



ABBOTT TOWN CENTER

Municipality of Anchorage

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Implementation Strategy



Lennertz Coyle & Associates—Town Planners

Bill Lennertz, Laurence Qamar, Ken Pirie, Chris Ross, Lewis Villegas

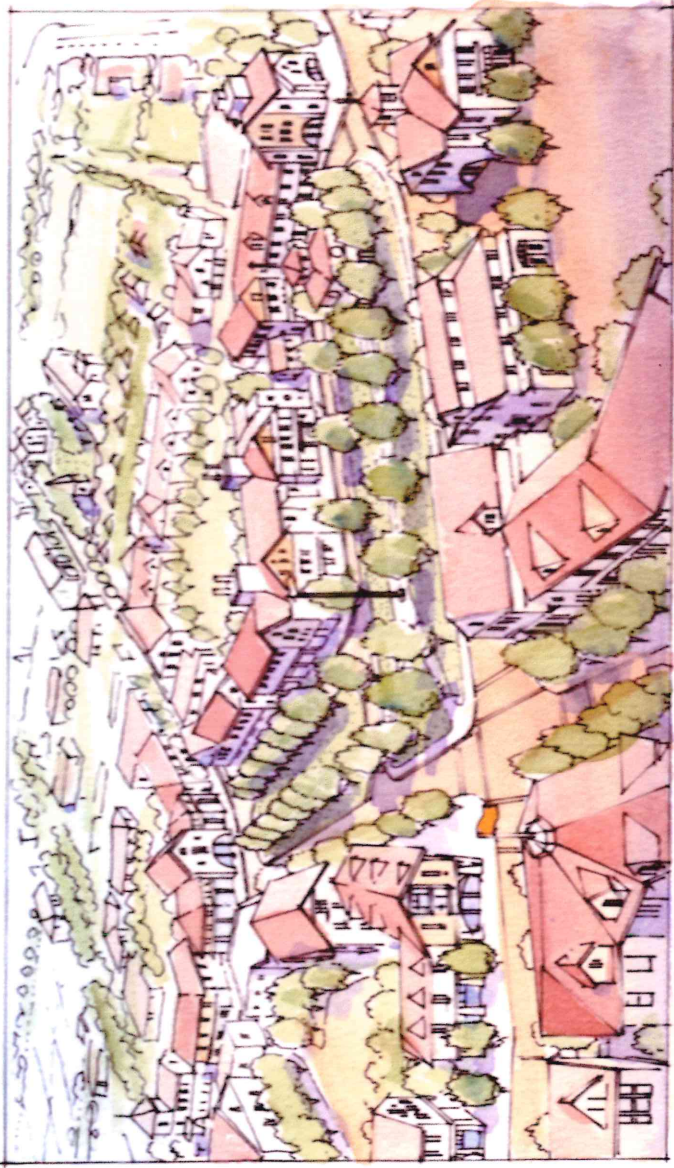
Seth Harry—Retail Consulting & Urban Design

Dowl Engineering—Civil Engineering

Tim Potter

Leland Consulting Group—Economics & Marketing

Rene Akre—Northern Design



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

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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



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ABBOTT TOWN CENTER

EXECUTIVE SUMMARY



Cook Inlet

Anchorage
International
Airport

New Seward Highway

CORE

ABBOTT TOWN
CENTER

Abbott Loop Road

Lake Otis Blvd

Ruth Arcand Park

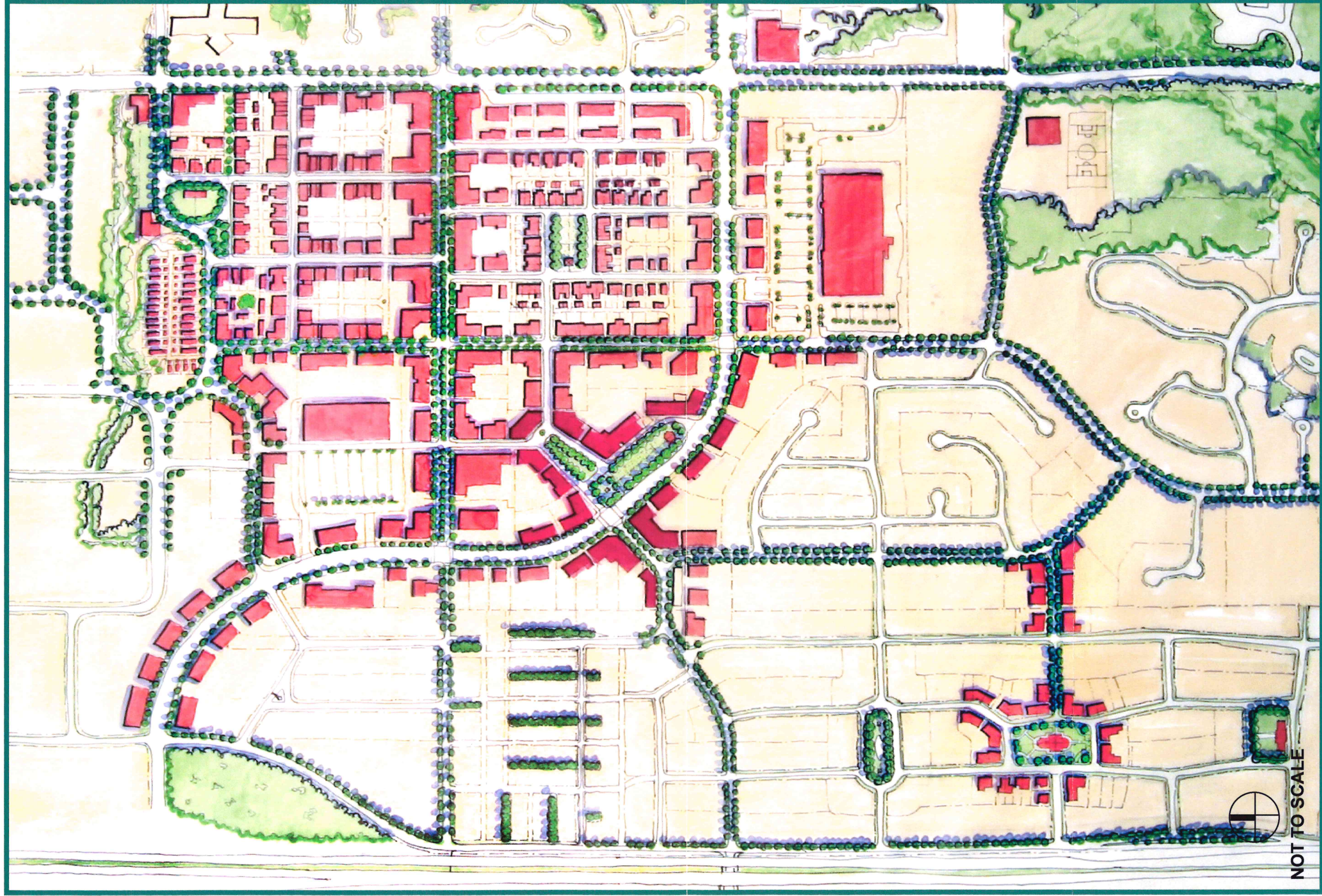


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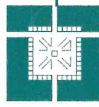
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ABBOTT TOWN CENTER

AERIAL PHOTO



NOT TO SCALE



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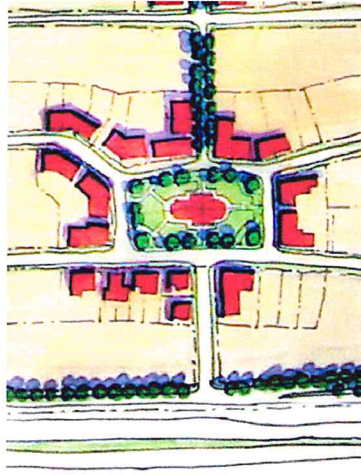
ABBOTT TOWN CENTER

20-YEAR ILLUSTRATIVE MASTER PLAN



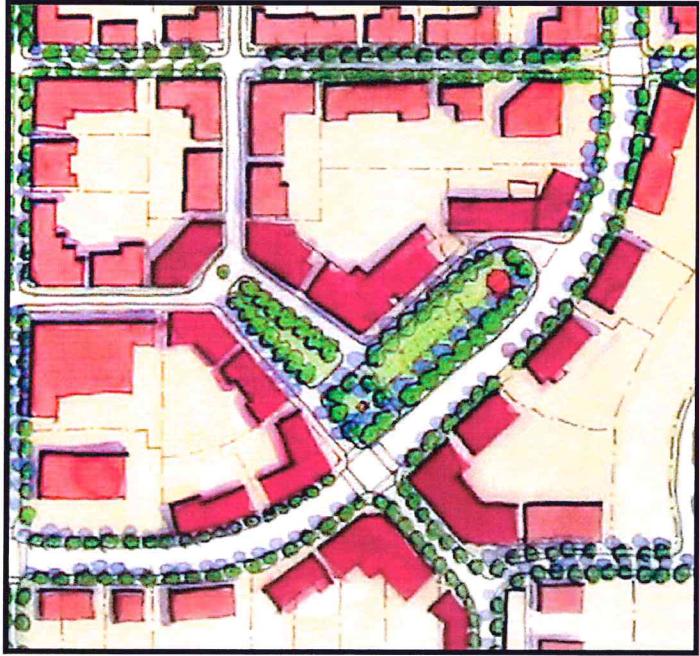
New Planned Residential Development

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 Chili'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

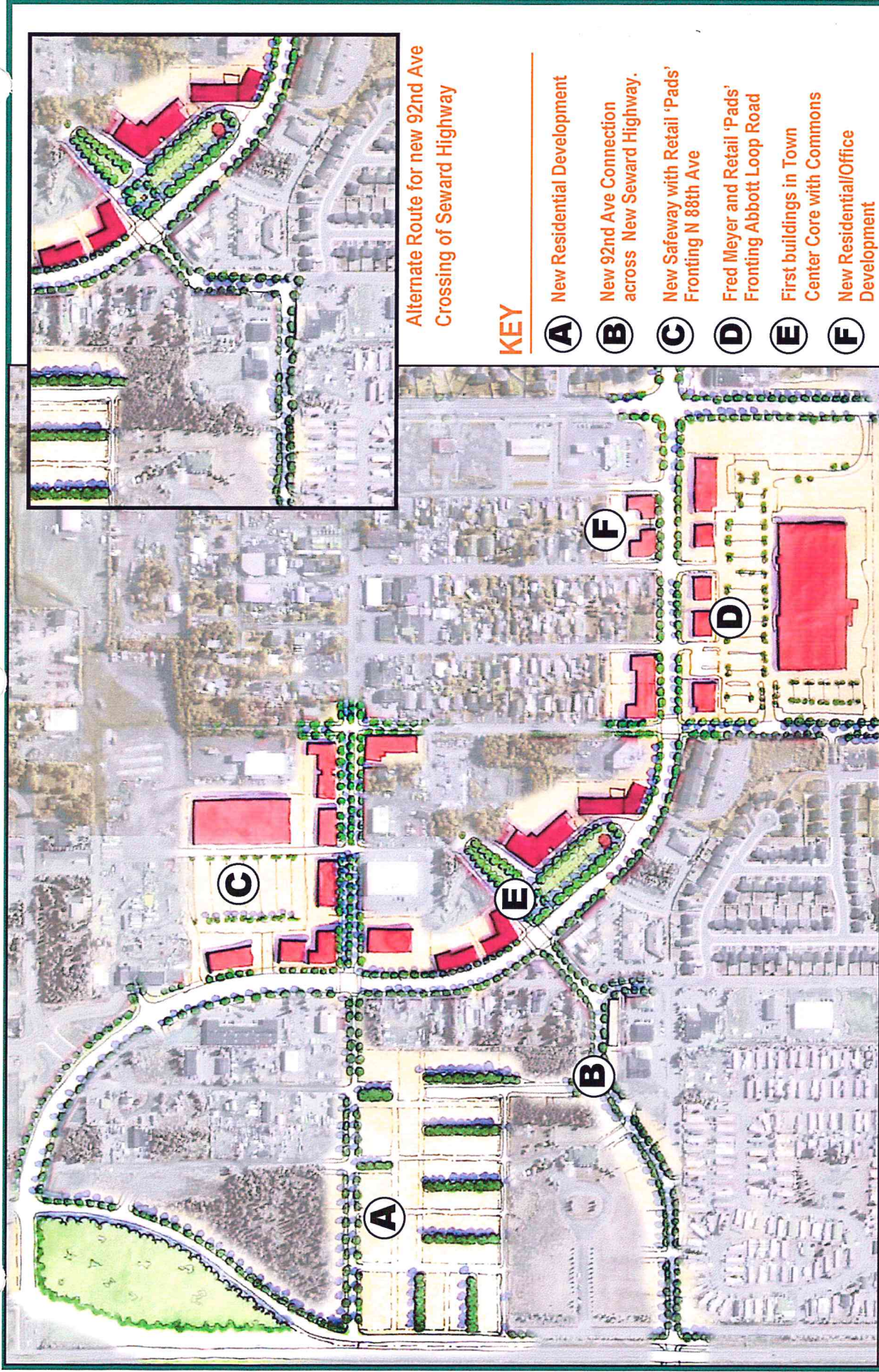
A mix of vacant and light industrial parcels could be redeveloped with residential properties fronting onto a public park protecting a restored Campbell Creek.



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.





Alternate Route for new 92nd Ave
Crossing of Seward Highway

KEY

- A** New Residential Development
- B** New 92nd Ave Connection across New Seward Highway.
- C** New Safeway with Retail 'Pads' Fronting N 88th Ave
- D** Fred Meyer and Retail 'Pads' Fronting Abbott Loop Road
- E** First buildings in Town Center Core with Commons
- F** New Residential/Office Development

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.



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5-YEAR PLAN

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.

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

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.



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RENDERINGS



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.



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RENDERINGS



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.

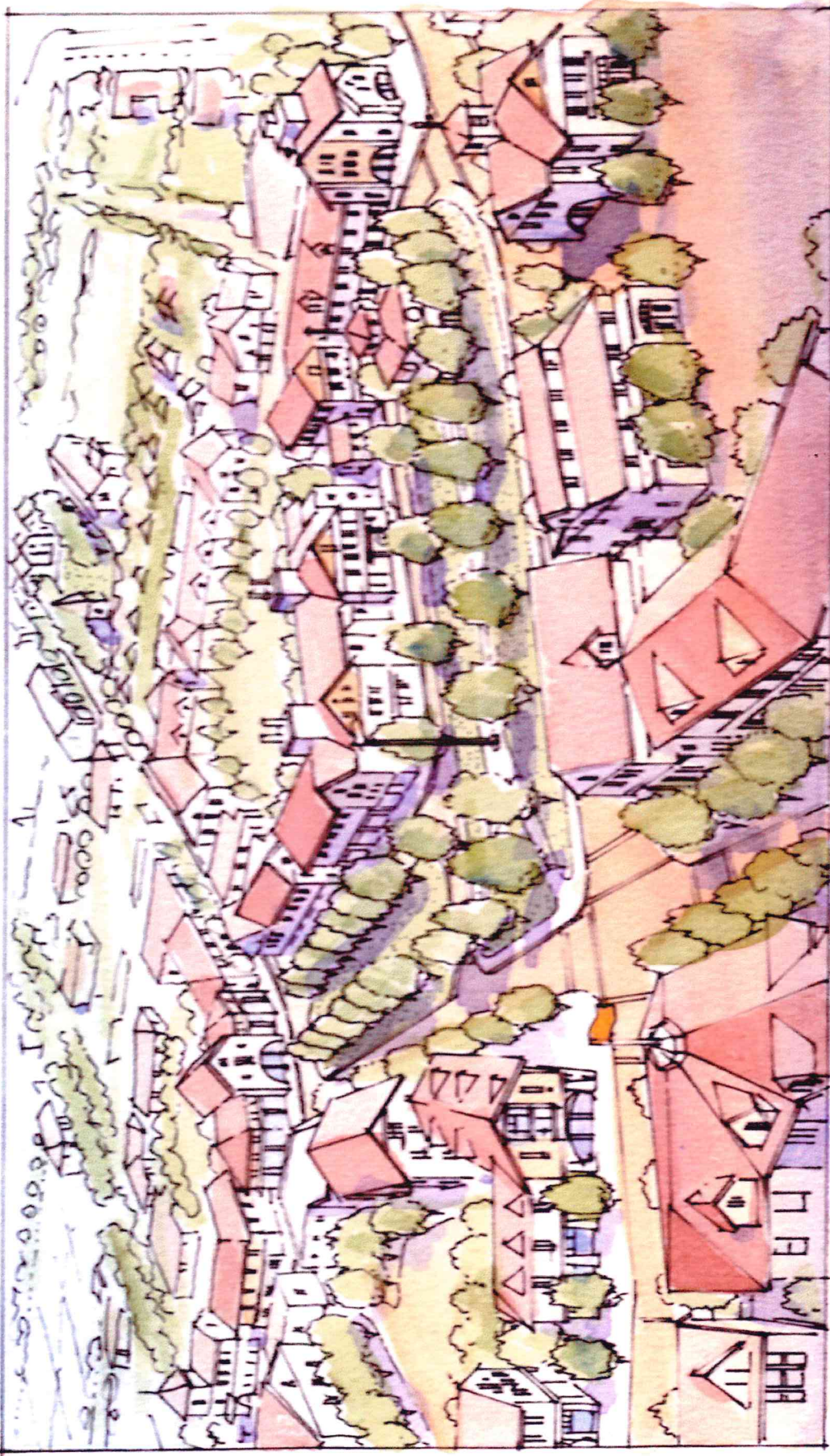


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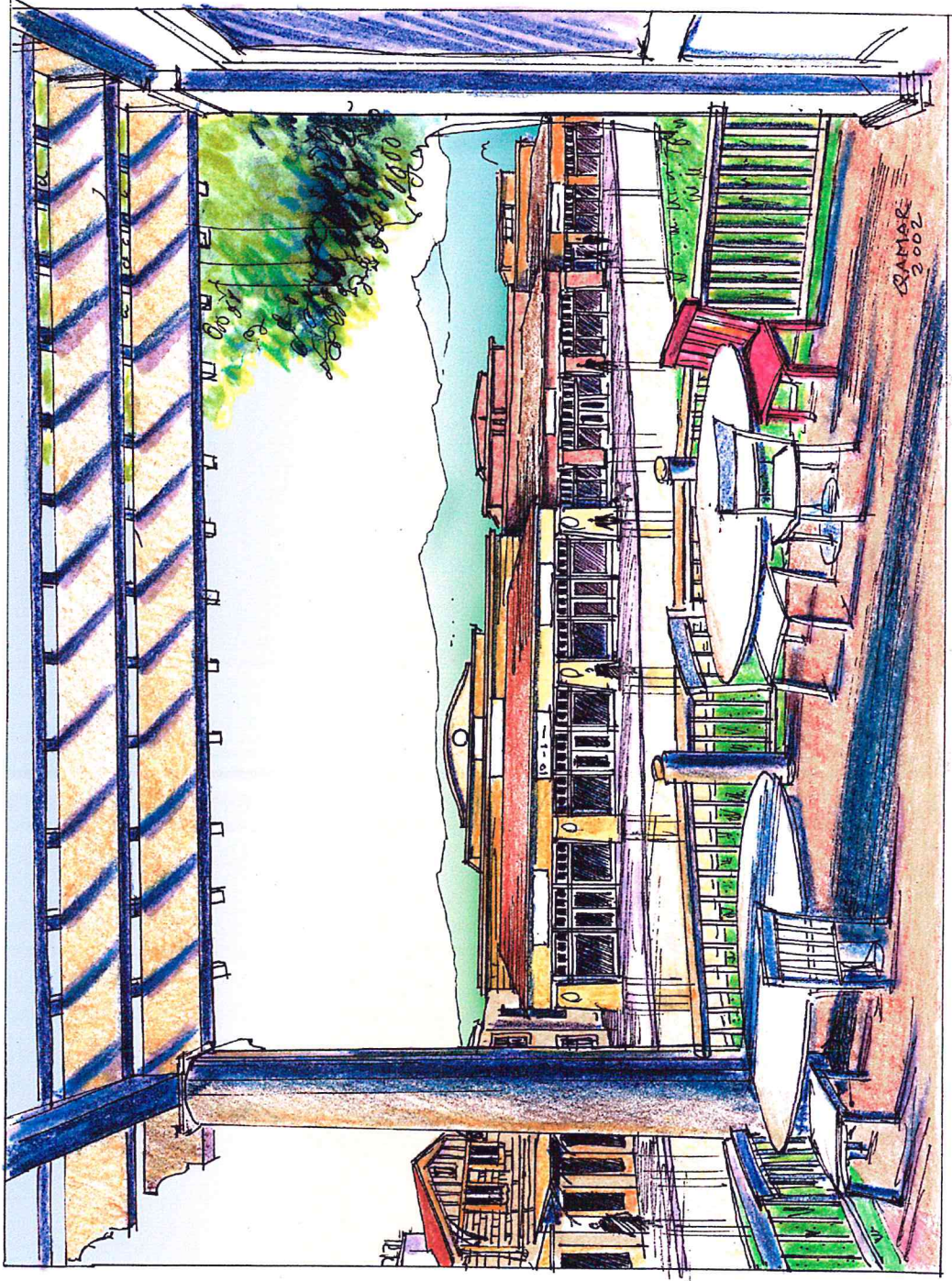
Aerial Perspective of the Abbott Town Center Core

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.



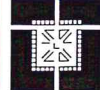
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RENDERINGS



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.



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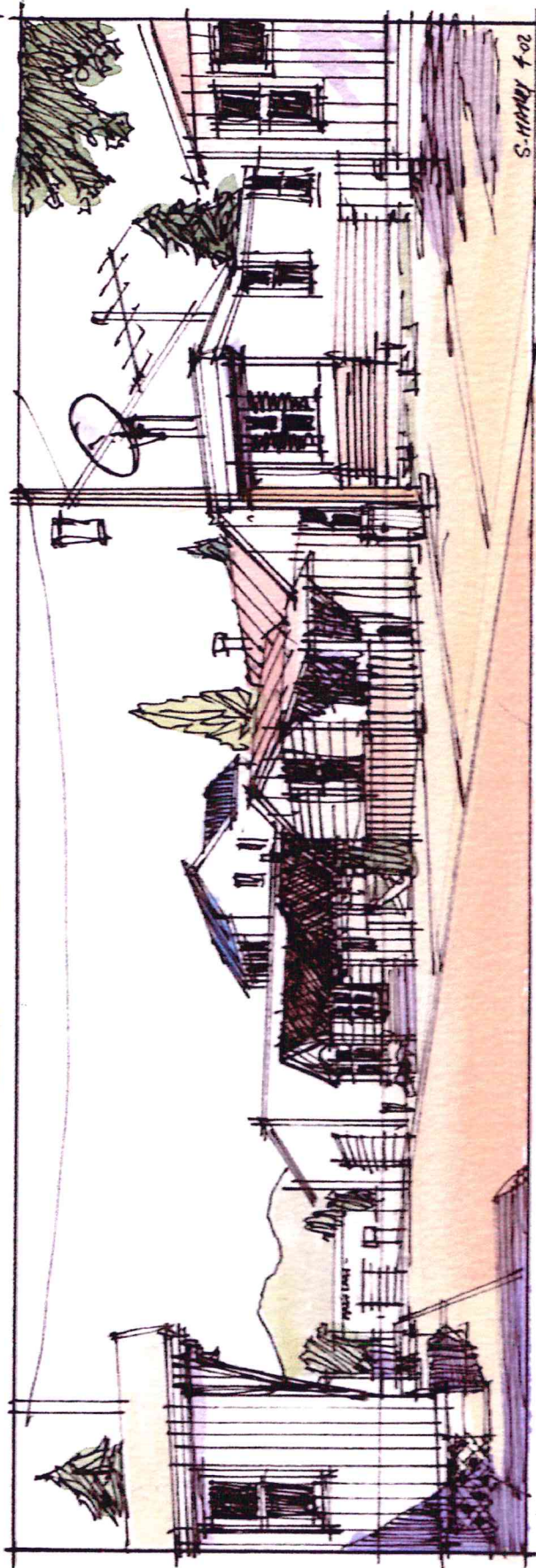
Street-Level Perspective--Abbott Loop Road Looking East

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.



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S. HARRY 402

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.



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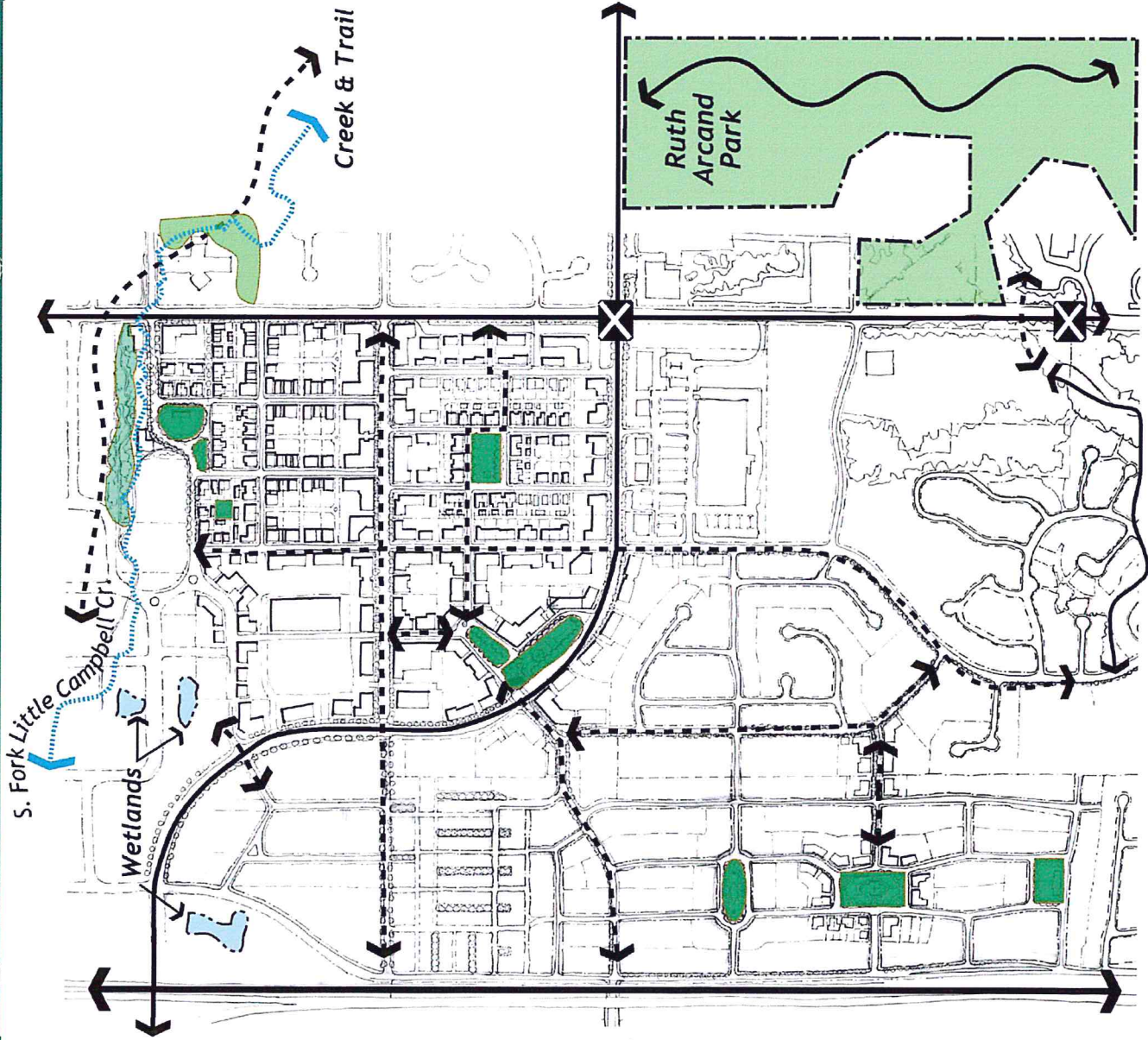
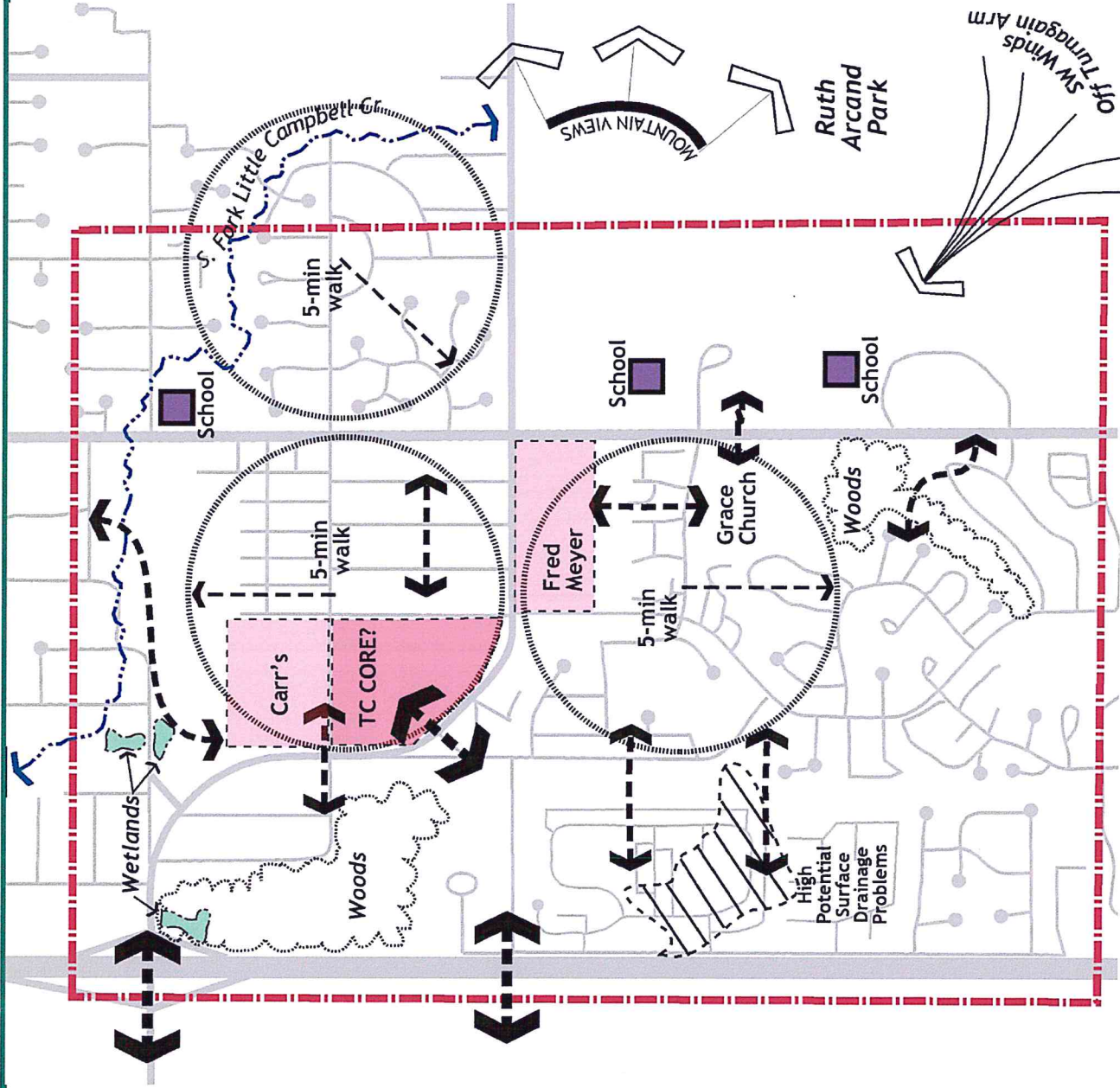


Diagram of Proposed Parks and Trails for Abbott Town Center

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 side-walks 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.



POTENTIAL CONNECTIONS





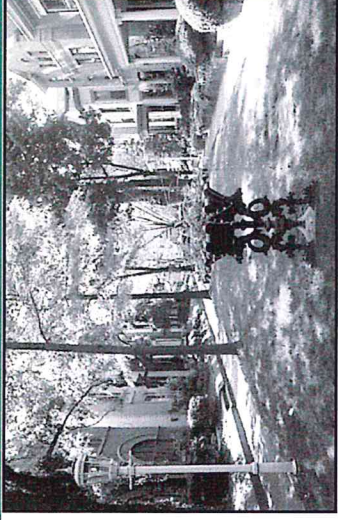
Street-Level Perspective of New Residential Neighborhood

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.

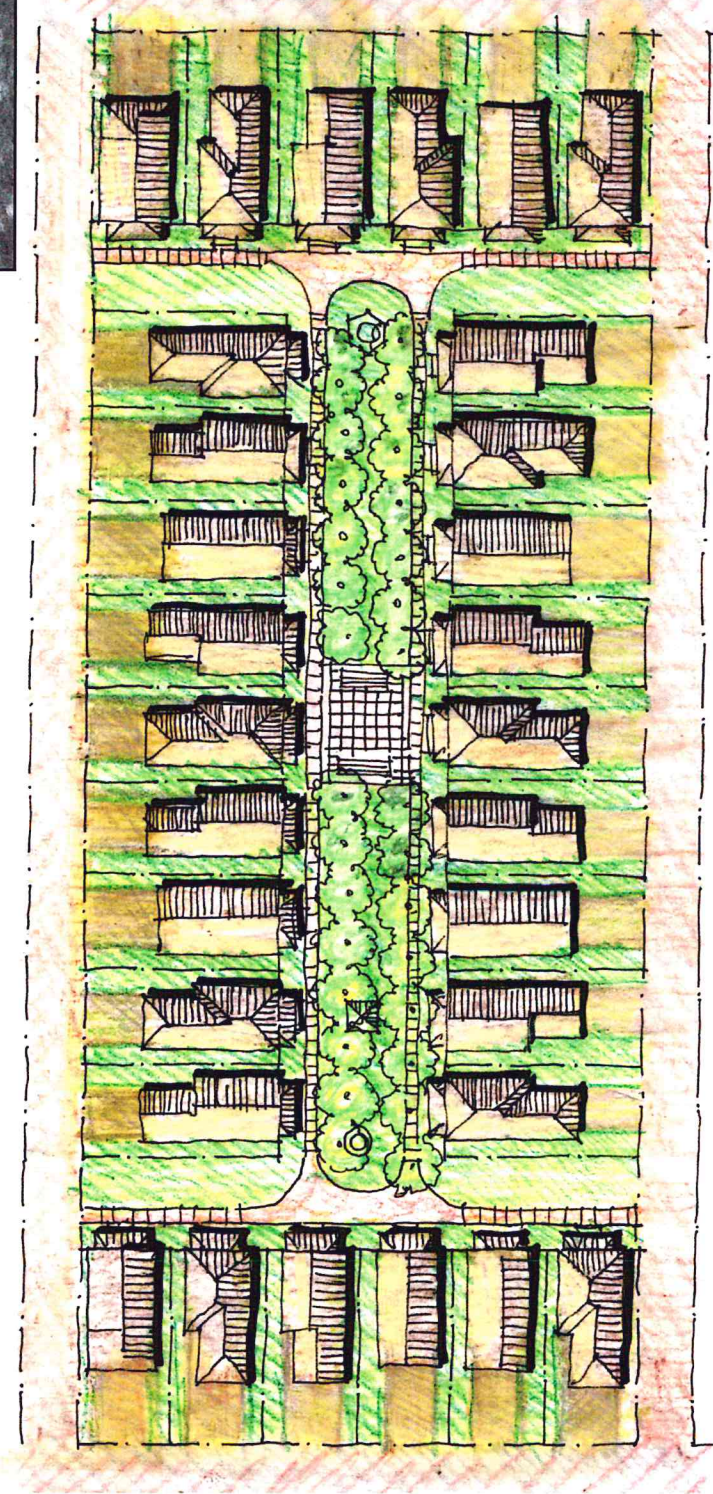


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ABBOTT TOWN CENTER
STREET-LEVEL PERSPECTIVE



Belgravia Court,
London



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.

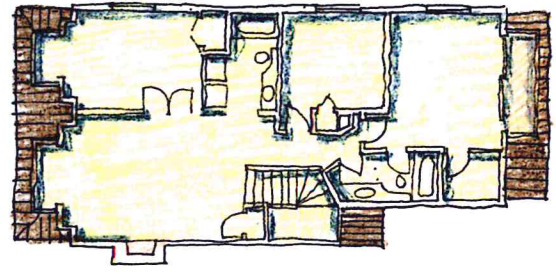
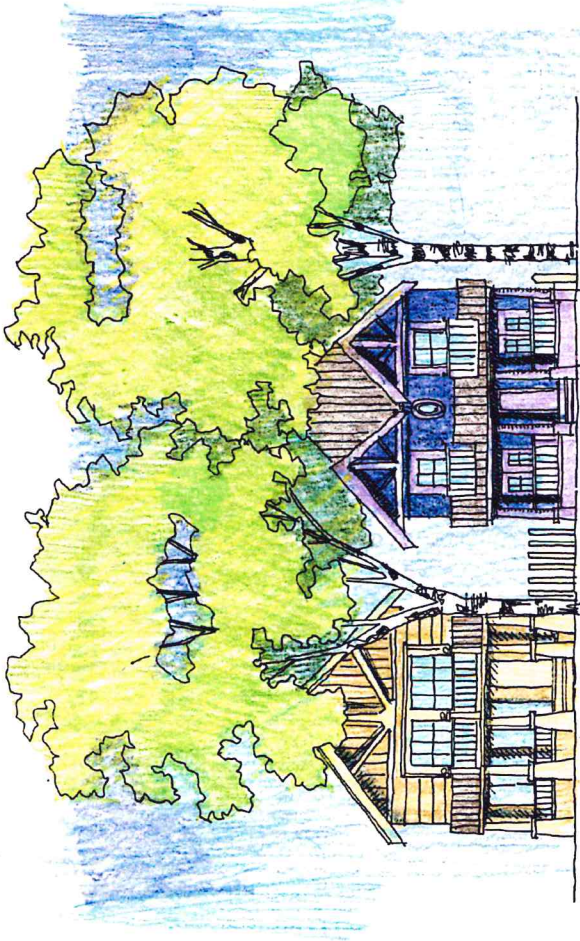


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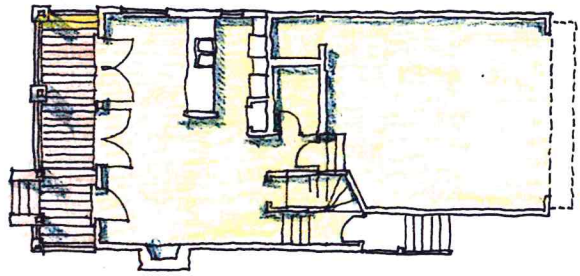
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DETAILED NEIGHBORHOOD PLAN



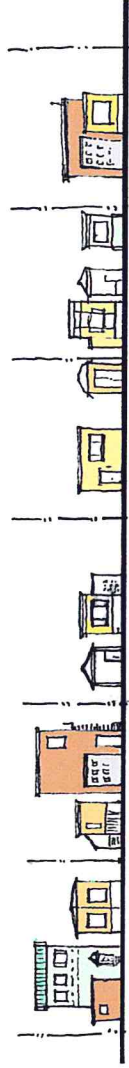
**Second
Floor Plan**



**Ground
Floor Plan**

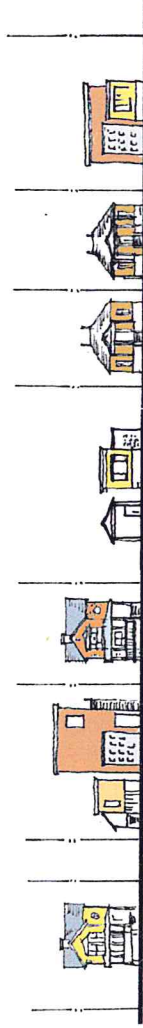
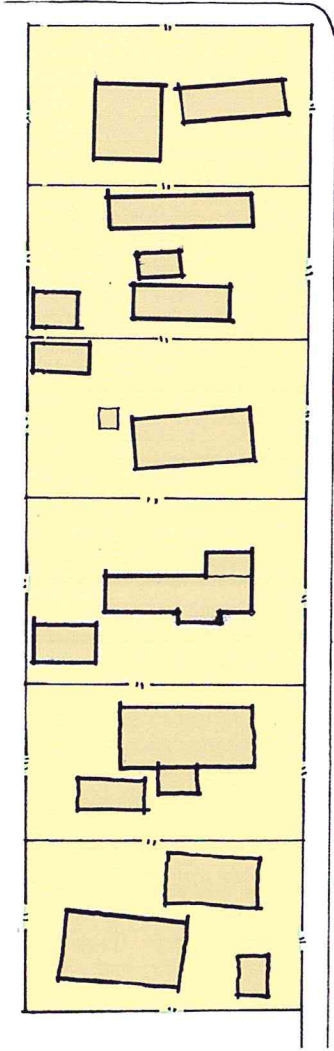
**Prototypical Concept Building Plans & Elevations
for New Residential Development**

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

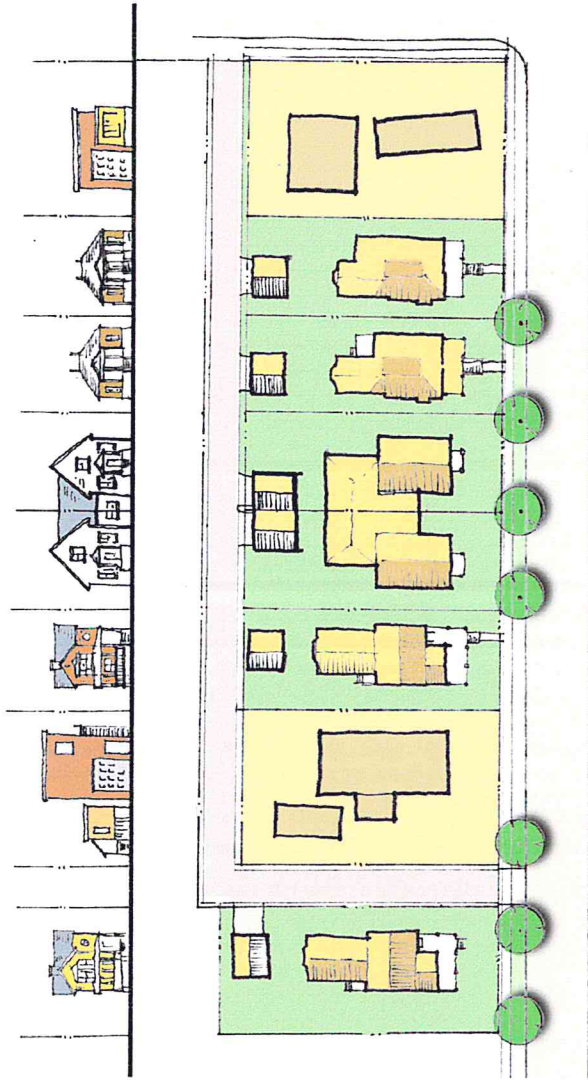
A typical streetscape and site plan in an individual light-industrial block has a mix of mobile homes, workshops and some poorly maintained and underutilized lots.



5 Years from Now

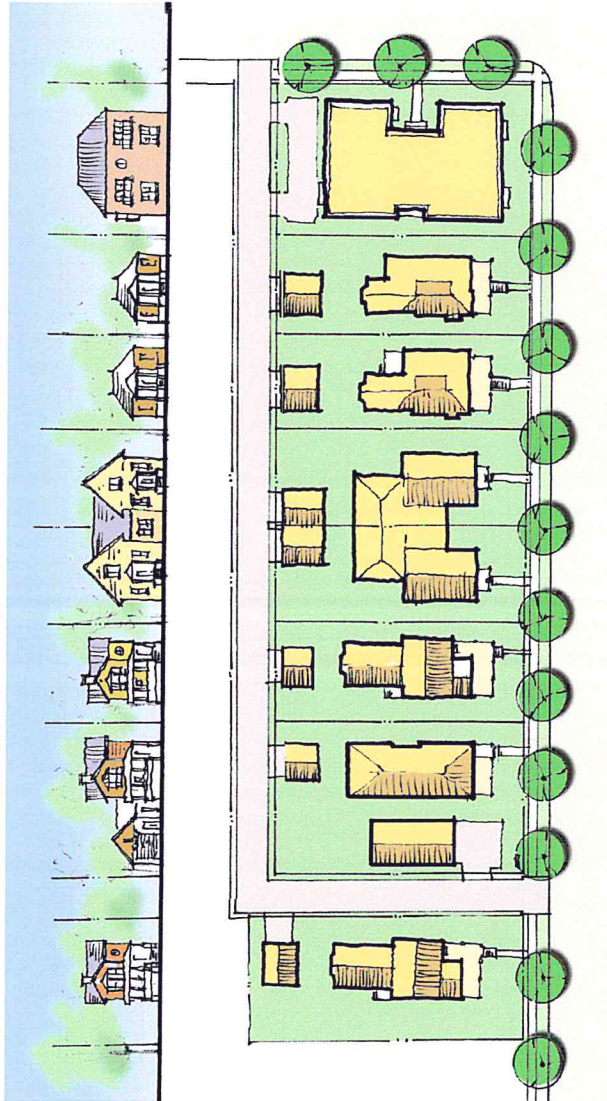
Incremental development tailored to new Town Center Overlay Development Standards could fit into the existing block, while providing affordable housing that is served by a new rear alley.





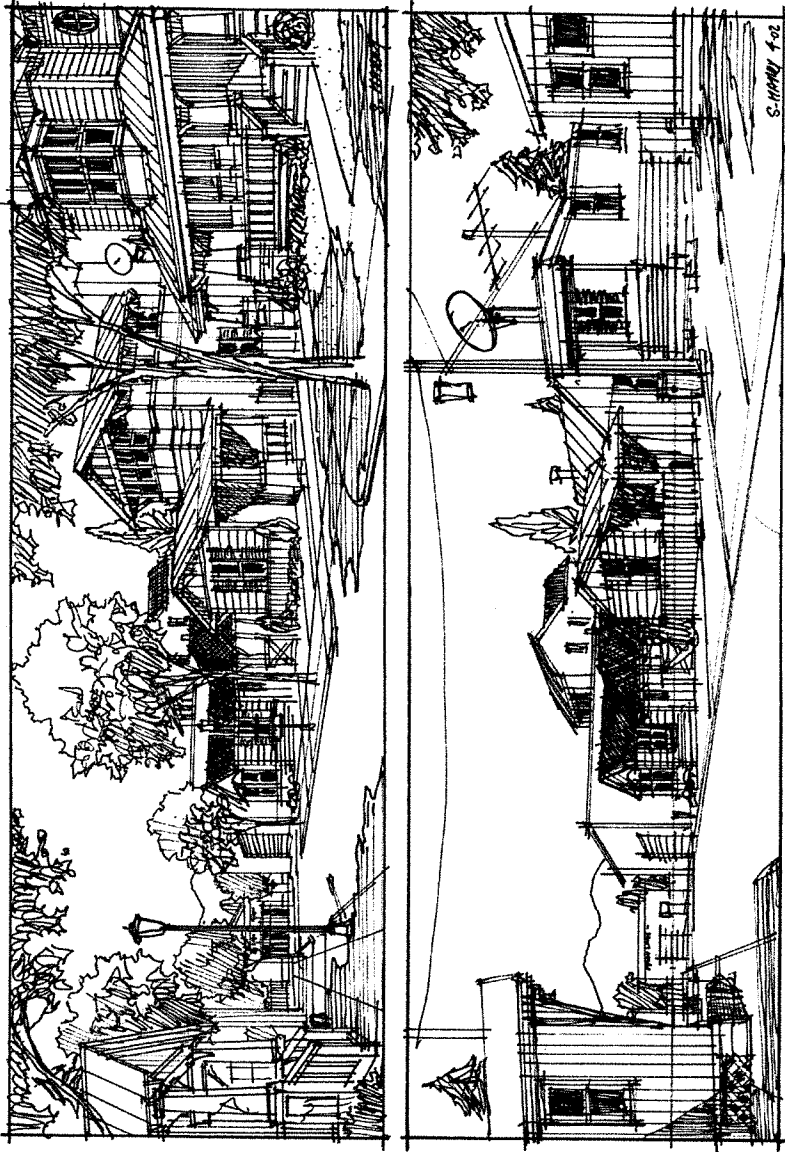
10 Years from Now

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.



PHASING & TIMELINE MATRIX

ABBOTT TOWN CENTER
Municipality of Anchorage

APRIL, 2002



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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.



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ABBOTT TOWN CENTER
IMPLEMENTATION STRATEGY

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.

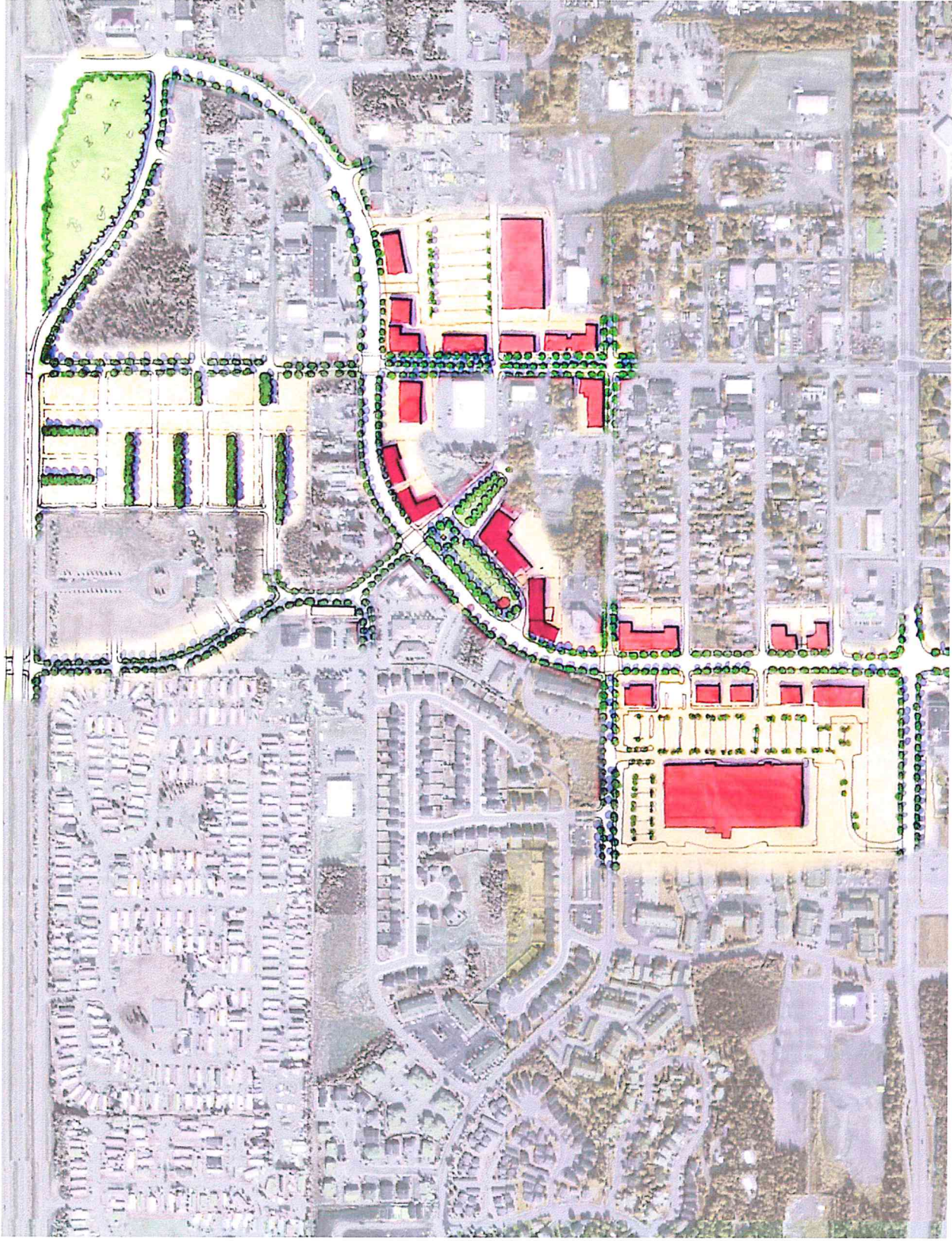
Phase 5: 20–25 years

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.



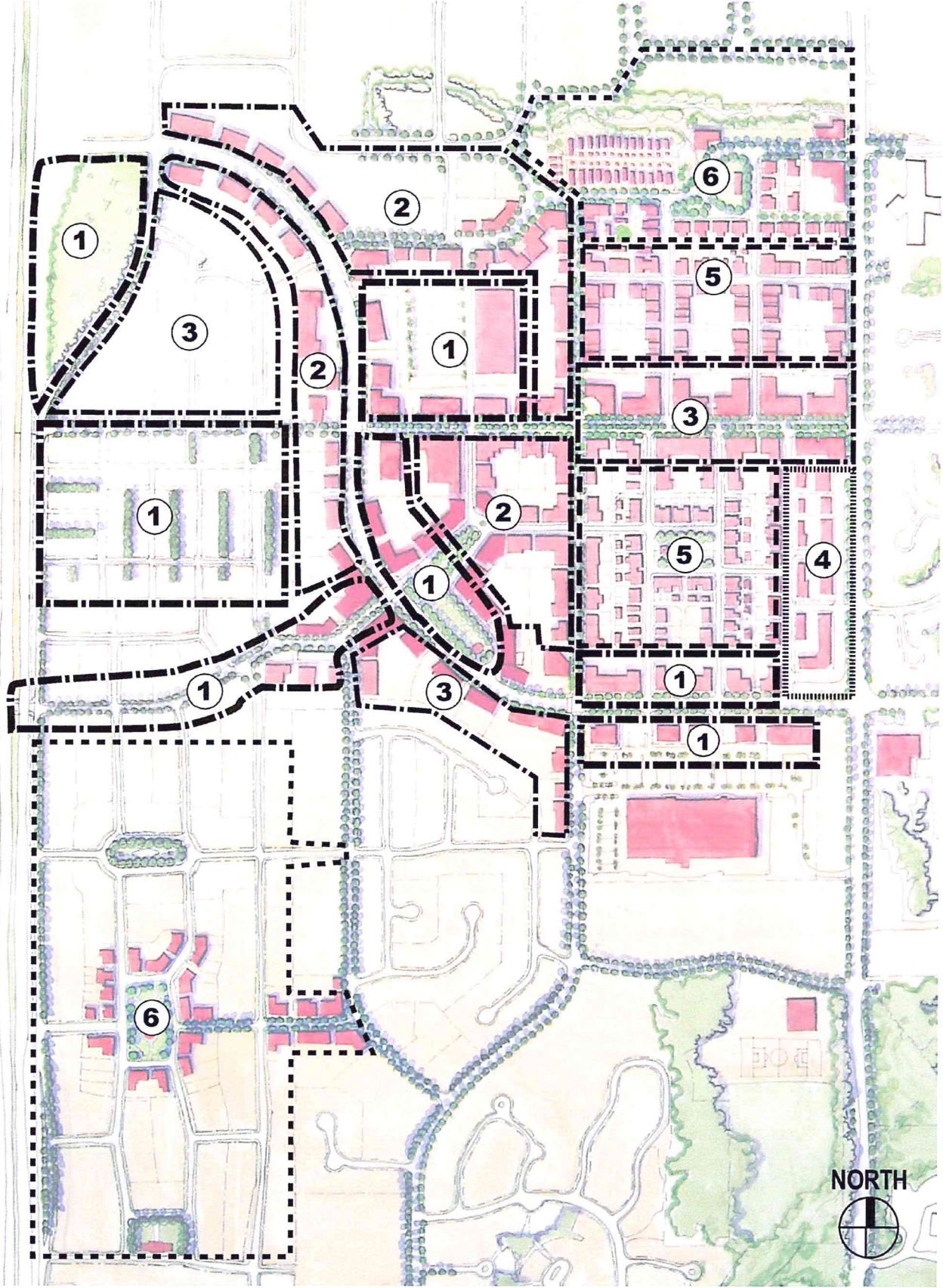


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TOWN PLANNERS

ABBOTT TOWN CENTER
5-YEAR PLAN



ABBOTT TOWN CENTER
PHASING



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DEVELOPMENT GUIDELINES

ABBOTT TOWN CENTER

Municipality of Anchorage

MAY, 2002



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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.

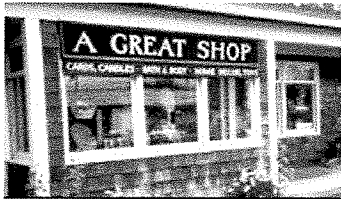
LAND USES EXPLAINED

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.



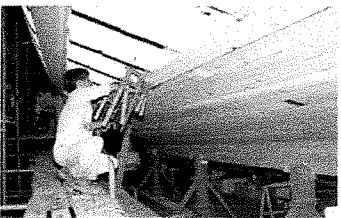
RESIDENTIAL

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.

LAND USE	Z O N E S				
	TOWN CENTER CORE	TOWN CENTER CORE II	TOWN CENTER GENERAL	NEIGHBORHOOD CENTER	NEIGHBORHOOD GENERAL
CIVIC					
RETAIL					
OFFICE		See Note 3	See Note 4		
RESIDENTIAL					
LODGING	See Note 4	See Note 4	Conditional Use	Conditional Use	Conditional Use
LIGHT INDUSTRIAL		See Note 2	See Note 1		

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 500 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.

Z O N E S

BUILDING & LOT TYPE	TOWN CENTER CORE	TOWN CENTER CORE II	TOWN CENTER GENERAL	NEIGHBORHOOD CENTER	NEIGHBORHOOD GENERAL
MIXED-USE BUILDINGS			See Note 1		
STOREFRONT/ SMALL RETAIL					
LARGE COMMERCIAL/RETAIL	Conditional Use				
CIVIC BUILDINGS			Conditional Use	Conditional Use	
OFFICE				Conditional Use	
APARTMENTS	Conditional Use	Conditional Use		Conditional Use	
ROWHOUSES/ TOWNHOUSES		Conditional Use		Conditional Use	
DUPLEX				Conditional Use	
COTTAGES				Conditional Use	
SMALL LOTS					
MEDIUM LOTS					

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.

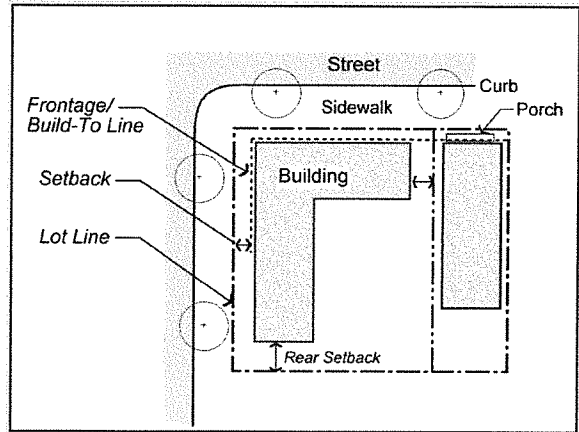


Figure 1: Street Frontage Glossary

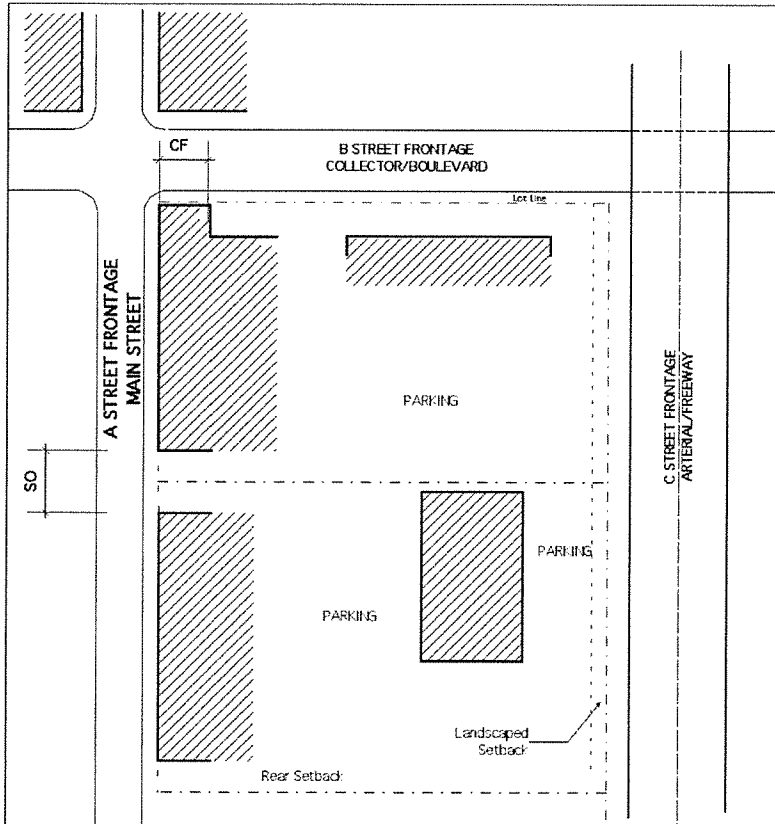


Figure 2: Street Frontage Types

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.

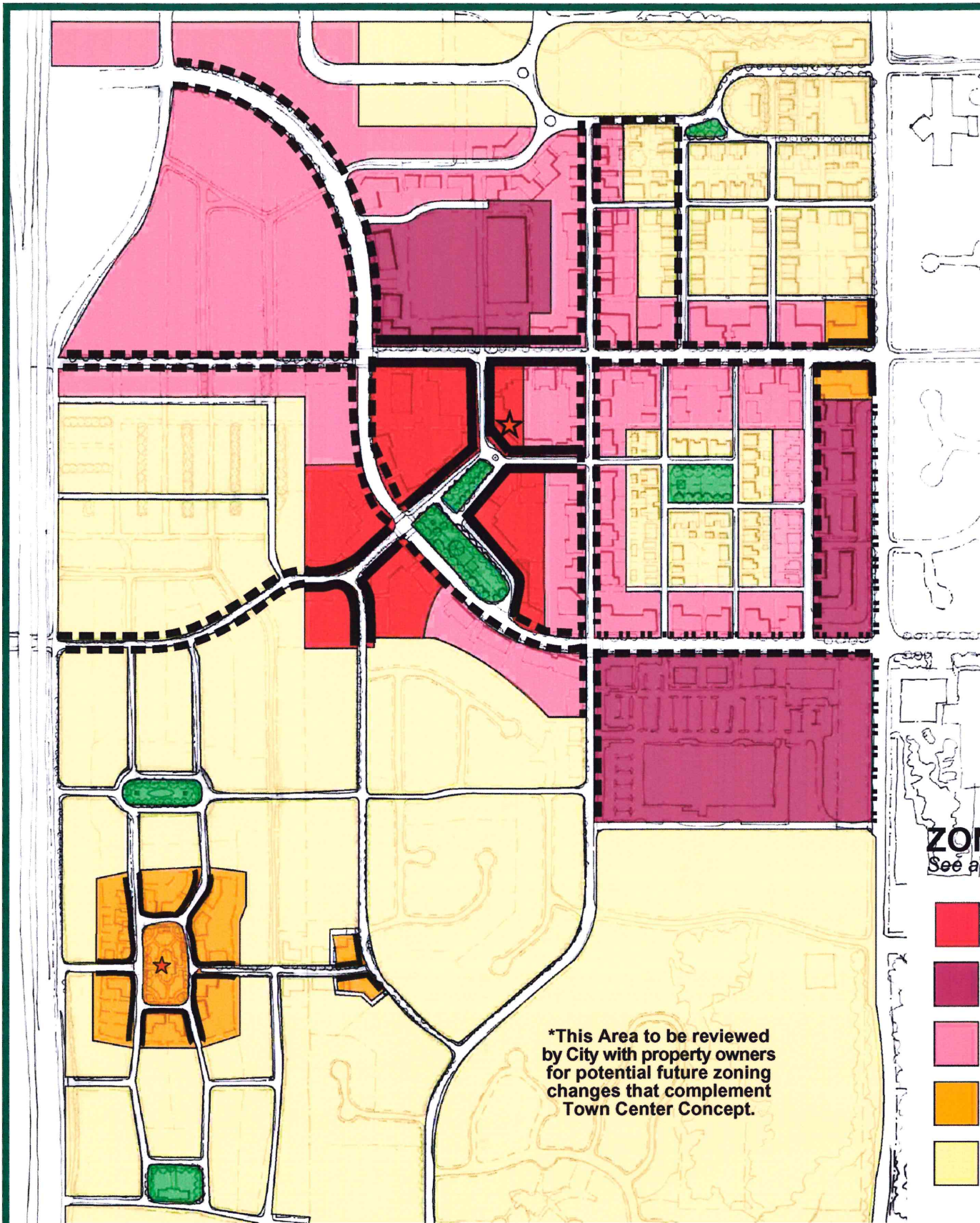
SO: Street Opening: The space between buildings along a frontage that is used for access to the rear of the building or lot. These spaces should be minimized.

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).

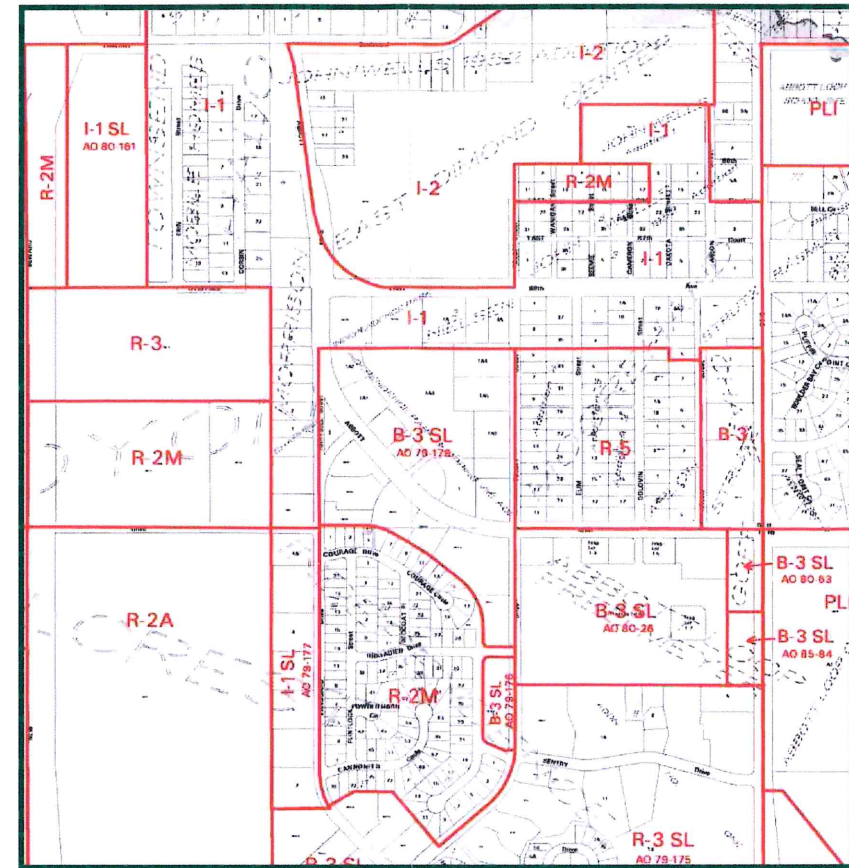


ZONING KEY

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

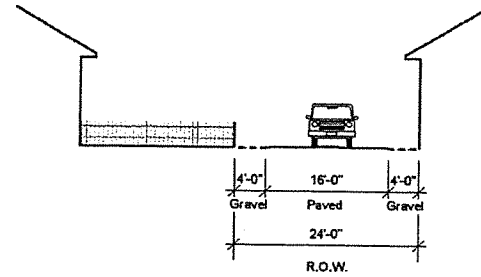
Unless otherwise indicated Street Frontage Standards are consistent throughout the Neighborhood General Zone and thus are not delineated. Residential standards pages describe these street frontages.

ABBOTT TOWN CENTER CODE MATRIX	Building Placement	Building Height & Bulk	Parking	Building Elements & Articulation	Frontage Landscaping & Hardscape
GENERAL NOTES		* Towers spaced minimum 50' apart; max. floor area 400sf; must be occupiable spaces with windows.	* General Maximum Standard of one parking place per 300sf of commercial space.	* Primary building entries required along every frontage line; no primary access to buildings from rear parking lots.	* In the absence of building along a frontage line, a 3' high wall or hedge should be built parallel to the frontage. * Use MOA Master Tree and Shrub List
Town Center Core					
 Frontage Type A	<ul style="list-style-type: none"> • Building front occupies minimum 80% of frontage line; • No side setbacks req'd on at least 1 side lot line; • 80% max. lot coverage; one building per lot • Minimum 70% lot area coverage; • Minimum 15' rear setback. 	<ul style="list-style-type: none"> • Max bldg ht.: 5 stories and 65'; • Transition line required at top of 2nd story; • Minimum 2 stories or 20' single-story; • Towers up to 80' permitted; • Maximum 20,000sf footprint; 	<ul style="list-style-type: none"> • On-street parking required (angle-in or parallel) • No parking lots in front of buildings • All parking lots in rear; access should be directly through adjacent frontage; • Parking may be provided off-site or shared. 	<ul style="list-style-type: none"> • Storefront fenestration—70% of ground floor facade; • First floor minimum 12' high; • Balconies & porches may encroach into setbacks; • No loading docks or service areas along frontage. 	<ul style="list-style-type: none"> • Street trees in wells or planters; • Min. 4" caliper/30' on-center • Trees should respect architectural lines and integrity of street (not obscure building facades or retail signage); • Hardscape pedestrian areas to use paving blocks; • Heated sidewalks and crosswalks where possible;
 Frontage Type B	<ul style="list-style-type: none"> • Building front occupies minimum 60% of frontage line; • No side setbacks on at least 1 side lot line; • 15' rear setback where commercial uses are adjacent to residential; • Min. 50% lot area coverage. 	<ul style="list-style-type: none"> • Max bldg ht.: 3 stories and 45'; • Towers up to 60' permitted; • Maximum 40,000sf footprint 	<ul style="list-style-type: none"> • On-street parking recommended (angle-in or parallel) • Parking lots in rear 	<ul style="list-style-type: none"> • Storefront fenestration—50% of ground floor facade; • Minimize blank walls; • No loading docks or service areas along frontage. 	
Town Center Core II					
 Frontage Type B	<ul style="list-style-type: none"> • Building front occupies minimum 60% of frontage line; • No side setbacks on at least 1 side lot line; • 15' rear setback where commercial uses are adjacent to residential; • Min. 50% lot area coverage. 	<ul style="list-style-type: none"> • Max bldg ht.: 3 stories and 45'; • Towers up to 80' permitted; • Maximum 40,000sf footprint 	<ul style="list-style-type: none"> • Primarily parking in lots; • Small parking lots in front of buildings max. 8 cars • Minimize curb cuts into lots; • Investigate shared parking 	<ul style="list-style-type: none"> • Storefront fenestration—50% of ground floor facade;; • Balconies & porches may encroach into setbacks; • Minimize blank walls; • No loading docks or business trash. 	<ul style="list-style-type: none"> • Street trees in wells or planting strips
 Frontage Type D	<ul style="list-style-type: none"> • Building front occupies minimum 65% of frontage line; • Side setbacks should total 12' on any one lot; • 20' rear setback; 	<ul style="list-style-type: none"> • Max bldg ht.: 2 stories and 35'; • Towers up to 60' permitted; • No footprint limitations 	<ul style="list-style-type: none"> • Primarily parking in lots; • Small parking lots in front of buildings max. 8 cars • Minimize curb cuts into lots; • Investigate shared parking 	<ul style="list-style-type: none"> • Storefront fenestration—40% of ground floor facade; • Loading docks acceptable 	<ul style="list-style-type: none"> • Street trees in wells or planting strips; • Parking lots to be well-landscaped; • Landscaping buffer of 15' between commercial parking lots and residential areas
Town Center General					
 Frontage Type B	<ul style="list-style-type: none"> • Building front occupies minimum 60% of frontage line • 15' rear setback where commercial uses are adjacent to residential; • Min. 50% lot area coverage. 	<ul style="list-style-type: none"> • Max bldg ht.: 2 stories and 35'; • Towers up to 60' permitted; • Maximum 20,000sf footprint 	<ul style="list-style-type: none"> • On-street parking recommended (angle-in or parallel) • Small parking lots in front of buildings max. 8 cars • Parking lots in rear 	<ul style="list-style-type: none"> • Storefront fenestration—50% of ground floor facade; • Minimize blank walls 	<ul style="list-style-type: none"> • Street trees in wells or planting strips
 Frontage Type D	<ul style="list-style-type: none"> • Building front occupies minimum 40% of frontage line; • 10' front setback • 20' rear setback; 	<ul style="list-style-type: none"> • Max bldg ht.: 2 stories and 35'; • Towers up to 60' permitted; • Maximum 40,000sf footprint 	<ul style="list-style-type: none"> • Primarily parking in lots; • Parking lots connect to adjacent parcels; • Minimize curb cuts into lots; • Require diagonal parking between bldg and street; • Investigate shared parking 	<ul style="list-style-type: none"> • Storefront fenestration—40% of ground floor facade; • Minimize blank walls 	<ul style="list-style-type: none"> • Insert street trees where feasible; • Parking lots to be well-landscaped; • Landscaped area between arterial and commercial frontage road.
Neighborhood Commercial					
 Frontage Type A	<ul style="list-style-type: none"> • Building front occupies minimum 80% of frontage line; • No side setbacks on at least 1 side lot line; • 80% lot coverage; one building per lot • Minimum 70% lot area coverage; • Minimum 15' rear setback. 	<ul style="list-style-type: none"> • Max bldg ht.: 3 stories and 45'; • Transition line required at top of 2nd story; • Minimum 2 stories; • Towers up to 80' permitted; • Maximum 20,000sf footprint; 	<ul style="list-style-type: none"> • On-street parking required (angle-in or parallel) • No parking lots in front of buildings • All parking lots in rear; access should be directly through adjacent frontage; • Parking requirements may be provided off-site 	<ul style="list-style-type: none"> • Storefront fenestration—70% of ground floor facade; • First floor minimum 12' high; • Balconies & porches may encroach into setbacks; 	<ul style="list-style-type: none"> • Street trees in wells or planting strips
Neighborhood General					
<i>For details see attached specific residential building type development standard sheets</i>					

STREET SECTIONS

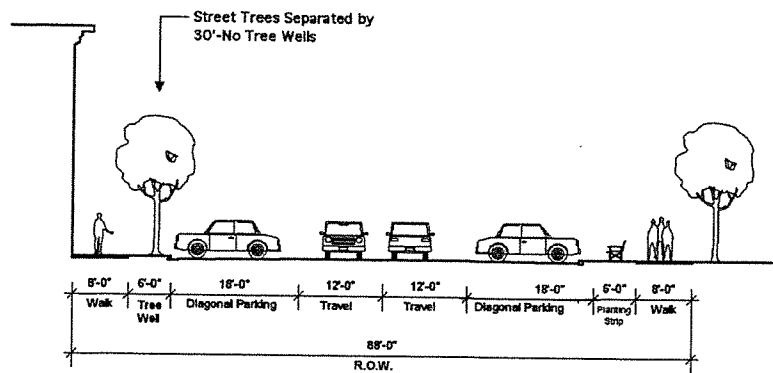
The following is a list of proposed street sections for the existing Municipal Standards will apply.

Town Centers : Where no new street types are proposed,



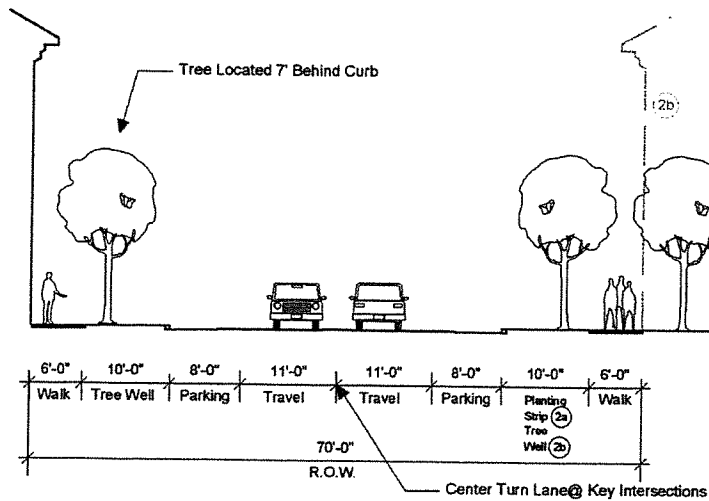
Alleyway/Lane

STREET FUNCTION: Rear-yard access to properties and potential utility corridor,
ROW WIDTH: 24 feet;
PAVED WIDTH: 16 feet;
CORNER CURB RADII: 5'
PARKING: Only in garages or within lot lines;
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 retail, office and civic activities within a Town Center Core, sharing streets with transit and bicycles, allowing for numerous pedestrian connections.
ROW WIDTH: 86 feet
PAVED WIDTH: 58 feet
CORNER CURB RADII: 10'
PARKING: Diagonal, on-street;
DESIGN SPEED: Slow speed (30mph max.)
SIDEWALKS: 8'
SNOW STORAGE: Snow removed off-site overnight or heated sidewalks.

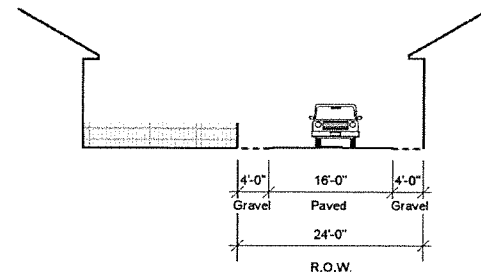


Town Center Core Street (w/ parallel parking)

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 feet;
PAVED WIDTH: 38 feet; center turn lane is added at key intersections.
CORNER CURB RADII: 10'
PARKING: Parallel on-street;
DESIGN SPEED: Slow speed (30mph max.)
SIDEWALKS: 6'
SNOW STORAGE: In 10' planting strips or removed off-site overnight OR heated sidewalks..

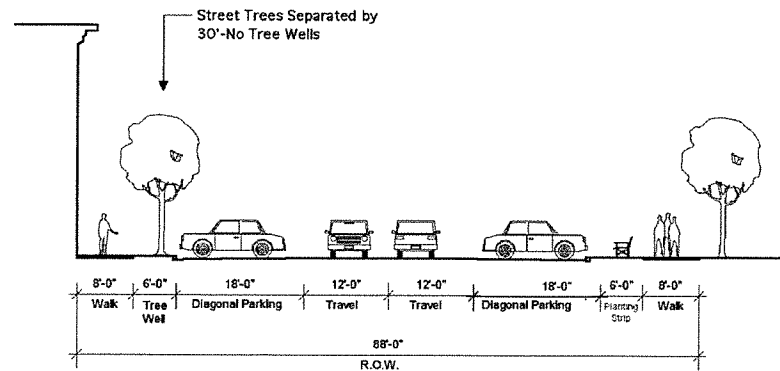
STREET SECTIONS

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.



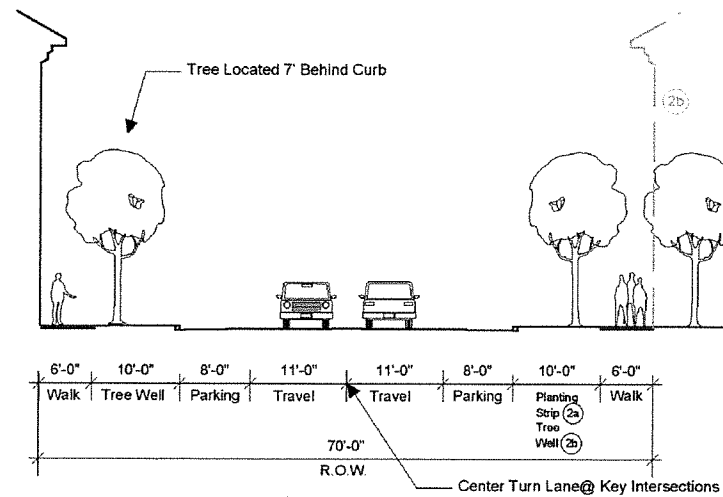
Alleyway/Lane

STREET FUNCTION: Rear-yard access to properties and potential utility corridor;
ROW WIDTH: 24 feet;
PAVED WIDTH: 16 feet;
CORNER CURB RADII: 5'
PARKING: Only in garages or within lot lines;
DESIGN SPEED: Minimal speed (15mph max.)
SIDEWALKS: None
SNOW STORAGE: In 4' gravel margins of alley



Town Center Core Street (w/ diagonal parking)

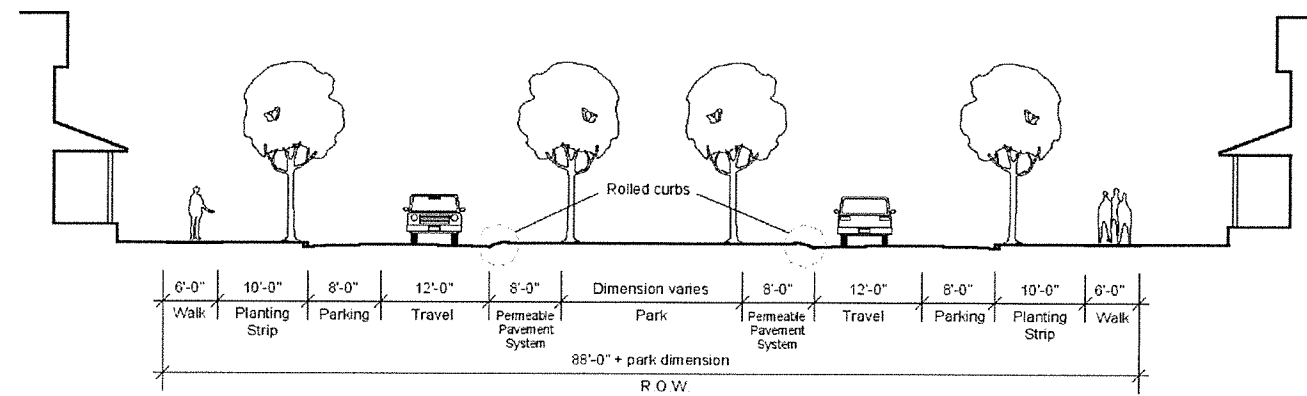
STREET FUNCTION: Access to retail, office and civic activities within a Town Center Core, sharing streets with transit and bicycles, allowing for numerous pedestrian connections.
ROW WIDTH: 86 feet
PAVED WIDTH: 58 feet
CORNER CURB RADII: 10'
PARKING: Diagonal, on-street;
DESIGN SPEED: Slow speed (30mph max.)
SIDEWALKS: 8'
SNOW STORAGE: Snow removed off-site overnight or heated sidewalks.



Town Center Core Street (w/ parallel parking)

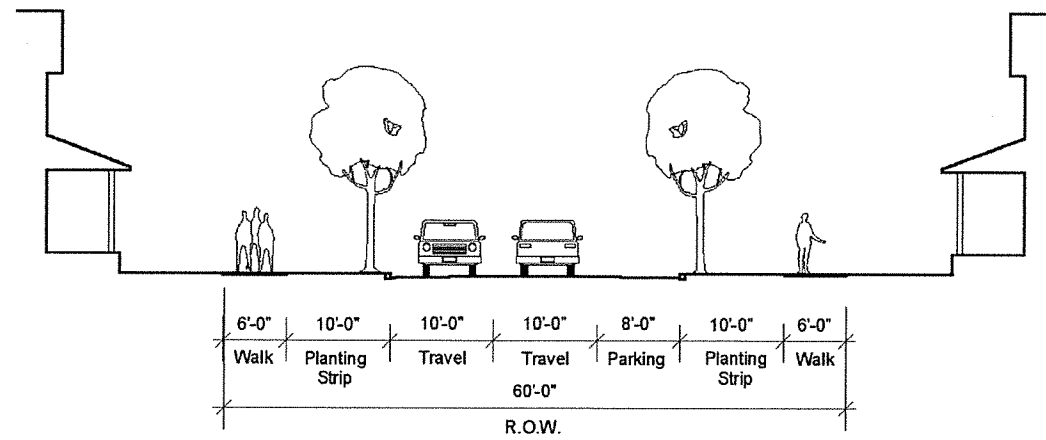
STREET FUNCTION: Access to retail, office and civic activities within the edges of a Town Center Core, allowing for numerous pedestrian connections.
ROW WIDTH: 70 feet;
PAVED WIDTH: 38 feet; center turn lane is added at key intersections.
CORNER CURB RADII: 10'
PARKING: Parallel on-street;
DESIGN SPEED: Slow speed (30mph max.)
SIDEWALKS: 6'
SNOW STORAGE: In 10' planting strips or removed off-site overnight OR heated sidewalks..

STREET SECTIONS



Boulevard

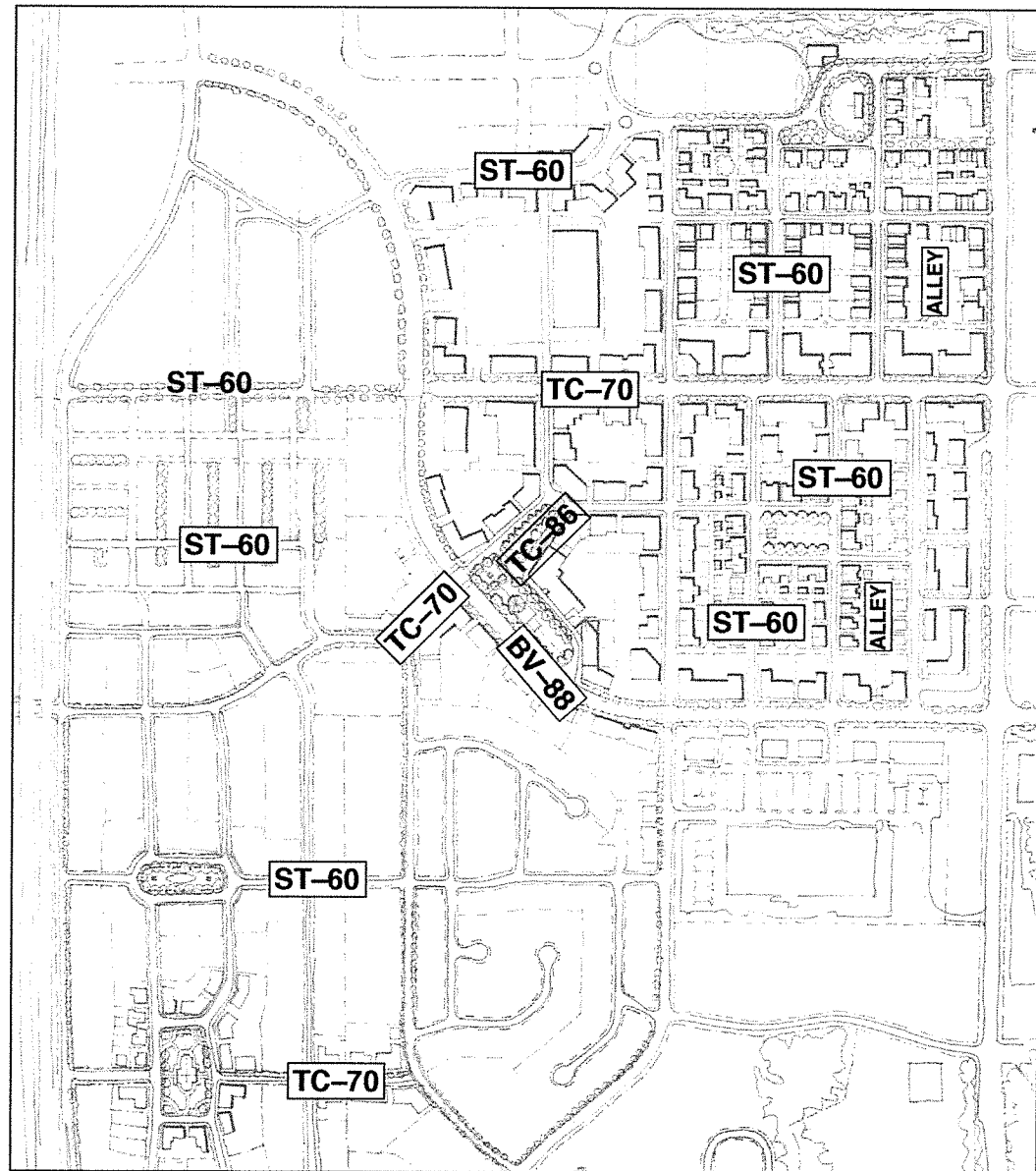
STREET FUNCTION: Gateway to Town Center, major travel access through and along edges of existing built environments.
ROW WIDTH: 88 feet + park dimension
PAVED WIDTH: 58 feet
CORNER CURB RADII: 15'
PARKING: No parking along boulevards.
DESIGN SPEED: Moderate speed (45mph max.)
SIDEWALKS: 6'
SNOW STORAGE: In 10' planting strip.



Residential Street

STREET FUNCTION: A local slow-moving thoroughfare providing access to primarily residential land uses.
ROW WIDTH: 60 feet
PAVED WIDTH: 28 feet
CORNER CURB RADII: 15'
PARKING: Parallel, on one side of the street only;
DESIGN SPEED: Very slow speed (25mph max.). Traffic calming devices should be installed—roundabouts, speed bumps, raised pedestrian crossings.
SIDEWALKS: 6'
SNOW STORAGE: In 10' planting strips.

STREET SECTIONS



KEY TO STREET SECTIONS

ALLEY

ST-60—Residential Street 60' ROW

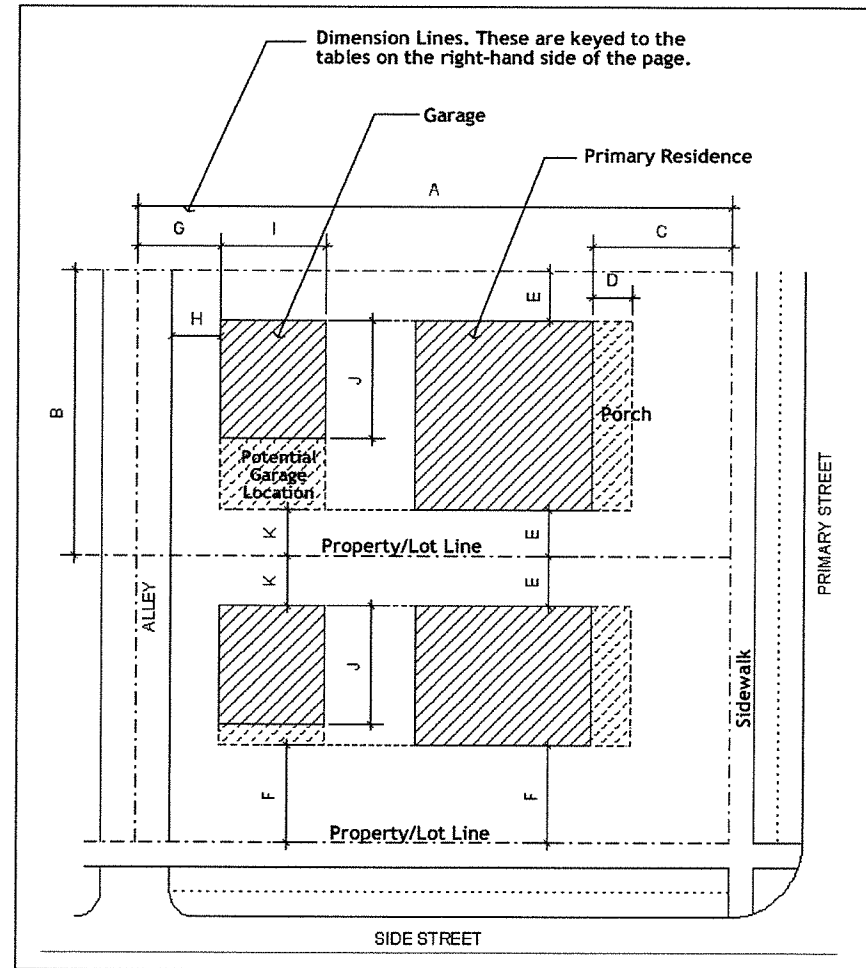
BV-88—Boulevard 88' ROW

TC-70—Town Center Core Street 70' ROW

TC-86—Town Center Core Street 86' 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:



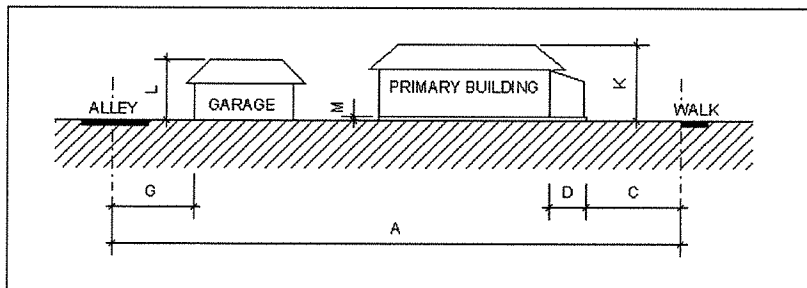
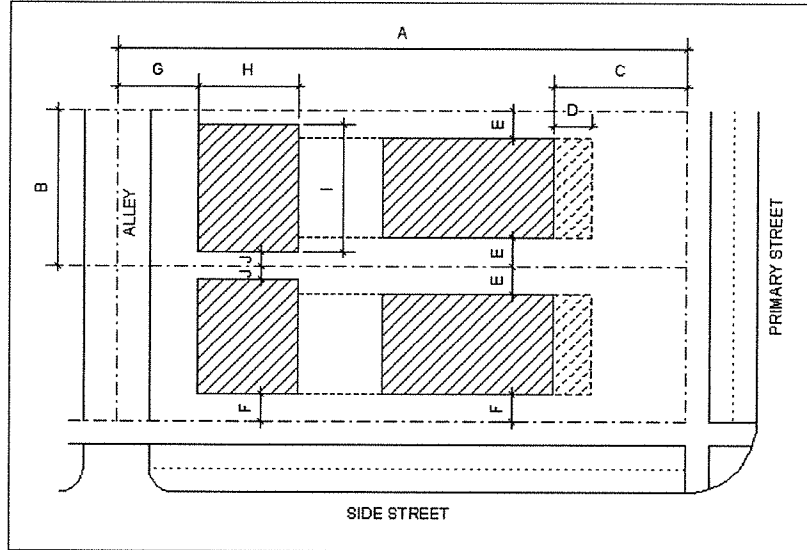
LOT STANDARDS

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 minimums.

- A Lot Depthapprox. 120'
- B Lot Width28' min.
.....40' max.
- C Front Setback15' min.
.....20' max.

D Porch Depth6' min. (typ.)
Porches are required, occupying at least 40% of the length of the house front facade

E Side Adjacent Lot Setback6'

F Side Street Setback6'
A view triangle taken 12ft from the intersection of the curb line shall be held clear of the building

G Rear Setback18'

H Garage Depth24' max.

I Garage Width24' max.

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

K Primary Bldg. Height Limit:
Neighborhood General24' max.
Neighborhood Center28' max.

L Garage Height Limit18' max.

M Height of Ground Floor18"-36" req'd.

Lot Coverage max. 50%

Parking: 2 off-street spaces per dwelling unit

Accessory Dwelling UnitsNot Allowed

Allowable Encroachments:
Bay windows and other similar enclosed building elements may be no wider than 6' and may encroach up to 2' in setbacks, but not within 4' of the building corners.

Uncovered decks, balconies & trellises may encroach into setbacks, no deeper than 8' and no closer than 18" from a property line.

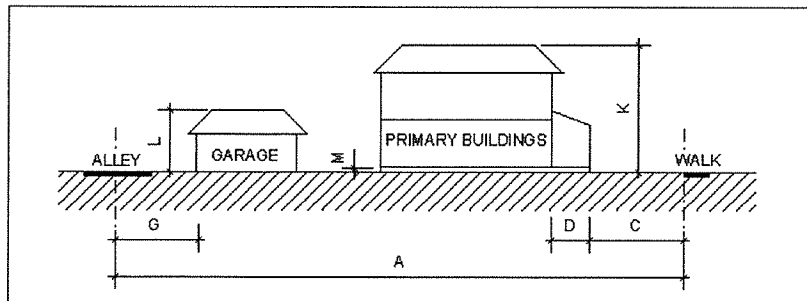
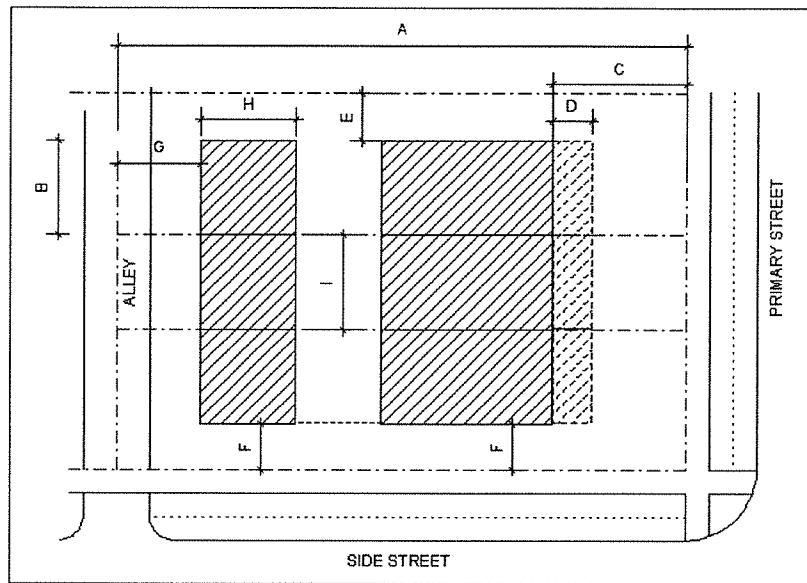
Building Entrances:
A primary pedestrian entrance shall be located along a public street, walkway or park.

Fencing:
A fence, 30"-40" 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 unbuild rear and common lot lines, but may not exceed 5' along alleys.

Lot Building Frontage: 40% min.

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 minimums.

A Lot Depthapprox. 120'

B Lot Width18' min.

.....28' max.

C Front Setback20' max.

D Porch Depth6' min. (typ.)

Porches or stoops are required-6' min. width.

E Side Adjacent Lot Setback6'

F Side Street Setback6'

A view triangle taken 12ft from the intersection of the curb line shall be held clear of the building.

G Rear Setback12'

H Garage Depth24' max.

I Garage Width24' max.

J Garage Side Setback.....3'

This setback may be waived if garages are attached.

K Primary Bldg. Height Limit:

Neighborhood General24' max.

Neighborhood Center28' max.

L Garage Height Limit18' max.

M Height of Ground Floor18"-36" req'd.

Lot Coverage max. 50%

Parking: 2 off-street spaces per dwelling unit

Accessory Dwelling UnitsNot Allowed

Allowable Encroachments:

Bay windows and other similar enclosed building elements may be no wider than 6' and may encroach up to 2' in setbacks, but not within 4' of the building corners.

Uncovered decks, balconies & trellises may encroach into setbacks, no deeper than 8' and no closer than 18" from a property line.

Building Entrances:

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

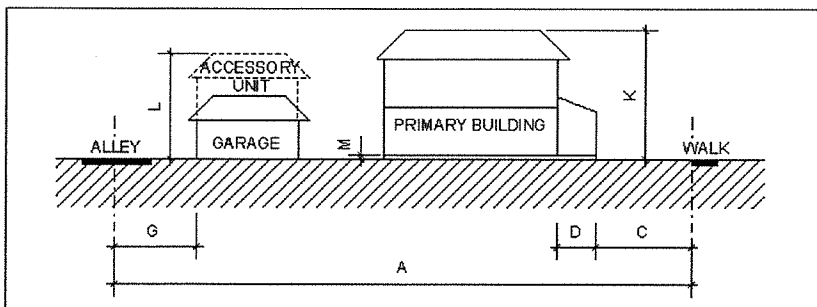
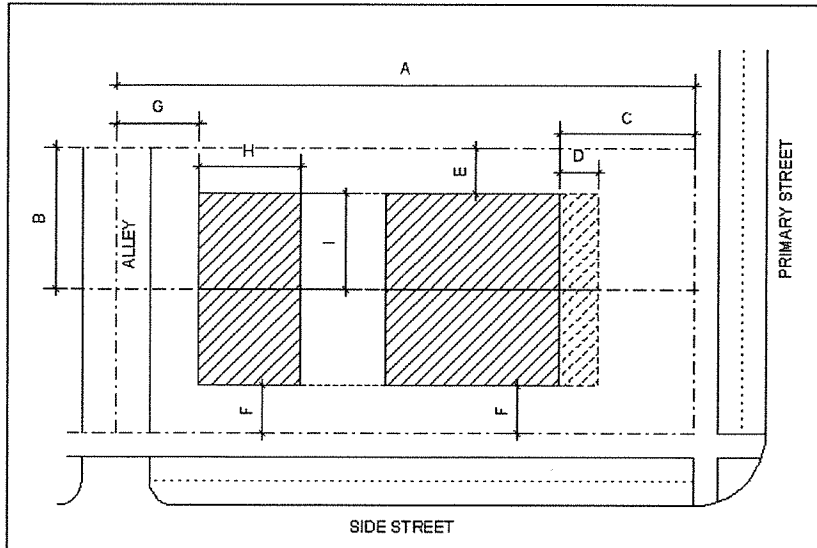
Fencing:

A fence, 30"-40" 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 unbuilt rear and common lot lines, but may not exceed 5' along alleys.

Lot Building Frontage:40% min.

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 Depthapprox. 120'

B Lot Width28' min.
.....40' max.

C Front Setback20' max.

D Porch Depth6' min. (typ.)

Porches are required, occupying at least 40% of the length of the house front façade

E Side Adjacent Lot Setback6'

F Side Street Setback6'

A view triangle taken 12ft from the intersection of the curb line shall be held clear of the building.

G Rear Setback12'

H Garage Depth24' max.

I Garage Width24' max.

J Garage Side Setback.....3'

This setback may be waived if garages are attached

K Primary Bldg. Height Limit:

Neighborhood General24' max.

Neighborhood Center28' max.

L Garage Height Limit18' max.

M Height of Ground Floor18"-36" req'd.

Lot Coverage max. 50%

Parking:2 off-street spaces per dwelling unit

**No off-street parking required for accessory units*

Accessory Dwelling UnitsAllowed

Allowable Encroachments:

Bay windows and other similar enclosed building elements may be no wider than 6' and may encroach up to 2' in setbacks, but not within 4' of the building corners.

Uncovered decks, balconies & trellises may encroach into setbacks, no deeper than 8' and no closer than 18" from a property line.

Building Entrances:

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

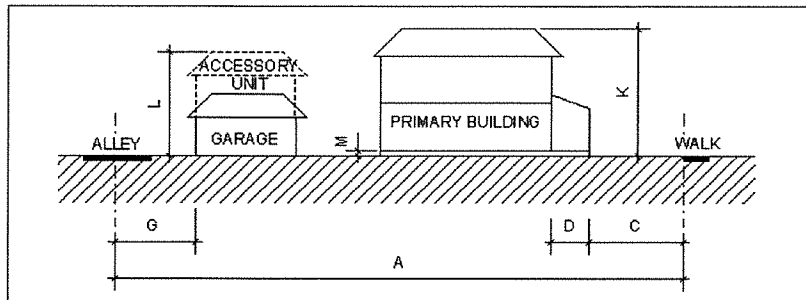
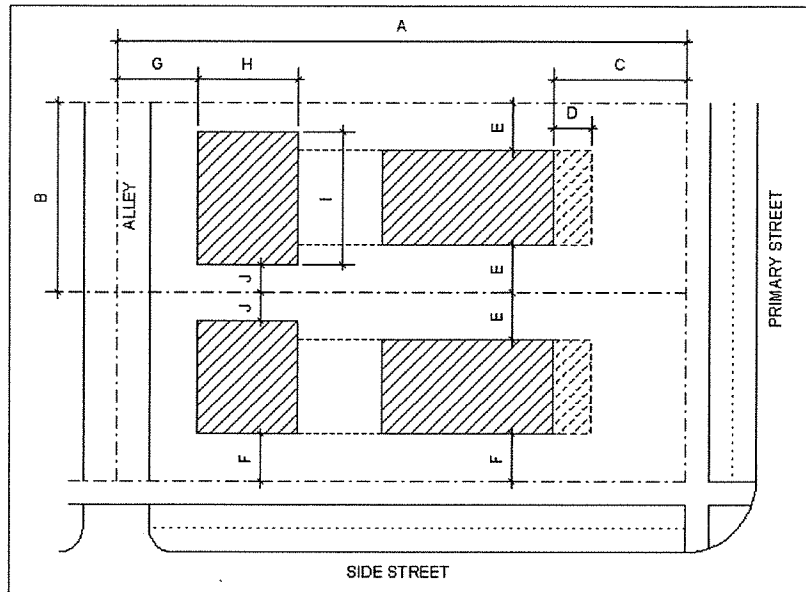
Fencing:

A fence, 30"-40" 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 unbuild rear and common lot lines, but may not exceed 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

Unless otherwise indicated, dimensions are allowed minimums

A Lot Depthapprox. 120'

B Lot Width50' min.
.....60' max.

C Front Setback20' min.
.....30' min

D Porch Depth6' min. (typ.)
Porches are required, occupying at least 30% of the length of the house front façade

E Side Adjacent Lot Setback6'

F Side Street Setback6'
A view triangle taken 12ft from the intersection of the curb line shall be held clear of the building.

G Rear Setback12'

H Garage Depth24' max.

I Garage Width24' max.

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

K Primary Bldg. Height Limit:
Neighborhood General24' max.
Neighborhood Center28' max.

L Garage Height Limit18' max.

M Height of Ground Floor18"-36" req'd.

Lot Coverage max. 50%

Parking:2 off-street spaces per dwelling unit
**No off-street parking required for accessory units*

Accessory Dwelling UnitsAllowed

Allowable Encroachments:
Bay windows and other similar enclosed building elements may be no wider than 6' and may encroach up to 2' in setbacks, but not within 4' of the building corners.
Uncovered decks, balconies & trellises may encroach into setbacks, no deeper than 8' and no closer than 18" from a property line.

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

Fencing:
A fence, 30"-40" 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 rebuilt rear and common lot lines, but may not exceed 5' 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.

LOT STANDARDS

Unless otherwise indicated, dimensions are allowed minimums

A Lot Depthapprox. 130'

B Lot Width70' min.
..... 80' max.

C Front Setback35' min.

D Porch Depth6' min. (typ.)
Porches are required, occupying at least 40% of the length of the house front façade

E Side Adjacent Lot Setback6'

F Side Street Setback6'
A view triangle taken 12ft from the intersection of the curb line shall be held clear of the building.

G Rear Setback100'
Along the edges where the New Neighborhood borders existing residential developments, there will be a 100' 'no-build' zone.

H Garage Depth24' max.

I Garage Width24' max.

J Garage Side Setback.....3'
Note: Garages & drives not permitted on side street edge of corner lots

* Garage Front Setback.....75'

K Primary Bldg. Height Limit: . 24' max.

L Garage Height Limit18' max.

M Height of Ground Floor18"-36" req'd.

Lot Coverage max. 35%

Parking:2 off-street spaces per dwelling unit

**No off-street parking required for accessory units*

Accessory Dwelling UnitsAllowed

Allowable Encroachments:
Bay windows and other similar enclosed building elements may be no wider than 6' and may encroach up to 2' in setbacks, but not within 4' of the building corners.

Uncovered decks, balconies & trellises may encroach into setbacks, no deeper than 8' and no closer than 18" from a property line.

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

Fencing:
A fence, 30"-40" 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 unbuild rear and common lot lines, but may not exceed 5' 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 in an accessory building, like a garage, with a separate outside 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 ingress/egress into the block. Paved surface is typically at least 12' wide. Alleys can be surfaced with asphalt, or in rural settings like Anchorage, with 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 uses.

Façade:

An elevation or 'face' of a building, from ground level to roofline.

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 encroach into the front setback.

Height Limit:

The vertical extent 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 calculations.

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 back 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 entries 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:

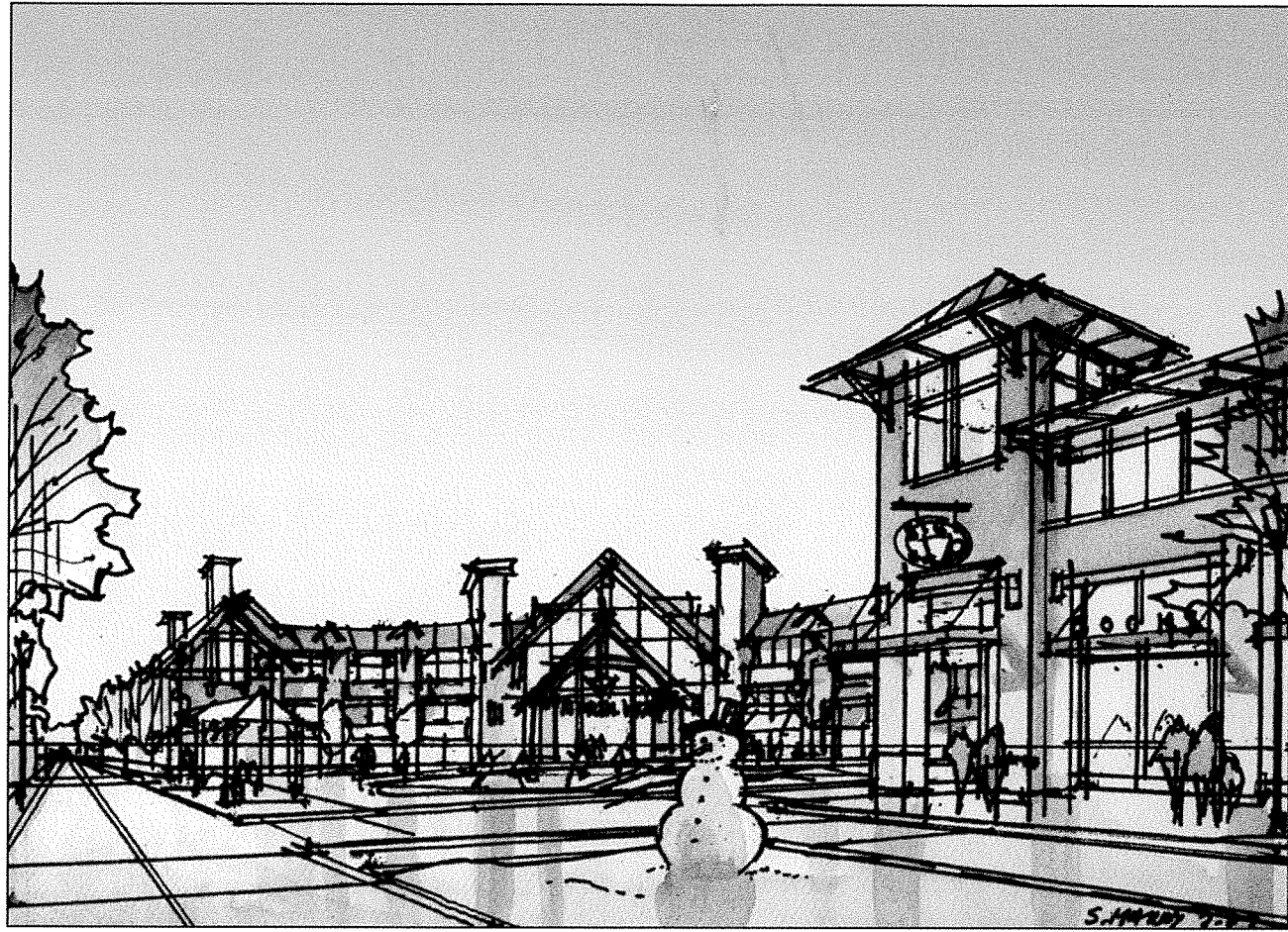
A habitable floor level within a building, no more than 14 feet high from floor to ceiling, except for retail storefronts that may be 18 feet in height.

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 higher-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 their retail sale.



TOWN CENTER ARCHITECTURAL GUIDELINES NORTHWAY & ABBOTT TOWN CENTERS, ANCHORAGE

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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.

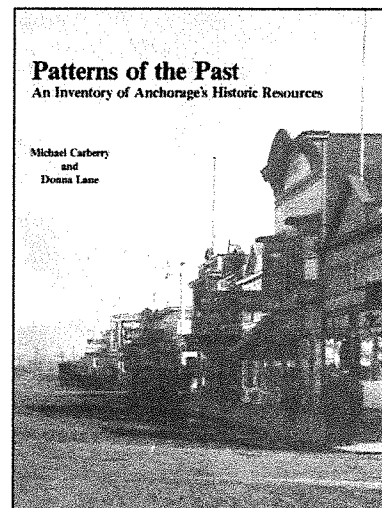
The Town Center Architectural Guidelines are intentionally focused on architectural themes, and with relationships of spaces, building details and the streetscape. The desired result will consist of a Town Center constructed of buildings of varied styles with a lively and walkable streetscape, based 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.



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.
- Peeled 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.

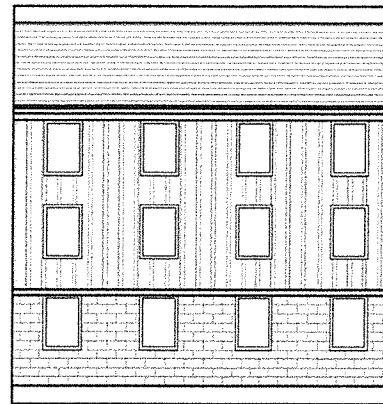


Fig. 1.1: Horizontal Design Elements



Fig. 1.2: Vertical Design Elements



Fig. 1.3: Building Primary Entries

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 clad 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 foot print. 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.

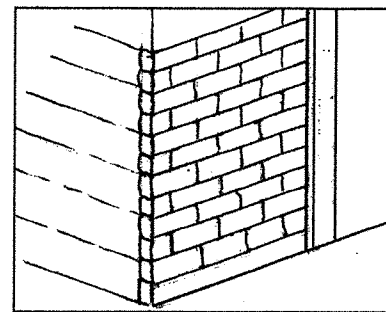


Fig. 2.1: Thin veneer with no side return is not allowed

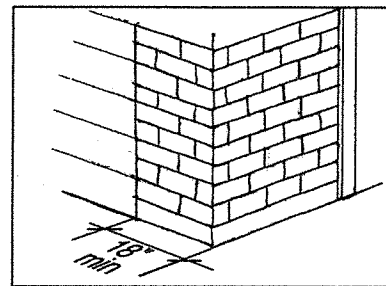


Fig. 2.2: Allowed

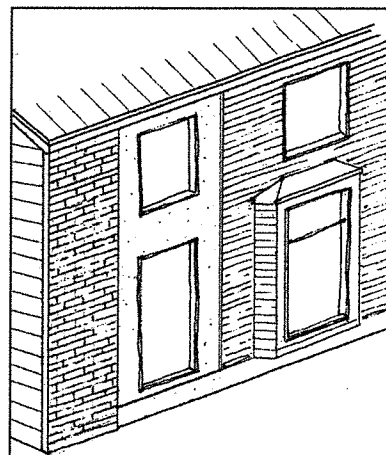


Fig. 3.1: Heavy material above or along lighter is not allowed

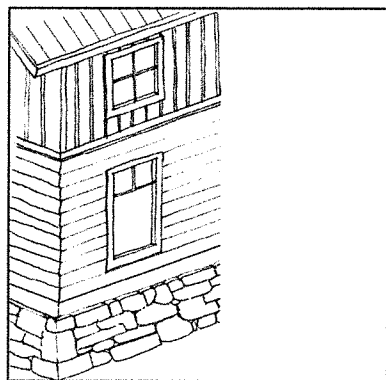


Fig. 3.2: Allowed

- Eave lines should be continuous except at sheds and dormers.
- Rafters may be exposed or soffitied. (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.

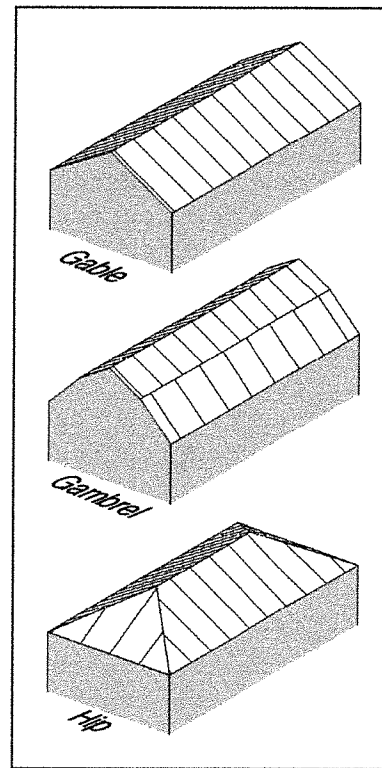


Fig. 4: Roof Types

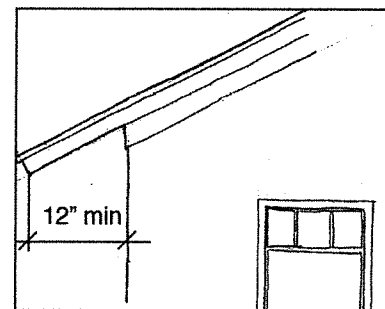


Fig. 5.1

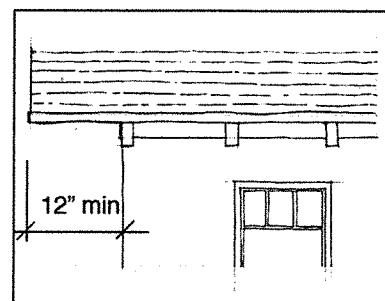


Fig. 5.2

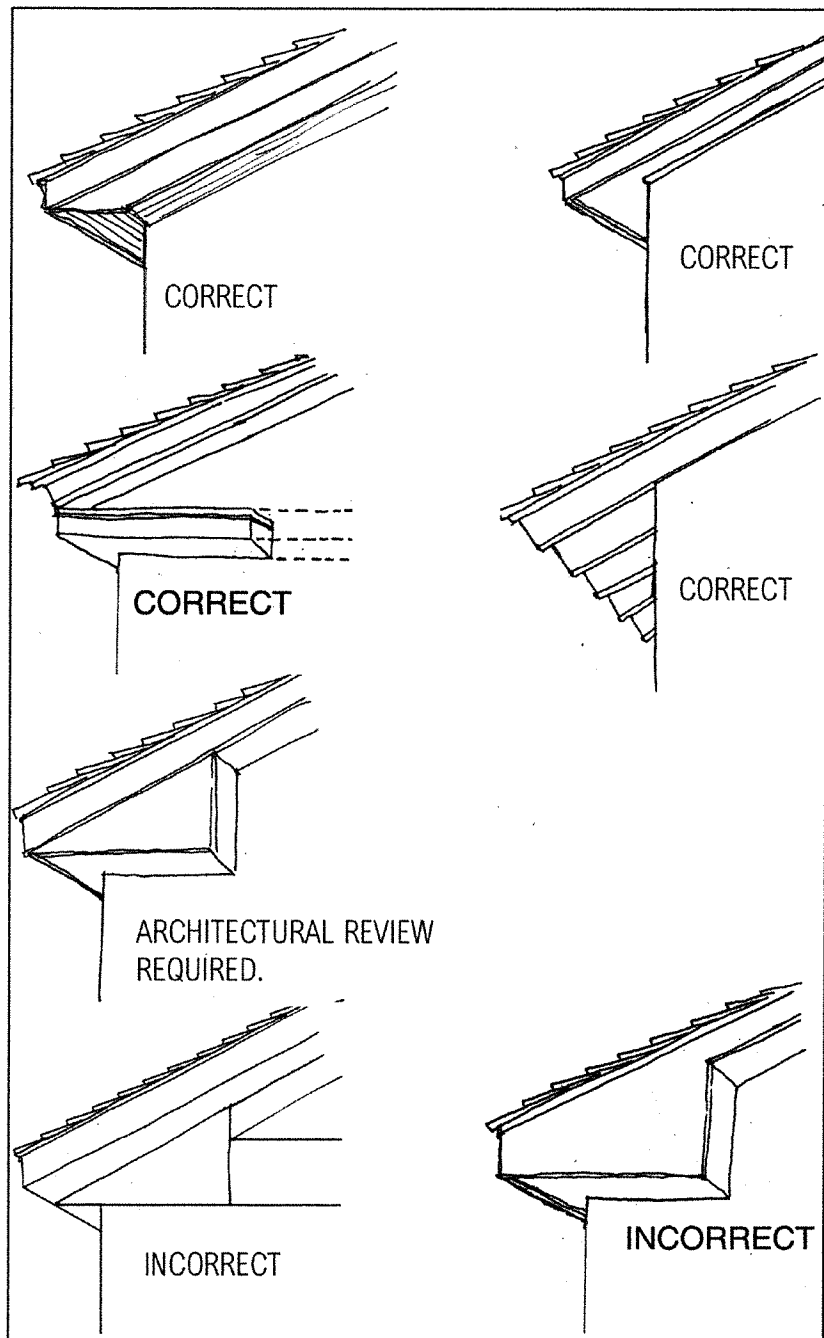


Fig. 6: Eave Details

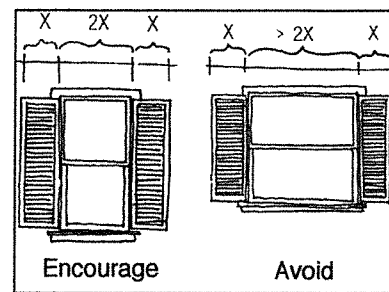


Fig. 7: Window Proportions

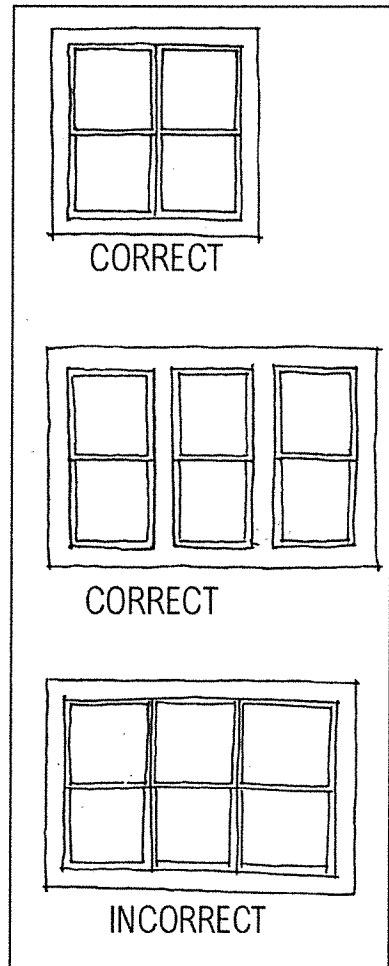


Fig. 8: Window Groupings

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.

Cornice

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

Cupola

A small turretlike 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 sheet 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 plastic 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.