td>8-12 du/acre</td>
<td>180 acres</td>
<td>720-2,160 dwelling units</td>
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<tr>
<td><strong>Totals</strong></td>
<td></td>
<td><strong>349.5 acres</strong></td>
<td><strong>2460-6720 dwelling units</strong></td>
</tr>
</tbody>
</table>

Gross Projected Residential Density for Town Center Area = 7–20 dwelling units/acre

* Assume 2.5 persons per dwelling unit = 6,750—16,800 potential Town Center residents in 2020 (including existing residents of Independence Mobile Home Park).
* Assume 30,000 sf of commercial space per 1,000 persons, and the Town Center can support a range of 200,000–500,000sf of commercial space. If a standard of 3 parking spaces per 1000sf of commercial space is used, this means 600-1500 parking spaces on streets, in lots or in structures will be needed.

* The Town Center Core II zone delineates areas that have recently been developed with large-scale retail uses, or are approved for development, and as such, are unlikely to see a change in land use in the next 20 years. The range of residential densities shown above for the Town Center Core II zone allow for high-density mixed-use redevelopment in the future, beyond the master plan’s 20-year time frame.
View of N 88th Avenue East of Toloff Street—Street Elevation

North 88th Avenue could become a higher-density mixed-use area, with 2-story apartments or condominiums facing the sun to the south and fronting wide sidewalks on a narrowed street. This could be an ideal area for senior housing, allowing residents a convenient walk into the Town Center Core.
Neighborhood Green
Rendering of a neighborhood green fronted by single-family cottages and duplexes in a potential residential development west of the Abbott Town Center Core. Autos access the rear of the houses from alleyways, leaving the front greens free of cars.
The Abbott Town Center Core—Street Elevation
Looking Southeast across Abbott Loop Road at a mix of shops and offices clustered around a Town Center Commons. A new road connection across Seward Highway could meet this intersection and create a critical mass of traffic to support new Town Center Retail.
Aerial Perspective of the Abbott Town Center Core
A bird’s-eye view looking east across the rooftops of the Town Center Core’s mix of shops, residences and offices. The ‘L’-shaped commons opens views from passing drivers to storefronts, provides local access with on-street parking and a central community gathering place.
Street-Level Perspective Looking North across the Town Center Core Commons
Proposed storefront improvements to existing retail stores viewed from the porch of a proposed tea-house or pavilion on the southern edge of the Town Center Core towards a refurbished retail center and the Chugach Range to the East.
Street-Level Perspective—Abbott Loop Road Looking East

On Abbott Loop Road a mix of offices and residences in two-story buildings are pulled close to the sidewalk with parking behind. The northern edge of the Fred Meyer site features small retail establishments.
An unplanned mix of temporary housing and light industrial land uses transformed incrementally into an affordable, walkable neighborhood with new sidewalks, pedestrian-scaled lighting and infill housing.
Diagram of Proposed Parks and Trails for Abbott Town Center

The Town Center concept plan introduces several public parks and ‘greens’, surrounded by mixed-use development and linked with complementary new pathways to the existing Municipal trail system. The diagram at left shows the highest priority trails for Abbott Town Center. Note that the Municipality defines trails to include sidewalks and bike lanes as well as traditional trails through greenspaces.

EXISTING TRAILS
PLANNED TRAILS
MAJOR ARTERIAL CROSSING
Opportunities & Constraints
This diagram shows the physical structure of the proposed Town Center area, with 5-minute walking radii, street network and environmental constraints. Also shown are potential connections that the design team considered during the charrette.
Street-Level Perspective of New Residential Neighborhood

A typical streetscape for new residential development in the Town Center, should consist of similar building types with variation of architectural elements, either in large, planned developments, or in individual blocks of incremental redevelopment of light-industrial areas zoned for residential land use. Garages should be kept behind houses, served from alleyways, and houses should have distinct front yards and porches accessed from sidewalks along streets planted with trees.
Detailed Plan of New Residential Neighborhood

This drawing illustrates a potential neighborhood block pattern for new residential development in the Town Center, either in large, planned developments, or in individual blocks of incremental redevelopment of light-industrial areas zoned for residential land use. Garages are kept behind houses, served from alleyways, and houses have compact front yards and porches opening onto a landscaped common green (see inset of Belgravia, London) which serves as an extension of the front yard and invites community interaction. The maximum length of such greens should be 400 feet.
Prototypical Concept Building Plans & Elevations for New Residential Development

These sketches illustrate a potential housing model that might work for infill redevelopment in existing unplanned neighborhoods, or for larger planned-unit developments. In this model, the most significant departure from existing Anchorage housing stock comes from placing garages behind houses, accessed by rear alleys. This model allows for compact, land-efficient development which balances the impact of household activities evenly between automobile use and walking.
Existing Conditions
A typical streetscape and site plan in an individual light-industrial block has a mix of mobile homes, workshops and some poorly maintained and underutilized lots.

5 Years from Now
Incremental development tailored to new Town Center Overlay Development Standards could fit into the existing block, while providing affordable housing that is served by a new rear alley.
10 Years from Now
Incremental development continues, with a duplex replacing a single lot in the middle of the block. This type of development allows a minor increase in residential density without radically changing the existing character of the surrounding neighborhoods or increasing traffic dramatically.

20+ Years from Now
This block has completely transformed, from a low-density, unplanned, aesthetically disjointed streetscape, to one which features a mix of housing choices. These include granny flats over alley-loaded garages, cottages, duplexes and a small, 8-unit apartment building, scaled to fit into the residential character of the surrounding neighborhood.
ABBOTT TOWN CENTER IMPLEMENTATION STRATEGY

What is an Implementation Strategy?

An Implementation Strategy is a recommended approach for executing or implementing the Town Center's master plan over time. This strategy will evolve over time, as both the public sector and private sector modify their goals according to the progress and success of preceding phases of Town Center development. The implementation sequence for the Town Center plan commences with a 20-year vision that describes all essential components and a sequence of 'steps' to be followed for realization of this vision. Adherence to this sequence is important because the development of certain properties in earlier phases are integral to the success of development in later phases.

The following are general principles that should be considered in the development of the Town Centers:

A Successful Town Center will create:

- An attractive and safe physical center consisting of desirable, compatible public and retail uses in walkable proximity to each other.
- Safe and convenient access to the center from major transportation routes, from surrounding neighborhoods and districts, by auto, transit, truck, bike and foot.
- Safe, convenient and, where readily visible, attractive auto parking.
- An expedited regulatory process for planning and permitting approval.
- A flexible, rigorous economic, financing and marketing plan supported by key participants.
- A partnership of public and private design and development team capable of project leadership, public involvement, project management, marketing and sales.
- A balance of protection from and exposure to climatic elements.

The Abbott Town Center Implementation Strategy

Please refer to the accompanying phasing map and matrix

Phase 1: 1–5 years

1. Adopt the Town Center master plan and provide an overarching vision for the Abbott Loop area with full support from politicians, property owners and neighborhood groups.
2. New Seward Highway interchanges and crossovers must provide safe and convenient access to and from the Abbott Town Center Core. Adopt a new 92nd Ave crossover that follows the master plan alignment.
3. Adopt a phasing plan, including streets, lots, open space and infrastructure, to redevelop properties over time.
4. Adopt new regulatory frameworks such as overlay zones that guide future development in the Town Center.
5. Establish the Anchorage Public Development Corporation to serve as coordinator of public/private development efforts in Town Centers and throughout the Municipality.
6. Prepare a comprehensive strategy to install and upgrade infrastructure (if necessary) that is sufficient to serve a growing Town Center, with adequate sewer, water, power, telephone and internet lines.
7. Regulate the proposed retail “pad” development on the Safeway and Fred Meyer sites to conform to the Town Center master plan and regulatory guidelines.
8. Regulate the development of the first privately-owned buildings in the Town Center to match the master plan vision. Maintain open communication and collaboration with property owners and offer as much approvals assistance as possible.

9. Develop a new public facility with exterior and interior components in the Town Center Core. Examples could include a multiple-use recreational center adjacent to the enclosed ice rink or gym, close to the public Commons, or a public pavilion on the Commons.

10. Coordinate the assembly of properties in the Town Center Core for later development.

**Phase 2: 5–10 years**

1. Develop a new transit center or hub in the Town Center Core, consolidating all route stops centrally.
2. Attract a café or other small, inexpensive gathering place with beverages and minimal food service, to help the existing retail center in the Core expand and renovate around the Commons.
3. Attract a day care center, a senior center, a school or job training center, or other public or private institutional facility to a new building in the Town Center Core developed as a public/private partnership.
4. Facilitate the purchase and clean-up of property north of the Safeway for eventual development according to the master plan with through-street connectors.
5. Develop or facilitate the development of mixed use properties along the west side of Toloff Street according to the master plan.
6. Develop or facilitate the development of residential or office properties along the north side of Abbott Loop Road across from the Fred Meyer site according to the master plan.

**Phase 3: 10–15 years**

1. Develop or facilitate the development of mixed-use properties along North 88th Street.
2. Set up local improvement districts under a Public Development Corporation for light industrial areas adjacent to the Town Center Core.
3. Begin the construction of new street alignments north of the Safeway site in the existing light industrial area.

**Phase 4: 15–20 years**

1. As retail properties redevelop along Lake Otis Parkway, implement regulations and a master plan for these properties with new green buffers between the Parkway and one interconnected parking lot and access lane fronted by retail establishments.

**Phase 5: 20–25 years**

1. Continue working with properties in local improvement districts under a Public Development Corporation for light industrial areas SE of Dimond interchange and East of Town Center Core.
2. Continue construction of new street alignments north of the Safeway site in the existing light industrial area.
3. Begin clean-up of the Campbell Creek corridor by purchasing adjacent properties and establishing a greenway with mixed-use zones fronting this new public park.

**Phase 6: 25+ years**

1. Finish the clean-up of Campbell Creek corridor and purchase adjacent properties to establish a greenway with mixed-use zones fronting a new public park.
2. As Independence Mobile Home Park begins to age, purchase land for development of a neighborhood center and adopt a subarea plan for the park to guide redevelopment while minimizing displacement of residents, who must be offered opportunities to purchase new homes in a redeveloped park.
# Abbott Town Center Implementation Matrix

**Action** — Description of recommended actions  
**Role** — AMD (Anchorage Municipal Developer)  
NPD (Non Profit Developer)  
PD (Private Developer)  
DOT (State Dept. of Transport.)

<table>
<thead>
<tr>
<th>Action</th>
<th>Year</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PHASE 1: 1-5 years</strong></td>
<td></td>
<td></td>
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<tr>
<td>Completion of Chili's Restaurant</td>
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<td>PD</td>
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<tr>
<td>Town Center Core Prep</td>
<td></td>
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<tr>
<td>Town Center Plan approved</td>
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<td>AMD</td>
</tr>
<tr>
<td>Code overlay prepared and approved</td>
<td></td>
<td>AMD</td>
</tr>
<tr>
<td>Site utility work</td>
<td></td>
<td>AMD</td>
</tr>
<tr>
<td>Town Center Core Phase 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Commons</td>
<td></td>
<td>AMD</td>
</tr>
<tr>
<td>Pavilion/Teahouse</td>
<td></td>
<td>PD</td>
</tr>
<tr>
<td>Town Center Bldg 1</td>
<td></td>
<td>PD</td>
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<tr>
<td>New Seward/92nd crossing/linkage to TC</td>
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<tr>
<td>New On-Ramp to New Seward Highway at Dimond</td>
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<td>AMD/DOT</td>
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<td>Safeway/Carr's</td>
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<tr>
<td>Retail pads along street edge of Safeway site</td>
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<td>PD</td>
</tr>
<tr>
<td>Redesign of N 88th Ave as main street</td>
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<td>AMD</td>
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<td>Retail pads along street edge of Fred Meyer site</td>
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<td>PD</td>
</tr>
<tr>
<td>Residential Office development on Abbott Loop Road north of Fred Meyer</td>
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<td>PD</td>
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<tr>
<td><strong>PHASE 2: 5-10 years</strong></td>
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<tr>
<td>Additional Town Center Core buildings</td>
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<td>AMD or PD</td>
</tr>
<tr>
<td>Additional residential office development along Abbott Loop Road</td>
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<td>PD</td>
</tr>
<tr>
<td>Property north of Safeway purchased, cleaned and developed</td>
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<td>AMD &amp; PD</td>
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<tr>
<td>Tolstoy Street Town Center properties developed</td>
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<td>AMD or PD</td>
</tr>
<tr>
<td><strong>PHASE 3: 10-15 years</strong></td>
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<tr>
<td>N 88th Ave redevelopment continues</td>
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<td>AMD or PD</td>
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<tr>
<td>Light industrial area SE of new on-ramp to Seward Hwy redeveloped</td>
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<td>AMD &amp; PD</td>
</tr>
<tr>
<td><strong>PHASE 4: 15-20 years</strong></td>
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<tr>
<td>Lake Otis Pkwy retail redeveloped</td>
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<td>PD</td>
</tr>
<tr>
<td><strong>PHASE 5: 20-25 years</strong></td>
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</tr>
</tbody>
</table>
### Abbott Town Center Implementation Matrix

| Action                                                                 | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 | Year 11 | Year 12 | Year 13 | Year 14 | Year 15 | Year 16 | Year 17 | Year 18 | Year 19 | Year 20 | Year 21 | Year 22 | Year 23 | Year 24 | Year 25 |
|------------------------------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Light industrial area E of Town Center                                |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| Core redeveloped                                                        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| Campbell Creek protected with green buffer, and corridor dedicated as |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| public park                                                            |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| **PHASE 6: 25+ years**                                                 |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| Residential development fronting onto the new Campbell Creek park      |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| Independence Mobile Home Park begins redevelopment with a neighborhood |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| center and new connections outward                                     |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
DEVELOPMENT GUIDELINES

ABBOTT TOWN CENTER
Municipality of Anchorage
MAY, 2002

Lennertz Coyle & Associates—Town Planners
   Bill Lennertz, Laurence Qamar, Ken Pirie, Chris Ross, Lewis Villegas

Seth Harry—Retail Consulting & Urban Design

Dowl Engineering—Civil Engineering
   Tim Potter

Leland Consulting Group—Economics & Marketing

Rene Akre—Northern Design
WHAT ARE DEVELOPMENT GUIDELINES?

INTRODUCTION

The following pages present design codes and guidelines for the future development of Town Centers in Anchorage. These pages are designed to be used for reference by Planning and Development Staff as they implement a comprehensive revision of Title 21, the Municipality's Zoning Code with the help of other consultants.

The following are the elements of the Town Center development guidelines:

• Introduction and Definitions

• Land Use Matrix: A matrix that describes broad uses permitted in each overlay zone in the Town Center;

• Building Type Matrix: A matrix that describes broad building types suggested for each zone in the Town Center;

• The Regulating Plan: A drawing which maps the proposed zones of the Town Center, as well as street frontage types;

• Urban Standards: A matrix of text that regulates those aspects of private development which affect the public realm. In this case, standards are suggested according to street frontage type, referring directly to the Regulating Plan;

• Street Sections: Drawings which describe graphically the dimensions and specifications recommended for selected thoroughfares within the Town Center;

• Architectural Guidelines: A brief summary of suggested building materials and stylistic elements that can complement efforts to achieve a high-quality built environment in the Town Center. It is strongly recommended that the Municipality engage in a thorough establishment of a Design Review Process.

Together, these documents encourage variety while ensuring the harmony required to give character to a community. These documents should not be considered as legally binding. The Municipality can use all or some of this document to supplement their Town Center regulations, which will most likely take the form of an Overlay Zone adopted to guide development within Town Center boundaries.
LAND USES EXPLAINED

Below are definitions of the terms described in the Land Use Matrix.

CIVIC
Premises available for non-profit or governmental organizations engaged in religious, cultural, education, political activities.

RETAIL
Premises available for the commercial sale of merchandise and foods.

OFFICE
Premises available for the transaction of general business, but excluding retail and manufacturing.

RESIDENTIAL
Premises available for long-term human habitation by means of ownership and rental.

LODGING
Premises available for short-term human habitation, including daily and weekly letting.

LIGHT INDUSTRIAL
Premises available for the small-scale creation, assemblage and repair of non-polluting artifacts including their retail sale.
LAND USE MATRIX

INTRODUCTION

The following matrix presents a simplified version of a Municipal land use chart. Below are also typical notes that would need to accompany the matrix to help clarify the conditions of allowable and restricted uses. The key goal of a matrix such as this is to avoid the single-use, restrictive zoning that has accompanied most postwar suburban growth in America, and replace it a land use code that fosters an integrated, compact, diverse affordable and walkable community.

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>ZONES</th>
<th>PRIMARILY SF RESIDENTIAL</th>
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</thead>
<tbody>
<tr>
<td>TOWN CENTER CORE</td>
<td>TOWN CENTER CORE II</td>
<td>TOWN CENTER GENERAL</td>
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<tr>
<td>CIVIC</td>
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<td>RETAIL</td>
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<td>OFFICE</td>
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<td>RESIDENTIAL</td>
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<td>LODGING</td>
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<td>Conditional Use</td>
</tr>
<tr>
<td>LIGHT INDUSTRIAL</td>
<td>See Note 2</td>
<td>See Note 1</td>
</tr>
</tbody>
</table>

GENERAL NOTE:

Uses allowed only by variance: Drive-through commercial, industrial producing noise, vibration or smell beyond its site, commercial kennels, prisons, large scale storage depots, scrap yards, automotive sales, cell phone towers. Refer to Municipality of Anchorage Title 21 for complete list of permitted uses.

NOTES:

1. Limited to the building and its yard. Yard must be enclosed by a minimum 8 foot high masonry wall.
2. Limited to 300 sq. ft. within the first floor of an accessory building. Manufacturing components should not be stored in the yard.
3. Limited to the first floor of corner buildings. Limited to neighborhood store, child care, or food service with maximum 40 seats.
4. One off-street parking space required for every 250 sq. ft. in addition to parking required for any dwellings.
BUILDING TYPE MATRIX

The Town Center will permit a variety of building and lot types and uses, from cottages and single-family houses in residential areas to attached residential units, retail and offices in Core areas. The mix of uses and building types provides the choices needed to create a neighborhood where people of different ages, incomes and families can live, work and play. The Land Use matrix on the preceding page describes the broad land uses that comprise each new zone in a Town Center. The Town Center will offer a variety of building and lot types, described below. The buildings selected for each zone should be developed according to the attached development standards matrix.

<table>
<thead>
<tr>
<th>BUILDING &amp; LOT TYPE</th>
<th>TOWN CENTER CORE</th>
<th>TOWN CENTER CORE II</th>
<th>TOWN CENTER GENERAL</th>
<th>NEIGHBORHOOD CENTER</th>
<th>NEIGHBORHOOD GENERAL</th>
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<td>Conditional Use</td>
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<td>MEDIUM LOTS</td>
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</table>

GENERAL NOTES:

1. Retail uses are not permitted in the Town Center General Zone.;
WHAT IS BUILDING FRONTAGE?

Frontage is that privately-owned layer of a lot between the facade and the lot line that fronts a public thoroughfare or open space. The proper definition and regulation of this layer is essential to creating a well-defined streetscape and a compelling experience for pedestrians.

The primary elements of frontage are the dimensions of setbacks, and architectural elements such as porches, stoops and fences. Especially important are corner frontages—if properly built, corner buildings can help establish certain important ‘crossroads’ in Town Centers, which become, in effect, the loci of activity in those Centers.

Street Frontage A: The most pedestrian-friendly, urban, land-intensive and diverse street environment in a Town Center. Buildings are taller than elsewhere, with a lively mix of uses at street level. Buildings are not setback from sidewalks, which are wider than other parts of Town Centers. Cars share space with pedestrians, cyclists and transit.

Street Frontage B: The majority of commercial streets in the Town Center will feature this type of frontage, with minor building setbacks, small parking lots, lower building heights and less of a mix of land uses. Streets with this frontage are still walkable and transit-served.

Street Frontage C: This comprises all remnant street frontages in a Town Center. Design guidelines can eventually transform this frontage from an auto-dominated utilitarian corridor, into B and A frontages. This frontage features well-landscaped parking lots, buildings set back from streets that are still walkable, but primarily serve as auto corridors.

Street Frontage D (not shown): Similar to C frontages, but this features a landscaped ‘buffer’ between arterial traffic and the future redevelopment of existing ‘strip’ retail (fast-food restaurants, stripmalls).

Figure 1: Street Frontage Glossary

Figure 2: Street Frontage Types

This diagram illustrates a generic situation with the three street frontage types specified for commercial areas of Town Centers. Residential streets will have their frontages defined by individual housing types and their relationship to the street.

CF: Corner Frontage: An important determinant of quality streetscape. Major Town Center crossroads should have buildings fronting close to all corners, with active building entries and uses at these corners.

SO: Street Opening: The space between buildings along a frontage that is used for access to the rear of the building or lot. These spaces should be minimized.
This Area to be reviewed by City with property owners for potential future zoning changes that complement Town Center Concept.

ZONING KEY
See accompanying matrix for specifics
- Town Center Core I
- Town Center Core II
- Town Center General
- Neighborhood Center
- Neighborhood General

EXISTING ZONING

STREET FRONTAGE KEY
See accompanying matrix for specifics
- A Street Frontage
- B Street Frontage
- D Street Frontage
- Civic Buildings & Prominent Sites

Unless otherwise indicated Street Frontage Standards are consistent throughout the Neighborhood General Zone and thus are not delineated. Residential standards pages describe these street frontages.
# Abbott Town Center Code Matrix

<table>
<thead>
<tr>
<th>Town Center Core</th>
<th>Building Placement</th>
<th>Building Height &amp; Bulk</th>
<th>Parking</th>
<th>Building Elements &amp; Articulation</th>
<th>Frontage Landscaping &amp; Hardscape</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Notes</strong></td>
<td>Building front occupies minimum 60% of frontage line;</td>
<td>Max bldg ht: 5 stories and 60';</td>
<td>On-street parking recommended (single or parallel);</td>
<td>Street trees in walls or planting strips;</td>
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<td></td>
<td>No side setbacks on at least 1 side lot line;</td>
<td>Transition zone required at top of 2nd story;</td>
<td>Primarily parking in lots;</td>
<td>Typically parking lots in front of buildings:</td>
<td>Parking lots to be well landscaped;</td>
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<tr>
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<td>Minimum 75% lot area coverage;</td>
<td>Minimum 2 stories or 25' single-story;</td>
<td>Small parking lots in front of buildings:</td>
<td>Minimum curb cuts into lots;</td>
<td>Landscaped area between arterial and commercial frontage road;</td>
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<td>Minimum 15' rear setback;</td>
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<td>Inset street trees where feasible;</td>
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<td></td>
<td></td>
<td>On-street parking required (angle-in or parallel);</td>
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<td>Landscaping buffer of 10' between commercial parking lots and residential areas;</td>
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<td>All parking lots in rear; access should be directly through adjacent frontage;</td>
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</tr>
<tr>
<td></td>
<td>Parking may be provided off-site or shared.</td>
<td></td>
<td></td>
<td></td>
<td>Street trees in walls or planting strips;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neighborhood General</th>
<th>Building Placement</th>
<th>Building Height &amp; Bulk</th>
<th>Parking</th>
<th>Building Elements &amp; Articulation</th>
<th>Frontage Landscaping &amp; Hardscape</th>
</tr>
</thead>
</table>

For details see attached specific residential building type development standard sheets

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**Note:**

- All frontage types are subject to specific residential building type development standard sheets.
- The specific residential building type development standard sheets provide detailed requirements for each frontage type.
- The guidelines are designed to ensure a cohesive and aesthetically pleasing streetscape for the Abbott Town Center.
- The standards are intended to promote mixed-use development, pedestrian-friendly environments, and enhanced visual appeal along the frontage lines.
- Compliance with these guidelines is essential for maintaining the quality and character of the Abbott Town Center.

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**For details see attached specific residential building type development standard sheets**
STREET SECTIONS

The following is a list of proposed street sections for the existing Municipal Standards will apply.

Alleyway/Lane

STREET FUNCTION: Rear-yard access to properties and potential utility cantilevers.

- ROW WIDTH: 24 feet
- PAVED WIDTH: 16 feet
- CORNER CURB RADIUS: 7'
- PARKING: Only in garages or driveways for fees.
- DESIGN SPEED: Minimal speed (15mph max.)
- SIDEWALKS: None
- SNOW STORAGE: In 4' gravel margins of alley

Town Center Core Street (w/ diagonal parking)

STREET FUNCTION: Access to small, office and civic activities within a Town Center Core, sharing streets with transit and bicycles, allowing for numerous pedestrian connections.

- ROW WIDTH: 40 feet
- PAVED WIDTH: 30 feet
- CORNER CURB RADIUS: 10'
- PARKING: Diagonal, on-street.
- DESIGN SPEED: Slow speed (15mph max.)
- SIDEWALKS: 6'
- SNOW STORAGE: Snow removed off-site overnight or baled sidewalks.

Tree Located 7' Behind Curb

Town Center Core Street (w/ parallel parking)

STREET FUNCTION: Access to small, office and civic activities within the edges of a Town Center Core, allowing for numerous pedestrian connections.

- ROW WIDTH: 70 feet
- PAVED WIDTH: 60 feet, center turn lane is added at key intersections.
- CORNER CURB RADIUS: 15'
- PARKING: Parallel on-street.
- DESIGN SPEED: Slow speed (20mph max.)
- SIDEWALKS: 6'
- SNOW STORAGE: In 6' planting strip or removed off-site overnight or baled sidewalks.
STREET SECTIONS

The following is a list of proposed street sections for the Abbott Town Center. Where no new street types are proposed, existing Municipal Standards will apply.

Alleyway/Lane

STREET FUNCTION: Rear-yard access to properties and potential utility conduit.
ROW WIDTH: 26 ft.
PAVED WIDTH: 16 ft.
CORNER CURB RADIUS: 8'
PARKING: None
DESIGN SPEED: 15mph max.
SIDEWALKS: None
SNOW STORAGE: In 4' gravel margins of alley

Town Center Core Street (w/ diagonal parking)

STREET FUNCTION: Access to retail, office and civic activities within a Town Center Core, sharing streets with transit and bicycles, allowing for numerous pedestrian connections.
ROW WIDTH: 80 ft
PAVED WIDTH: 50 ft
CORNER CURB RADIUS: 10'
PARKING: Diagonal on-street.
DESIGN SPEED: Slow speed (15mph max.)
SIDEWALKS: Yes
SNOW STORAGE: Snow removed off-side overnight or heated sidewalks

Tree Located 1' Behind Curb

Town Center Core Street (w/ parallel parking)

STREET FUNCTION: Access to retail, office and civic activities within the edges of a Town Center Core, allowing for numerous pedestrian connections.
ROW WIDTH: 70 ft
PAVED WIDTH: 50 ft, center turn lane is added at key intersections.
CORNER CURB RADIUS: 10'
PARKING: Parallel on-street.
DESIGN SPEED: Slow speed (15mph max.)
SIDEWALKS: Yes
SNOW STORAGE: In 10' planting strips or removed off-side overnight: Off heated sidewalks.
STREET SECTIONS

Boulevard
STREET FUNCTION: Gateway to Town Center; major travel through and along edges of existing built environments.

HOW WIDTH: 85 feet = park dimension
PAVED WIDTH: 58 feet
CORNER CURB RADUS: 13'
PARKING: No parking along boulevards.
DESIGN SPEED: Moderate speed (45mph max.)
SIDWALKS: 0'
SNOW STORAGE: In 5' planting strip.

Residential Street
STREET FUNCTION: A local slow-moving thoroughfare providing access to primarily residential land uses.

HOW WIDTH: 60 feet
PAVED WIDTH: 20 feet
CORNER CURB RADUS: 13'
PARKING: Parallel on one side of the street only.
DESIGN SPEED: Very slow speed (20mph max.). Traffic calming devices should be installed: roundabouts, speed humps, raised pedestrian crossings.
SIDWALKS: 0'
SNOW STORAGE: In 5' planting strips.
STREET SECTIONS

KEY TO STREET SECTIONS
ALLEY
ST-60—Residential Street 60’ ROW
BV-88—Boulevard 88’ ROW
TC-70—Town Center Core Street 70’ ROW
TC-88—Town Center Core Street 88’ ROW
HOW TO INTERPRET LOT DIAGRAMS

These Town Center development regulations are designed to be user-friendly and easily understood by developers, regulators, home-builders and home-owners. Each housing type is detailed in individual pages, with key diagrams such as the following to illustrate concepts that are difficult to adequately portray only in text form.

LOT STANDARDS

The information contained in this right-hand table is keyed to the diagrams to the left, and facilitates a pictorial representation of the applicable development standards. A B C
COTTAGE TYPOLOGY

Cottages are the smallest type of detached residential units on the edges of the Town Center, typically between 800-1,200 square feet in one story (with potential for half-story lofts). Situated on narrow lots in Neighborhood General zones, they create an intimate streetscape and promote efficient land use. The typical density is 9-13 du/acre. The lot accommodates a reasonable rear yard with the potential for a two-car garage off an alley. Cottages can also potentially be clustered around common, private greens and shared parking.

LOT STANDARDS

Unless otherwise indicated, dimensions are allowed minimum.

A. Lot Depth .............................................................. approx. 120'
B. Lot Width ............................................................... 28' min.
   ........................................................................... 40' max.
C. Front Setback ............................................................. 15' min.
   ........................................................................... 20' max.
D. Porch Depth .............................................................. 6' (top)
   Porches are required, occupying at least 40% of the length of the house front.
E. Side Adjacent Lot Setback ................................................. 6'
F. Side Street Setback .......................................................... 6'
   A view triangle 15° from the intersection of the curb line shall be held clear of the building.
G. Rear Setback .................................................................. 18'
H. Garage Depth ............................................................... 24' min.
I. Garage Width ................................................................. 24' min.
J. Garage Side Setback ........................................................ 3'
   This setback may be waived if garages are attached
K. Primary Bldg. Height Limit:
   Neighborhood Center .................................................. 25' max.
   Neighborhood Center .................................................. 25' max.
L. Garage Height Limit ....................................................... 18' max.
M. Height of Ground Floor ................................................ 18'-0" min.
Lot Coverage .................................................................. 30%
Parking: ................................................................. 2 off-street spaces per dwelling unit
Accessory Dwelling Units: Not Allowed

Allowable Encroachments:
Any windows and other similar recessed holding elements may be on either side of the house, not within 4' of the building corners.
Uncovered decks, balconies & walkways may extend onto setbacks, no deeper than 8' and no closer than 15' from a property line.

Building Entrances:
A primary pedestrian entrance shall be located along a public street, sidewalk or park.

Fencing:
A fence, 6'-0"-9'-0" in height, may be placed along the street frontage and along the common lot lines of the front yard. Privacy fencing, between 6'-0"-9'-0" in height, may be placed along any setback area and common lot lines, but may not extend 3'-0" along alleys.

Lot Building Frontage: ........................................ 40% max.
LIVE-WORK ROWHOUSE TYPOLOGY

Live-work rowhouses are attached dwelling units on individual lots. They are two-story walk-up units in the 1,100 to 1,500 square feet range. Small rear yards are assured privacy by the enclosure provided by fencing and 2-car garages, which are accessed from the alley. Small office spaces are provided on the ground floor, accessed directly from the street, with ample fenestration. Density is 9-13 du/ac.

LOT STANDARDS

Unless otherwise indicated, dimensions are allowed maximums.

A. Lot Depth ............... approx. 120'
B. Lot Width ............... 18' min.

C. Front Setback ........... 30' max.

D. Porch Depth .......... 6' min. (top)
Porchless or single are required 6' min. width

E. Side Adjacent Lot Setback .... 6'

F. Side Street Setback .......... 6'
A new triangle taken 120' from the intersection of the curb line shall be held clear of the building.

G. Rear Setback ........... 12'

H. Garage Depth ........... 24' max.

I. Garage Width ........... 26' max.

J. Garage Side Setback .......... 3'
This setback may be waived if garages are attached.

K. Primary Bldg. Height Limit:
     Neighborhood/Center ....... 23' max.
     Neighborhood/Corner ....... 15' max.

L. Garage Height Limit ....... 18' max.

M. Height of Ground Floor .. 18'-56' est.

Lot Coverage ............... max. 50%

Parking: ....2 off-street spaces per dwelling unit

Accessory Dwelling Units: Not Allowed

Allowable Encroachments:
Bay windows and other similar enclosed building elements may be no wider than 5' and may overhang up to 2' to setbacks, but not within 6' of the building corner.
Uncovered decks, balconies or railings may overhang into setbacks, no deeper than 5' and no closer than 15' from a property line.

Building Entrances:
A. primary pedestrian entrance shall be located along a public street, walkway or park.

Fencing:
A fence, 3'-6" in height, is permitted along the street frontage and along the common lot lines of the front yard. Primary fencing, between 6'-6" in height, may be placed along any setback area and common lot lines, but may not exceed 3' along alleys.

Lot Building Frontage ........... 40' max.
DUPLEx/DOUBLE HOUSE TYPOLoGY

The duplex is an increasingly popular typology in Anchorage. Duplexes are essentially rowhouses, built on individual tax lots and share one common wall along a ‘zero-lot-line’. Natural light is accessible on three sides of the units. There are 2-car garages that may be attached. The unit sizes typically range from 1,400 to 1,800 square feet, capitalizing on a narrow, efficient lot size. The density is 9-13 du/acre.

LOT STANDARDS

Unless otherwise indicated, dimensions are allowed minimums.
A. Lot Depth .................................. approx. 120’
B. Lot Width .................................. 20’ min.
   .................................. 60’ max.
C. Front Setback ................................. 10’ max.
D. Porch Depth ................................ 6’ min. (typ.)
   Porches are required, occupying at least 40% of the
   length of the house front façade.
E. Side Adjacent Lot Setback ................. 5’
F. Side Street Setback ......................... 6’
   A side street right-of-way from the intersection of
   the curb line shall be held clear of the building.
G. Rear Setback ................................ 12’
H. Garage Depth ................................. 24’ max.
I. Garage Width ................................. 24’ max.
J. Garage Side Setback ....................... 3’
   This setback may be waived if garages are
   attached.
K. Primary Bldg. Height Limit:
   Neighborhood Center ..................... 24’ max.
   Neighborhood Core ....................... 18’ max.
L. Garage Height Limit ....................... 18’ max.
M. Height of Ground Floor ................... 18’-06" min.
Lot Coverage ................................. max. 50%
Parking .................................... 2 off-street spaces per dwelling unit
   No off-street parking required for accessory units
   Accessory Dwelling Units .......................... Allowed
Allowable Encroachments:
   Any window and other similar enclosed building
   elements may be no wider than 6’ and may
   extend up to 2’ in setbacks, but not within 4’ of
   the building corners.
   Uncovered decks, porches & overhangs may
   extend into setbacks, no deeper than 5’ and no
   closer than 18’ from a property line.
Building Entrances:
   A primary pedestrian entrance shall be located
   along a public street, sidewalk or path.
Fencing:
   A fence, 3’0”-6’0” in height, is permitted along the
   street frontage and along the common lot lines of
   the front yard. Primary fencing, between 3’0” to
   6’0” in height, may be placed along any setback rear
   and common lot line, but may not extend 5’ along
   alleys.
Lot Building Frontage ..................... 40’ min.
SMALL HOUSE TYPOLOGY

The small house typology will be common within the Neighborhood General and Neighborhood Center Zones. Such homes are similar to the majority of housing stock currently found in Anchorage and feature compact side and rear yards, with small front yards to form well-defined streetscapes. Access to garages is from rear alleyways. The density of this typology is 6-7 du/ac.

LOT STANDARDS

<table>
<thead>
<tr>
<th>Standard</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Lot Depth</td>
<td>approx. 130'</td>
</tr>
<tr>
<td>B Lot Width</td>
<td>50' min.</td>
</tr>
<tr>
<td>C Front Setback</td>
<td>20' min.</td>
</tr>
<tr>
<td>D Porch Depth</td>
<td>6' min. (typ.)</td>
</tr>
<tr>
<td>E Side Adjacent Lot Setback</td>
<td>4'</td>
</tr>
<tr>
<td>F Side Street Setback</td>
<td>12'</td>
</tr>
<tr>
<td>G Rear Setback</td>
<td>12'</td>
</tr>
<tr>
<td>H Garage Depth</td>
<td>24' min.</td>
</tr>
<tr>
<td>I Garage Width</td>
<td>24' min.</td>
</tr>
<tr>
<td>J Garage Side Setback</td>
<td>7'</td>
</tr>
<tr>
<td>K Primary Bldg. Height Limit: Neighborhood General</td>
<td>25' max.</td>
</tr>
<tr>
<td>L Garage Height Limit</td>
<td>18'6&quot; max.</td>
</tr>
<tr>
<td>M Height of Ground Floor</td>
<td>18'6&quot; reqd.</td>
</tr>
<tr>
<td>N Lot Coverage</td>
<td>10% max.</td>
</tr>
<tr>
<td>O Parking</td>
<td>- 2 off-street spaces per dwelling unit</td>
</tr>
<tr>
<td>P Accessory Dwelling Units</td>
<td>Allowed</td>
</tr>
</tbody>
</table>

Allowable Encroachments:

- For vehicles and other similar outdoor building elements may be no wider than 8' and may extend up to 2' in rear, but not within 4' of a property line.
- Uncovered decks, balconies & porches may extend onto setback, no deeper than 3' and no closer than 10' from a property line.

Building Entrances:

A primary pedestrian entrance shall be located along a public street, walkway or park.

Fencing:

A fence, 6'-8" in height, is permitted along the street frontage and along the common lot lines of the front yard. Privacy fencing, between 6'-8" in height, may be placed along any setback rear and common lot lines, but may not exceed 3' along alleys.

Lot Building Frontage | 32' min.
FRONT-LOADED HOUSE TYPOLOGY

Larger single-family detached units will be located along the perimeter of the New Neighborhood, in the Neighborhood Edge Zone, and sold as market-rate lots. Large lots offer more flexibility in building configuration than smaller neighborhood houses. Larger lot sizes allow for abundant side and front yards, as well as a significant buffer for the existing homes in developments to the rear. Unit sizes typically range between 2,300 and 2,700 square feet and the lot sizes allow a density of 4-5 du/acre. There are detached 2-car garages accessed from front driveways.

<table>
<thead>
<tr>
<th>LOT STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lot Depth</strong> .......................... approx. 130'</td>
</tr>
<tr>
<td><strong>Lot Width</strong> ......................... 80' min.</td>
</tr>
<tr>
<td><strong>Front Setback</strong> ..................... 35' min.</td>
</tr>
<tr>
<td><strong>Porch Depth</strong> ....................... 6' min. (typ.)</td>
</tr>
<tr>
<td><strong>Side Adjacent Lot Setback</strong> ........... d'</td>
</tr>
<tr>
<td><strong>Side Street Setback</strong> ............... d'</td>
</tr>
<tr>
<td><strong>Rear Setback</strong> ....................... 100'</td>
</tr>
<tr>
<td><strong>Garage Depth</strong> ...................... 20' min.</td>
</tr>
<tr>
<td><strong>Garage Width</strong> ...................... 20' min.</td>
</tr>
<tr>
<td><strong>Garage Side Setback</strong> .............. 5'</td>
</tr>
<tr>
<td><strong>Garage Front Setback</strong> .............. 35'</td>
</tr>
<tr>
<td><strong>Primary Bldg. Height Limit</strong> ...... 24' max.</td>
</tr>
<tr>
<td><strong>Garage Height Limit</strong> .............. 18' max.</td>
</tr>
<tr>
<td><strong>Height of Ground Floor</strong> .......... 18'-36' eq.</td>
</tr>
<tr>
<td><strong>Lot Coverage</strong> ...................... max. 35%</td>
</tr>
<tr>
<td><strong>Parking</strong> ........................... 2 off-street spaces per dwelling unit</td>
</tr>
<tr>
<td><strong>Accessory Dwelling Units</strong> ........ Allowed</td>
</tr>
</tbody>
</table>

**Allowable Encroachments:**
- Any windows and other similar enclosed building elements may be no wider than 4' and may encroach up to 2' into setbacks, but not within 4' of the street line.
- Uncovered decks, balconies, & walkways may extend up to 2' into setbacks, no deeper than 4', and no closer than 18' from a property line.

**Building Entrances:**
- A primary pedestrian entrance shall be located along a public street, sidewalk, or park.

**Fencing:**
- 6' fence, 6'-11" in height, is permitted along the street frontage and along the common lot lines of the front yard. Fencing, between 6'-11" in height, may be placed along any setback rear and common lot lines, but may not exceed 11" along alleys.

**Lot Building Frontage** ............. No minimum
GLOSSARY

Accessory Building: A secondary building detached from, and in the rear yard of the principal building. Accessory buildings shall be limited to 1,000 sq. ft. of net floor area and 500 sq. ft. of lot coverage.

Accessory Dwelling Unit: A dwelling unit located on an accessory building, like a garage, with a separate exterior entrance, and with no more than 500 sq. ft. habitable area.

Alley: The vehicle passageway within a block which provides access to garages and garbage bins along the rear edge of lots. There are always at least two points of access/egress into the block. Parcel surface is typically at least 12' wide. Alleys can be surfaced with asphalt, or in rural settings like Anchorage, gravel.

Civic Use: Occupied building space used primarily for public education, cultural performance, gatherings and displays administered by non-profit cultural, educational, and religious organizations.

Commercial Use: Occupied building space used for the conduct of retail, office, artisan, restaurant, lodging, child care, professional business, governmental services, entertainment, and recreational use.

Façade: An elevation or "face" of a building, from ground level to cornice line.

 Fenestration: The openings for windows and doors which form part of a facade, usually glazed. Usually expressed as percentage of total facade.

Front Façade: The elevation with the main entrance to a building, usually facing a public street.

Front Setback: The distance between the frontage line of a primary street and the front façade of a building. Open porches, balconies, stoops, chimneys, and bay windows are permitted to overhang into the front setback.

Height Limit: The maximum height of a building, measured in feet from the average grade level surrounding the building perimeter, to the midpoint between the roof’s apex and the nearest eave.

Lodging Use: Premises used for short-term human habitation. Food service may be included.

Lot Coverage: The maximum area of a lot that may be occupied by a structure. Lot coverage is expressed as a ratio. Open porches, decks, terraces, and stoops are excluded from the calculation.

Office Use: Premises used for services, including professional, financial, clerical, administrative, medical, retail, and manufacturing are excluded.

Rear Setback: The distance between the rear lot line and any portion of a principal building. This distance is given as a minimum. A heel building and an outbuilding are permitted to encroach the rear setback.

Residential Use: Premises used primarily for human habitation.

Retail Use: Premises used for the exchange of services or goods. Primary business should be open during business hours.

Shared Parking: Parking spaces assigned to more than one use where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Side Adjacent Lot Setback: The distance between the side lot line and an elevation of the building with the exception of roof overhangs. This distance is given as a minimum.

Side Street Setback: The distance between the frontage line of a side street and an elevation of the building with the exception of roof overhangs. This distance is given as a minimum.

Storefront: The portion of a building at the first story of a building that is made available for retail use. Storefronts shall be directly accessible from sidewalks.

Stoop: An entry platform on the frontage of a building. Stoops may be roofed but they need not necessarily be enclosed.

Story: A habitable floor level within a building, no more than 14 feet high from floor to ceiling, except for retail storefronts that may be 18 feet in height.

Townhouse: A single-family dwelling with common walls on side lot lines and a continuous façade of at least 3 units and no more than 6 units. Utilized to form an urban street wall in high-density zones. Alley-loaded townhouses provide a private rear yard between the garage and the back of the house. Also known as a rowhouse.

Workshop Use: Premises used for the creation, assemblage, and repair of goods, including retail sales.
PURPOSE

The Town Center Architectural Guidelines will help ensure that future Town Centers are consistent with the public vision for appropriate design in Anchorage. The Guidelines suggest that new residences, commercial buildings, civic buildings, landscaped areas, and public spaces can be attractive and harmonious, contextually and historically appropriate, and should be constructed with sufficiently high quality construction materials.

Each building requires an appropriate selection and application of materials. The Guidelines are intended to respect the unique Anchorage sense of place through proper building massing, color, siting and material use that reflect important aspects of the Pacific Northwest and Alaska’s traditional architecture.

The Town Center Architectural Guidelines are intentionally focused on architectural themes, and with relationships of spaces, building details and the streetscape. The desired result will consist of a Town Center constructed of buildings of varied styles with a lively and walkable streetscape, based on the efforts of different owners and builders over a period of time. This method accommodates varied tastes, budgets and development program criteria, just as it has elsewhere in Anchorage.

The goal is to maintain a strong visual continuity within the context of contemporary design solutions that play upon and within the limited influence of historic themes. The Town Center Architectural Guidelines intend to influence architectural design to the degree that it correctly reflects the architectural vernacular, the historical styles and periods, of Anchorage.

The Anchorage Bowl’s historic residential neighborhoods, constructed between the late 1890s and into the 1930s, are characterized by a variety of styles with an emphasis on Folk-style log homes and wood-framed buildings, reflecting the pioneer origins of the area and available local materials. Anchorage’s older neighborhoods have a predominance of bungalow style homes, mixed with eclectic cottage types, which draw inspiration from Lower 48 plan-book production homes. Newer homes are predominantly suburban ranch-house style, with contemporary insertions in higher-value districts, particularly on hillsides with views.

Multiple-family residences should incorporate local historical styles to the extent possible and avoid the stigmatized appearance of the speculative apartments and condos built to accommodate boom populations.

Commercial buildings have little historical references in Anchorage due to the effects of the 1964 earthquake and subsequent auto-oriented redevelopment patterns but can achieve contextual relationships by responding to local climate and views.

Patterns of the Past
An inventory of Anchorage Historic Resources
Michael Carberry and Donna Lane
(The most comprehensive survey of Anchorage’s architectural history is found in “Patterns of the Past” by Michael Carberry and Donna Lane (1986-Municipality of Anchorage).
TOWN CENTER ARCHITECTURAL GUIDELINES

INTRODUCTION
In the application of these Architectural Guidelines, all design and construction shall comply with the Municipality of Anchorage's Building Codes and Land Development Regulations.

Horizontal Design Elements (Multifamily/Commercial)
Each building should have at minimum a distinctive: horizontal base; occupied middle; and eave, cornice and/or parapet line that complement and balance one another. Horizontal articulations can be produced by material changes or applied facade elements. (Fig. 1.1)

Vertical Design Elements (Multifamily/Commercial)
Each building should have a clear and harmonious pattern of vertically oriented facade openings including entries, windows, bays and columns or other exposed vertical supports. Vertical articulations can be produced by variations in roof heights, applied facade elements, bay windows and subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements break up long, monolithic building facades along the street. Major vertical elements should be a maximum of 50 ft apart measured center-to-center. (Fig. 1.2)

Building Primary Entries (Multifamily/Commercial)
The entry should project out from or should be recessed in from the surrounding building facade at least 24" to articulate the building's access, and should contain a visible surrounding frame or trim detail. (Fig. 1.3)

SUGGESTED SITE & BUILDING MATERIALS
Visible Building Foundations, Wall Cladding, Moldings, Brackets and Trim.
- Concrete or stone masonry foundations and veneers.
- Pealed round logs and sawn log structural walls.
- Solid dimensional, laminated or composite wood or cementitious (e.g., Hardiplank) shingles, shakes, and horizontal or vertical siding, panels and soffits.
- Solid, laminated, composite or synthetic wood moldings and trim.
- Cedar or other solid, clear wood materials

Exposed Roofing and Related Components
- 25-year minimum architectural composition shingles, concrete, slate or cedar shingles and shakes.
- Galvanized or pre-finished metal, copper or terne metal corrugated or narrow-profile standing seam roofing, flashing, and other roofing components.
- Galvanized or pre-finished metal, copper or terne metal gutters and downspouts.
Awnings
- Wood or solid color woven, natural fabric awnings.
- Metal and Glass (contemporary)

Exposed Chimney or Flue Enclosures
- Stone masonry, wood shingles or siding that matches the primary house cladding.
- Exposed black or gray round metal flue pipes.

Windows, Skylights, Entrances and Accessories
- Natural, stained, painted or cladded wood, solid vinyl windows and doorframes and sashes.
- Sliding glass doors should not be used where directly visible from any public right-of-way.
- Clear or "Low-E" glazing only should be used.
- Single-family: Entry and overhead doors should be stained, painted or clad, solid or composite wood, embossed metal, fiberglass or graphite composition.
- Multifamily/Commercial: Entry doors should be glazed storefront-type, wood, metal or fiberglass. Overhead doors visible from any public right-of-way should be solid or composite wood, embossed metal or fiberglass.
- Window shutters should be stained, painted or clad wood, fiberglass, or other solid material.
- At the primary facade, the visible interior window treatment should be consistent and harmonize with the surrounding exterior facade.
- Suggested Storefront Type: Finished metal, wood or composite material framed, clear glazed system.

Trellises, Decks, Stairs, Stoops, Porches, Railings, Balconies and other Architectural Components
- Concrete, stone masonry, wood, fiberglass or polymer columns, posts, arches and other vertical and elevated architectural components.
- Solid or synthetic wood, concrete, stone masonry decks and other horizontal components.
- All railings, guards and balustrades shall be concrete, stone masonry, wood, synthetic wood, welded steel or iron.

Landscape/Retaining Walls and Fences
- Concrete and stone masonry.
- Architecturally finished exposed concrete.
- Wood posts and split wood rails.
- Wood or synthetic wood pickets, lattice and solid boards.
- Painted or coated welded steel or iron.
Private Driveways, Curbs and Walks
- Private driveways that terminate in a public street, and private walks visible from a public right-of-way should be concrete, finished to match adjoining public sidewalks, or embossed (stamped) concrete, stone or concrete unit masonry.

Building and Site Material Colors
- Exterior finish colors shall be selected from a list of approved colors to be determined by the Municipality, that match the surrounding natural context and which introduce brightness and vivid, primary colors to offset low winter light levels and celebrate long days of summer.

MATERIALS APPLICATIONS & CONFIGURATIONS

Building Foundations and Walls
- A single cladding material should be used for at least 60% for all exterior walls visible from the public right-of-way.
- Vertical material separations should extend at least 18" around corners and returns (Fig. 2.1 & 2.2).
- Except at log walls, a minimum 4" wide wall corner (except at mitered corner siding), water table, cornice, roof rake and eave trim (except at exposed rafter tails) should run the full height and breadth of each facade, and should be flush or protrude out beyond the surrounding cladding.
- Maximum horizontal cladding exposure should be 6"; vertical cladding exposure should be 8".
- Heavier appearing materials should be used only below lighter appearing materials (Fig. 3.1 & 3.2).

Roofs, Awnings, Gutters and Roofing Accessories
- Main roof slopes should be 5:12 minimum to 14:12 maximum with symmetrical gable, gambrel or hip configuration. (Fig 4)
- At least one roof gable or dormer (shed, hip or gable) is suggested on the dominant roof plane facing the primary public street.
- Porch and dormer shed roofs should be minimum 3:12 slope, and shall be attached to the main roof.
- Single-family: Flat roofs should be limited to 20% of the building footprint. The flat roof should be accessible from an occupiable space or should be concealed from the public right-of-way by sloped roofs or parapets.
- Multifamily/Commercial: Flat roof surfaces should be concealed from the public right-of-way by sloped roofs or parapets that are at minimum 18" above the surrounding roof.
- Special architectural structures such as towers, elevated decks and cupolas may exceed the maximum height limit provided a cornice or other horizontal architectural detail is articulated at the height limit line and the structure's total horizontal area does not exceed 200 SF for Single-Family or 350 SF for Multifamily/Commercial.
- Eave lines should be continuous except at sheds and dormers.
- Rafters may be exposed or soffitted. (Fig. 6)
- All roof-mounted equipment, except for vents, flues and other building code-required components, shall not be visible from any public street.
- Eaves and rakes should overhang at least 12 inches from the wall face. (Fig. 5.1 & 5.2)
- Horizontal eave soffits should only be used with extended horizontal returns at the gable ends. (Fig. 6)

**Awnings (Multifamily/Commercial)**
- Awnings and fixed canopies should be attached to the building facade a minimum of 8 ft. above the sidewalk, and may encroach a maximum of 10 ft. into the public sidewalk right-of-way.

**Windows, Glazing, Entrances and Accessories**
- Windows should be primarily square or vertical shaped with 10% maximum (Single-family) or 15% maximum (Multifamily/Commercial) circular, hexagonal, octagonal or other special window configurations.
- Horizontal window openings exceeding 1.5:1 width by height and single windows exceeding 1:4 width by height should be discouraged.
- Bay window enclosures should, at minimum, extend down to the adjacent floor level with visible external support or should be supported by a foundation.
- On each street facade, total wall area glazing, including muntins and stops, should not comprise more than 55% or less than 18%.
- Profiles of window muntins should extend out beyond the exterior glass surface.
- Door and window shutters should be sized to cover the complete opening. (Fig. 7)
- No single lite or pane of glass visible from a public street should be greater than 24 square feet in area.
- Adjoining windows may be grouped along the same horizontal plane provided each is separated from the adjoining unit by 3-1/2” minimum width mullion. (Fig. 8)
- Windows and doors should be surrounded with a minimum 2-1/2” minimum width trim applied flush or projected out beyond the finished wall surface, except at log walls.

**Storefronts (Multifamily/Commercial)**
- Height: Minimum 8 ft., maximum 14 ft. measured from the adjacent interior floor to finished ceiling.
- Bay widths: Visible first floor vertical elements between storefront glazing, such as columns, shall be spaced center-to-center a minimum of 8 ft. and maximum of 25 ft. apart.
Trellises, Decks, Stairs, Stoops, Porches, Railings, Balconies and other Architectural Components.

- All structures projecting over 16" from the connecting wall facade, whether cantilevered or direct bearing, shall be visibly supported by vertical, inclined and/or horizontal elements such as brackets, columns, beams that are sized proportionally to the structure above. Single-family: Whether solid or encased, such elements shall be a minimum of 5-1/2" deep and wide.
- The open underside of first floor porches and decks shall be screened with a material compatible with the building's walls.
- Where exposed to a public right-of-way, balustrades and guards at stair, landing and deck railings should be vertically configured; for landings and decks 30' or greater required above adjoining grade(s), balustrades, railings and guards shall be required.
- Single-Family: Porches should be an average minimum of 48" deep.

Landscape/Retaining Walls and Fences

- Freestanding landscape and retaining walls should be a minimum 8" thick with a finished top course, cap or other visible, continuous termination.
- Landscape and retaining walls should generally provide compatibility with adjoining house materials.
- Fencing materials should consist of solid wood, welded or soldered metal or iron.

Private Driveways and Walkways

- Private driveways that terminate in a public street, and private walks visible from a public right-of-way shall be concrete, finished to match adjoining public sidewalks, or embossed (stamped) concrete, brick, stone or concrete unit masonry.

Private Exterior Site and Building-Mounted Lighting Visible from the Public Right-of-Way

- Site and building-mounted exterior lighting and related components should be selected from a list of approved luminaires.
- All lamps should consist of incandescent, halogen or metal halide. Sodium or mercury vapor lamps should be avoided.
- Lighting should be selected, installed and controlled to prevent intrusive illumination on adjacent buildings, lots and/or public rights-of-way.
- All exterior lighting that exceeds 1.5 foot-candle illumination beyond the source lot or building should be submitted to the County for approval, with a site plan that shows projected lighting photo metrics. Lighting should generally be designed to avoid light pollution, perhaps with the aid of a "dark sky" ordinance that protects views of mountains and Northern Lights.
Repetitive House Designs (Single-family)
- The use of identical or closely similar house street facades, except for attached units, should not be allowed within 250' in any direction, unless approved by the County. The intent of this rule is to avoid repetitive facades where the same or similar plans are built in the same visual context on the same block.

Garages, Carports and Storage Sheds and Enclosures
- Design, materials and finish shall be regulated by the same standards for the primary structure, and shall be compatible with and complement the primary structure.
- Where visible from a public street, garage and other overhead doors shall be limited to a maximum 9 feet wide by 9 feet high.
- Sheds and enclosures shall be placed on the lot to minimize visibility.
DEFINITIONS

Architecturally finished
Special care taken in the application of materials intended to remain exposed.

Articulation
Change in the plane of a wall or roof to create a varied, more interesting composition.

Awning
An ancillary lightweight structure of wood, metal or canvas, cantilevered from a facade providing shade to the fenestration and spatial containment to the pedestrian.

Balustrade
A series of pillars or columns supporting a handrail.

Bay window
A window or band of windows that projects from the face of a building within a structural bay.

Bracket
Any strut or angled support of a shelf, beam, overhang, or projecting roof.

Building footprint
The exterior outline of the foundations of a building.

Cantilever
A projecting or overhanging beam, slab, or portion of a building with no visible means of support.

Carport
An open-sided automobile shelter.

Cementitious
Having the properties of cement or containing cement.

Cladding
The external covering to the frame or structural walls of a building or structure.

Column
A supporting vertical element.

Commercial building
Any building which is used primarily for the wholesale or retail sale of goods or services or manufacture of products.

Corbel
A projecting horizontal molding used for ornamentation at the top of a wall.

Cupola
A small tower-like structure projecting above a building's roof.

Demising wall
A wall that separates tenants from each other and from public corridors for the purpose of fire safety.

Dormer
A glazed structure with its own roof that projects from the main roof of a building or is a continuation of the upper part of a wall so that the eave line is interrupted by the dormer.

Duplex
A pair of dwelling-units on one lot, side-by-side or stacked.

Eave
The lower edge of a roof which projects beyond the face of the wall.

Facade
An elevation of a building.

Finish
The final treatment or coating of a surface.

Gable
The vertical, triangular portion of the end of a building, from the level of the eaves to the ridge of the roof.

Gable roof
A pitched roof that ends in a gable.
Gambrel roof
A roof with double pitching on each side consisting of a lower steeper slope and an upper flatter one.

Glazing
Transparent material (as glass) used for windows.

Guards
A system of building components located near the open sides of elevated walking surfaces for the purpose of minimizing the possibility of an accidental fall from the walking surface to the lower level.

Gutter
A channel that runs along the eaves of a building, designed to drain rainwater from the roof.

Hip roof
A roof comprised of four or more sloping planes that all start at the same level.

Lattice
A framework or structure of crossed wood or metal strips.

Lintel
A structural member placed over an opening or a recess in a wall and supporting construction above.

Lite (Light)
A separately framed piece of glass in a window or door. A traditional double-hung window, for instance, often has several lites divided by muntins in each sash.

Low-emissivity (low-E) glazing
A special type of glass having a transparent material fused into its surface which acts as a thermal mirror.

Miter
An oblique surface formed on the surface of a piece of wood or other material, to be joined with or placed against a similar surface on another piece.

Mixed-use building
A building with two or more uses, such as retail and services on the ground floor and office or residential on upper levels.

Mixed-use development
A tract of land with two or more different uses such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in close proximity to one another.

Monolithic
Primarily composed of one material and lacking articulation.

Multifamily building
Any residential building containing more than two dwelling units.

Mullion
A vertical member separating windows, doors or panels set in a series.

Muntins
The cross pieces dividing the panes of glass within a window sash.

Occupiable space
A room or enclosed space designed for human occupancy that is equipped with means of egress, light, and ventilation.

Ogee
A double curve resembling the letter S.

Overhead doors
A counterbalanced door used in a garage that opens on tracks.

Parapet
A low, protective wall or railing at the edge of a platform or roof.

Picket
A pointed or sharpened stake or post.

Primary facade
Any elevation of a building facing a public right-of-way other than an alley.

Rafter
A sloping roof beam.
Rake
The exterior finish and trim applied parallel to the sloping end walls of a gabled roof.

Return
The continuation of a molding, cornice, wall finish or other member in a different direction, usually at a right angle. Returns often occur at a joint between different materials or elements.

Right-of-way
Land, property, or property interest, secured and reserved to the public for transportation utility services, drainage, sidewalk, or other public purposes.

Rowhouse
See >> Townhouse

Sash
A single assembly of stiles and rails made into a frame for holding glass.

Shed
A small, usually roughly built structure used for shelter or storage.

Shed dormer
A dormer with a roof sloping in the same direction as the roof from which the dormer projects.

Single-family
For the purpose of these Architectural Guidelines all residential buildings containing one or two dwelling units shall be considered single-family. This includes duplexes, townhouses, and detached single-family homes.

Soffit
The exposed undersurface of any overhead component of a building, such as an arch, lintel or overhang.

Standing seam roof
A standing seam roof is a steel metal roof with vertical folded seams joining adjacent flat panels. The seams run parallel along the slope.

Stoop
A porch, platform, entrance stairway, or small veranda at a house door.

Stop
A wood or metal piece that is attached to the frame or base of a door or window to prevent motion beyond a given point.

Stucco
A material usually made of Portland cement, sand, and a small percentage of lime and applied in a plasitic state to form a hard covering for exterior walls.

Terne metal
Steel coated with an alloy that is four parts lead to one part tin.

Top course
In masonry, the top layer of bricks or stones running horizontally in a wall.

Townhouse
A single-family dwelling with common walls on side lot lines and a continuous facade of at least 3 units and no more than 6 units. Utilized to form an urban street wall in higher density zones. Alley-loaded townhouses provide a private rear yard between the garage and the back of the house. Also known as >> rowhouse.

Trellis
A frame of latticework used as a screen or as a support for climbing plants. A trellis may arch to form a tunnel or be straight as freestanding pergola or a screen applied to a wall.

Trim
The woodwork in the finish of a building especially around openings.

Veneer
A facing of material laid over a different material, such as a facing of stone on a wooden building.

Window
An opening to admit light and usually air into a building, consisting of a framework or sash and one or more lites.

Window opening
An opening that holds a window or a series of windows separated from other windows by wall surface or mullions.

Window treatment
The interior covering of a window with curtains, blinds or similar decorative elements.