

# Fairview, AK

Form-Based Code for a Winter City  
Community

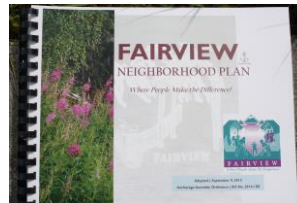


## Introduction to Fairview's Form Based Code

The Fairview Community has been engaged in a civic dialogue about its future for over two decades. This common endeavor has produced positive improvements in the public realm, primarily due to implementation of the Defensible Space philosophy in East Fairview and integration of a Complete Streets approach to reconstruction of 15<sup>th</sup> Avenue from Orca to Ingra Streets.

Neighbors working together on behalf of the common good also did all the leg work to receive formal Anchorage Assembly approval of the grass-roots developed Fairview Neighborhood Plan – our common vision for the future.

The Neighborhood Plan is an important and necessary step forward. But it acknowledges that the gritty work of implementing the vision was dependent on residents taking the lead to advance critical Action Items.



The highest priority Action Item and the one that will, over the long term, have the greatest positive impact on quality of life in Fairview is replacement of the current Euclidian Title 21 land use code with a new design-oriented Form Based Code.

### What is a Form Based Code?

According to the Form-Based Code Institute it is “A method of regulating development to achieve a specific urban form. Form-Based Codes create a predictable public realm primarily through controlling physical form, with a lesser focus on land use, through city or county regulations.” The public realm is defined as those areas held in common by the people of the community. Typically, the largest components of the public realm in communities developed after World War II are the streets and alleys, roads and highways.

It is proposed that Fairview's Form-Based Code be legally established through zoning ordinance and enabling legislation within Municipal Code. It is intended to guide the development of a livable, mixed-use, pedestrian-friendly urban core. Unlike traditional zoning in Title 21 that regulates primarily by use, the Fairview FBC focuses on directing high quality urban form to coordinate a variety of complementary uses around animated streets and public spaces. More specifically, the Fairview FBC strives to:

- Create a predictable investment environment for development and remove barriers to revitalization of the eastern half of the urban core.
- Promote a mixture of uses including retail, office, residential, institutional, and other.
- Establish transitions from the downtown core and revitalizing sub-areas to the surrounding neighborhoods.
- Clearly communicate through simple language and easily understood graphics the requirements and expectations for new development.
- Implement a review and approval process that is efficient and effective in approving projects that meet the Code's requirements.
- Promote new development that respects the historic building fabric, as well as our unique natural environment and enhances the pedestrian experience.
- Establish a coordinated streetscape approach including street trees, public art, and appropriate public furnishings.
- Accommodate the changing uses of buildings while maintaining the integrity and viability of the public realm, with an emphasis on intermodal transportation options and pedestrian linkages and orientation.
- Implement the goals, objectives and strategies of the Fairview Neighborhood Plan, the Anchorage Bowl Comprehensive Plan and complement the vision laid out in the Downtown Plan.

Existing parallel to the Fairview Form-Based Code standards are a set of Winter City design guidelines that communicate direction on those items that are difficult to quantify or are secondary to the creation of good northern-wise urban form. While conformance with the design guidelines is not required on all projects, those proposals that need additional flexibility or are inherently complex may be judged against the design guidelines as a condition of approval.

The Fairview Form-Based Code and the design guidelines are grounded in firm principles realized through parameters such as building type, building placement and height, frontage design, access requirements and glazing regulations. They are intended to create safe, attractive street-life and pedestrian comfort. By regulating appropriate building design and public amenities such as awnings, sidewalk cafes and landscaping the implementation of the Fairview Form-Based Code results in a comfortable, natural integration of uses. Attention is given to features such as large windows that create an enticing relationship between the sidewalk and the ground-floor shops.

Together, the Fairview Form-Based Code and Winter City design guidelines will greatly improve both the regulatory environment for project approval and result in projects that make the hearts of Fairview and the urban core beat with vibrancy and energy.

## **Authority**

It is expected that the Fairview Form-Based Code as described in this document will be approved and implemented after appropriate formal public review, comments and approval. The Fairview Form-Based Code is expected to be adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Anchorage Comprehensive Plan and the Fairview Neighborhood Plan.

The Fairview Form-Based Code is proposed as a way to promote the health, safety and general welfare of the Municipality of Anchorage, the Fairview Community Council area and their citizenry. It is intended to promote protection of the environment, reduction in vehicular traffic congestion, more efficient use of public funds, improved health benefits of a year-round Walkable pedestrian environment, historic preservation, education and recreation, a more competitive urban center and establishment of a unique Sense of Winter City Place. The Fairview Form-Based Code is intended to be adopted by vote of the Municipal Planning and Zoning Commission and the Anchorage Assembly.

## **Applicability**

The Fairview Form-Based Code described herein governs the use and future development of land within the Fairview Community Council area and located within the form-based code Regulating Plan shown on page XX of this manual. The following provisions shall be considered for implementation of this manual:

1. Provisions of the Code are activated by “shall” when required; “should” when recommended; and “may” when optional.
2. The existing Municipality of Anchorage Zoning Ordinances and appropriate Sub-division Ordinances shall continue to be applicable to issues not covered by this Code except where they would be in conflict with the purpose of the Fairview Form-Based Code and design guidelines.
3. Certain properties within this Form-Based Code have legally established Conditions of Approval as of the adoption of this proposed Ordinance. Those Conditions of Approval for those properties shall continue to be effective under the new Fairview Form-Based Code regulations. Where conflict occurs with any standards or guidelines of this code, the Conditions of Approval for those properties shall take precedence.

4. Numerous terms used throughout this Code are defined in Section ZZ Definitions. Section ZZ contains regulatory language that is integral to the Code. Those terms not defined in Section ZZ shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of Chapter PP of Municipal Codes, those of this Code shall take precedence.

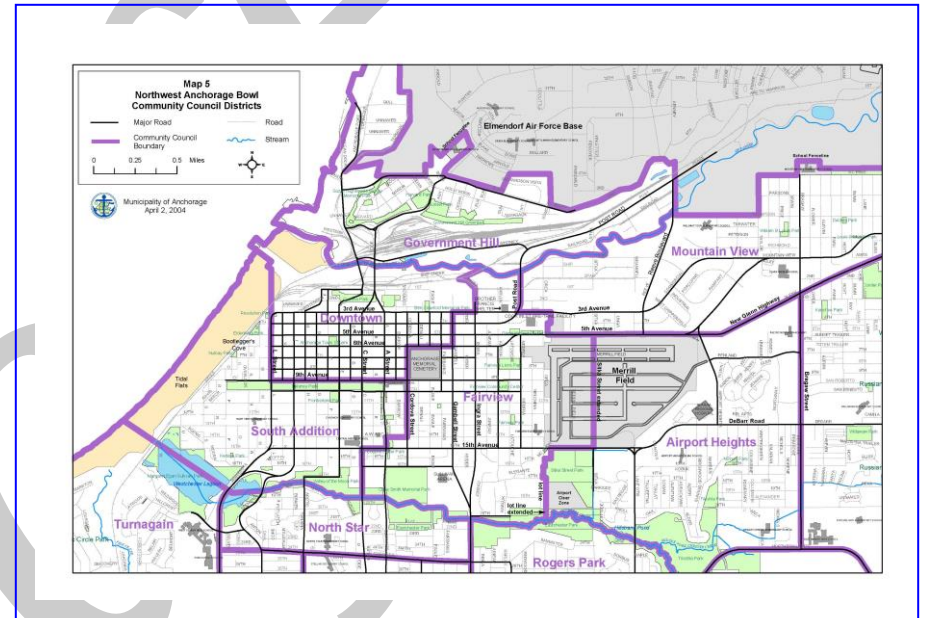
## Why is Fairview so different it needs a new Regulatory Code?

The natural questions to ask are: Why is it needed and will it make a difference? The answer to the first relates to how the land in the urban center has been sub-divided. Fairview is one of the Original Four neighborhoods of Anchorage. The Corps of Engineers laid out the original sub-divisions in territorial days. The new town of Anchorage was surveyed and platted in what was considered then a traditional manner; a grid system of streets, alleys and lots with short block lengths. This town layout design is pedestrian scaled and convenient for people walking to and from specific places. Most of the older urban areas of communities throughout the United States of America sub-divided prior to World War II were laid out this way.

If you compare Fairview with other parts of the Anchorage Bowl, one notice's that sub-divisions surveyed after World War II have a much different layout. These sub-divisions have curvi-linear streets, no alleys, cul-de-sacs with no connections and large blocks. They emphasize movement by vehicles rather than people.

Traditional towns typically encouraged multiple uses on land. For example, if you look at any typical Main Street developed prior to World War II, buildings had commercial on the ground floor with office or residential above. It was relatively easy for a person to walk to most of the services they needed. And this emphasis on the pedestrian meant there was no front setback for automobile parking and the building was located up to the sidewalk and the

streets provided a safe and convenient pedestrian experience. You can walk the streets of the Central Business District to experience this development.



After World War II, most designs began to focus on making it safe and convenient for vehicles. This is also when codes were changed to mandate minimum off-street parking requirements. In Fairview, most of the area is laid out in a traditional grid pattern that is structurally set up for a pedestrian friendly experience. However, most of the buildings on the lots were subject to land use codes oriented to accommodate the automobile. These Euclidean land use codes focused on controlling how land is developed and placed an emphasis on separating land use. There is very little concern about how the individual lots relate to common spaces such as streets and green spaces that make up the public realm. This often results in a disjointed urban design, visually unappealing streetscapes and, especially in the winter a hostile pedestrian environment.

Citizens in Fairview who live with this situation every day were adamant the Neighborhood Plan include an Action Item to fix the structural problems. These are caused by a disconnect between the traditional design of sub-divided land and the land use zoning regulations mandating adherence to a suburban, auto-oriented set of development rules. Citizens concluded that better design makes neighborhoods more appealing and a visually appealing sense of place will attract people who want to invest in the future of the area.

The Fairview Community Council has made Code changes its number one priority and a group of citizen volunteers agreed to participate on a design committee. This group of neighborhood residents organized two Design Workshops (late 2016 and early 2017) and prepared a Visual Preference Survey to compile a more quantitative understanding of what folks found appealing and not appealing. Workshop write-ups are included as Appendix A. The Visual Preference Survey and results are included as Appendix B.

At the end of the second Workshop, participants expressed a sense that it would most productive if they had something more concrete to work with relative to code changes. As a result, it was determined that the Committee would concentrate its focus on constructing a draft proposal as a sort of “straw man” for folks to work over. This document represents progress to date for creating a new land use code framework for the Fairview area. This new regulatory framework is intended to replace the current Euclidean Title 21 sections of Municipal Code with a new Fairview Form Based Code Section. The document also includes a set of Winter City Design Guidelines to supplement the regulations.

These draft proposals are meant to encourage Fairview stakeholders – residents, business owners, property owners and others interested in the betterment of our community – to engage in a constructive dialogue about how we can help achieve our common goal of making Fairview a *Winter City Community of Choice*.

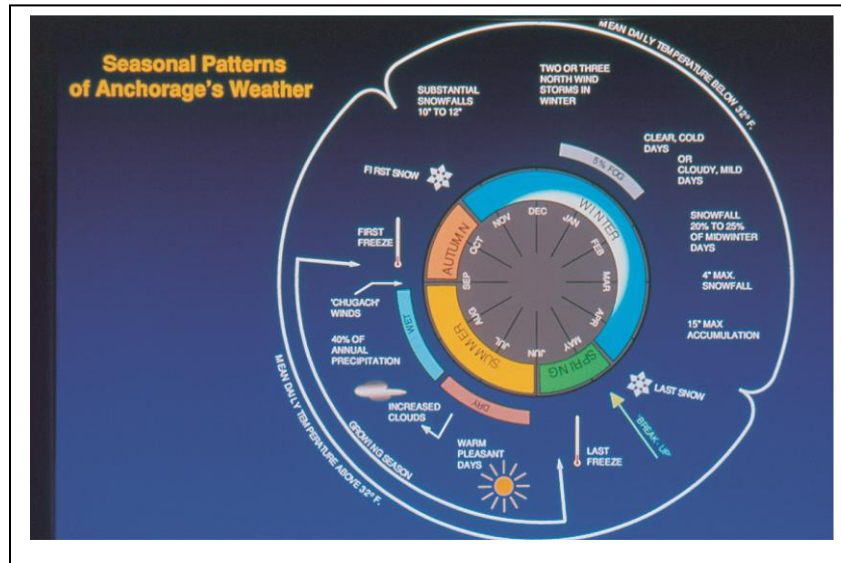


Add Winter Photo here!

## What is a Winter City Community?

Winter City or Winter Cities is a concept for communities in northern latitudes that seek to develop the built environment in a way that embraces the realities of their unique weather and climate.

The Municipality of Anchorage is sited on the planet at nearly the same latitude as Oslo, Norway. Anchorage is the only major metropolitan area in the United States located in a sub-arctic environment. Our built environment should explicitly acknowledge this reality.



So what is the reality of climate and weather for Anchorage? The Seasonal Patterns of Anchorage's Weather graphic helps one to visualize what we experience. The first winter snow has traditionally arrived about mid-October and the last winter snow can come as late as the end of April. Winter is our dominant season. Yet for most residents it can seem they can barely endure this half of the year. While this pattern is changing due to

warming global temperatures, there will always remain the darkness.

*"Winter is the true season of the North. Spring is only a promise that something great is about to happen; Summer is only an illusion of what people, during some hot days or weeks, at the most, believe to be true; Autumn means death, it is the dark grave of the promises of the Spring and of the illusions of Summer. But Winter is something that really exists – it never deceives. It always comes back."*

Toivo Pekkanen, Finland - 1946

Scandinavian communities, builders, authors and poets have learned long ago to appreciate the reality of their winter environment. Some of the better communities in those lands have taken it a bit further and learned to celebrate that dominant half of their seasonal life.

## The Power of Place

More than two thousand years ago, the Greek physician Hippocrates observed that our well-being is affected by our settings and established this relationship as a cornerstone of Western medicine. The basic principle that links our places and our state of being is simple: a good or bad environment promotes good or bad feelings, which inspire a good or bad mood, which inclines us toward good or bad behavior.

We needn't even be consciously aware of a pleasant or unpleasant environmental stimulus for it to shape our state of being. Scientific research has shown that the mere presence of sunlight increases our willingness to help strangers and tip waiters, and people working in a room slowly permeated by the odor of burnt dust lose their appetites, even though they don't notice the smell.

Around the turn of the twentieth century, the wisdom of the ages concerning the relationship between place and state of being was eclipsed by technological and cultural changes so rapid and vast that social scientists still debate our ability to adjust to them. In one of the least remarked of these transformations, the Industrial Revolution drew the Western world indoors. Turning away from the natural world, huge populations gravitated toward a very different one made up of homes and workplaces that were warm and illuminated regardless of season or time of day.

As we move further into the twenty-first century, Alaskans would be wise to remember the power of place. The past ten years have seen significant development in the built environment of our villages and towns. Investments in housing, schools, health clinics and other community facilities have raised the physical standard of living for most Alaskans. However, now that we have a few years of experience living with these new settings, one should be asking about our sense of overall well-being. Rising rates of obesity and diabetes seems to indicate that something is amiss.

The significant amount of domestic violence, alcohol abuse and depression are indications that something is not quite right in our settings.

Human beings, as a species, have spent thousands of years engaged in outdoor activities. Whether as a hunter/gatherer or as a farmer, people were active in the natural environment. Mankind is drawn to this type of setting. Our brains are so adapted to make associations with the environment that whether we want to or not, we link experiences and settings, and these two things together produce the behavior. In Alaska, one can look at our Native peoples for wisdom of the North. The Inuit for example have six seasons of the year rather than the standard four used by people in the lower latitudes.

### Six Stages of Winter Adaptation

1. Enduring Winter
2. Tolerating Winter
3. Accepting Winter
4. Respecting Winter
5. Appreciating Winter
6. Celebrating Winter

### Seasons of the Inuit

Ukiaktsak	- Period between the summer and fall
Ukiak	- Fall, when the first snow arrives
Ukiok	- The commencement of winter (coldest and darkest period)
Opinraksak	- Early spring, when snow begins to melt
Opinrak	- Spring, when ice melts and waters become navigable
Aoyak	- Summer, with 24 hour daylight and a milder climate

An example of the power of place, and one that greatly impacts all Alaskans, is the relationship between people and natural light. Thousands of years in the outdoors have hardwired this relationship. Alaskans are acutely aware of how light affects our well-being. According to Alaska specific research, up to fifty percent of residents experience some degree of behavioral change during the long dark winters. Around twelve percent are affected so severely they fall within the clinical definition of Seasonal Affective Disorder (SAD). This experience is cumulative in that non-exposure to natural light slowly builds up until by January or February, “Cabin Fever” sets in and you witness the impacts to a person’s sense of well-being.

**Seasonal Affective Disorder**

<p><b>Winter Symptoms</b></p> <ul style="list-style-type: none"> <li>↳ Irritability</li> <li>↳ Sleepiness</li> <li>↳ Increased Appetite</li> <li>↳ Weight Gain</li> <li>↳ Fatigue</li> <li>↳ Depression</li> </ul>	<p><b>Alaska Case</b></p> <ul style="list-style-type: none"> <li>↳ 9 % seriously affected by SAD</li> <li>↳ 19% are sub-SAD (some but not all symptoms)</li> <li>↳ 50% subject to spells of low energy, overeating and poor sleep.</li> </ul>
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Another example of the power of place is linking color and behavior. Anyone who has ever felt blue, seen red, blacked out, or turned green knows we’re prone to make emotional associations with different shades. We respond to colors physiologically – our eyes physically respond differently to different colors, as we do to



different light conditions – and those who believe we react psychologically as well claim that “warm” ones, such as reds, yellows, and oranges stimulate us. From this point of view, red is ideal for a slinky evening dress or a fire engine, but wrong for walls at the Department of Motor Vehicles where it could further stir up already vexed citizens waiting for service. On the other hand, “cool” colors such as blue and green are thought to calm the nerves, while the too-cool gray, black and white are so under stimulating that they can invite depression.

We know that our well-being is affected by our settings. As we become more entrenched within our buildings and further distanced from the natural environment, are we able to re-remember the lessons of Hippocrates? Does the design of our built environment (buildings, neighborhoods, villages and towns) contribute to a healthy sense of mind? Or are we handicapping ourselves with ill-thought out development? This is an especially relevant question as we quickly transition into the twenty-first century where the cornerstones of economic prosperity are knowledge, innovation and sharp thinking.

Design of our built environment is, and will be, key to Alaska’s future economic growth. The Fairview Form-Based Code keeps good design at the forefront for how our community is to grow. A healthy and prosperous community is built on the relationship between the design of our settings, our feelings and our sense of mind. Fairview is contributing to this effort through the incorporation of mountain peaks in the design of our pedestrian portals. Our signature colors of magenta and green reflect the hues of a classic Fireweed flower in its full radiance.





The cities of northern Europe, northern Japan, Iceland and Canada are far ahead in appreciating and celebrating the climate and winter weather. Outdoor cafes, markets, festivals and opportunities for outdoor activities abound. People have learned to respect and appreciate the unique characteristics of winter. And because their Municipalities and development community also accept the reality of winter, they plan and design the built environment to enable residents to do just that.

## **Visual Preference Survey**

A Visual Preference Survey is a technique for obtaining public feedback on physical design alternatives. It is often used to assist in the redesign of local zoning codes. The survey usually consists of a series of images that participants must score according to their preference. The images may be actual photographs or graphics illustrating a future urban environment. The input is then used to make decisions about the future built environment.

It is a visualization technique that allows citizens and decision-makers to determine local preferences for various types of community design, architectural styles, landscaping and other built environment options. It helps to show what design aspects of a community contribute positively or negatively to how people feel about a particular physical space.

The Fairview Visual Preference Survey (FVPS) was distributed over a period of approximately six months in Spring and Summer of 2017. The FVPS was also made available on the Community Council's website. There were a total of 80 images used in the survey with most of the images split between commercial and residential photos interspersed with a few landscaping images. An analysis was conducted of 38 responses to the survey. The visual results are shown in the following pages.

## **Discussion of Results**

The results show that images consisting of blank walls, lots of concrete and asphalt with garish signage are found to be visually unappealing. Images consisting of greenery such as trees, bushes and other landscaping techniques were found to be visually very appealing. Streetscapes dominated by automobiles, utility poles and functional directional signage were found to be visually very unappealing. While streetscapes with widened sidewalks, street trees, building facades with lots of glass and sidewalk seating were found to be visually very appealing.

The results of the FVPS validate other sources on public input the community has received over the many years of soliciting opinions on the neighborhood. It reinforces the notion that the built environment produced by the current Municipal zoning code is at odds with the creation of an appealing sense of place.

## Fairview Design Workshops

A general impression from the workshop sessions was reinforcement of community values and policy preferences outlined in the Fairview Neighborhood Plan. No one at the event raised any concerns with the Plan. If anything, there was a sense of inadequate progress toward the betterment of the area.

There was much discussion regarding the utility of engaging in a design effort for Fairview when there was such uncertainty about what the State DOT&PF was going to do with their on-going effort to connect the Glenn and New Seward Highways. How could we envision a future land use scenario for Fairview's heart when there exists the possibility of its destruction.






The end result was the recognition that while there was indeed uncertainty about the exact alignment, there was general agreement about a reasonable foreseeable direction. This allows for strategic development of those areas safe from acquisition by the mega-transportation project. For example, any future connection between the Interstate facilities would not require taking out the Sullivan Arena. Thus the area immediately north of the Arena and west of Gambell Street would not be impacted.

The sub-area between the Arena and 15<sup>th</sup> Avenue sees a great deal of pedestrian traffic when large events occur at the Sports Complex. One idea for redevelopment that could be facilitated by an Overlay Zone is establishment of a Mixed-use Pedestrian Plaza with the alley way and East 15<sup>th</sup> Terrace becoming a "Living Street" and the corner lot allowed to develop as mixed-use with a ground floor café/coffee shop and residential/office on upper floors. The site is located on a south-facing slope and with northern wise design has the potential to become a compelling location for investment. Current zoning does not allow for such redevelopment to occur. This is a specific example of how an

overlay zone could incentivize tangible economic growth within the Fairview area.



### Fairview Design Initiative—Visual Preference Survey Results

(-3)	(-2)	(-1)	(0)	(+1)	(+2)	(+3)
Strongly Unappealing	Unappealing	Somewhat Unappealing	Neutral	Somewhat Appealing	Appealing	Strongly Appealing
	 <p><b>DRAFT</b></p>		<p>Residential</p>			

# Fairview Design Initiative—Visual Preference Survey Results

February 14, 2017

(-3)	(-2)	(-1)	(0)	(+1)	(+2)	(+3)
Strongly Unappealing	Unappealing	Somewhat Unappealing	Neutral	Somewhat Appealing	Appealing	Strongly Appealing
						
						
						
						
						
						
						
						
						
						
						

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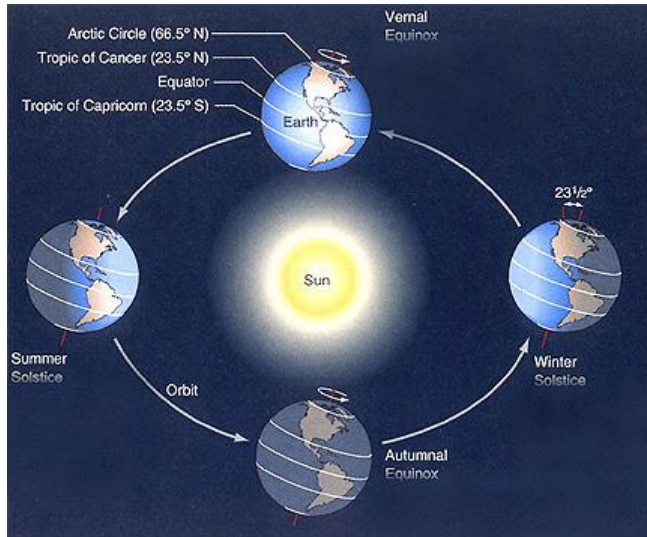
Commercial



# Our Design Challenges

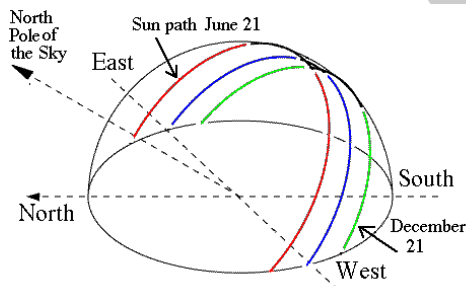
## Shadows

One of the more important northern characteristics of a Winter City in the sub-arctic is the issue of shadows. Due to the nature of Earth tilting on its axis, the sun does not stay in the same band as it traverses the daytime sky.



When the planet is tilted toward the Sun, Anchorage has lengthy exposure. Everyone tends to enjoy the long summer solstice and events are scheduled late into the twilight evening hours. Conversely, when the planet is tilted away from the Sun, Anchorage experiences long nights and the days are short with the Sun low on the horizon. The Winter Solstice is rarely noticed

except to note that winter is half over.



This natural variation of the planet means that design approaches used at lower latitudes require adaptation for the higher latitudes. If we are to be

successful in our efforts to create a more livable Winter City community, we have to acknowledge that life at 61 degrees

latitude requires dealing with the issue of shadows. This are not the quiet shadows of the Lower 48 but rather they are loud shadows demanding you feel their presence.

As Anchorage continues to grow, densities will increase. The Anchorage Land Use Plan explicitly recognizes such a future. This increased urban density will bring taller buildings with greater mass and a larger site footprint. Such development



creates more shadows and more intense Shadow Spaces. Without mitigation, they will be deep, foreboding and cause a person to feel a sense of uneasiness. This type of situation does not create a positive atmosphere for the Public Realm. Rather the Public Realm becomes uninviting and a place where residents will want to avoid. Think of what you experience when you walk in the Central Business District with its tall, bulky mass of buildings with cold, blank walls rising around you. The winter winds concentrated to the street driven there by the flatness of the adjacent structures. Do you find yourself wanting to linger and talk to your friends in that space?

It is not in the community's best interest to ignore the impact of Shadow Space. We have to address the issue head-on, understand how it influences the Public Realm, mitigate and lessen its negative impacts and use ingenuity to figure out how to use the Shadow Space to our advantage.

## Winter Precipitation

### Snow

Precipitation during the six months of winter in Anchorage usually takes the form of snow and freezing rain. While winter conditions are changing with average temperatures slowly moving higher, when precipitation comes it tends to linger on the landscape. What to do with it is a perennial challenge. The variability of deposition can leave the best street maintenance foreman resigned to consulting their crystal ball.

This shifting nature means that area set aside for snow storage can bounce on a year-to-year basis. Some heavy snow years there is not enough room for snow storage. Other years one can look at the empty spaces and ask if there is a way to get more value out of that increasingly valuable square footage.

As densities increase, snow storage and its management will become more of an issue. It may be that property owners will be forced to reserve space on their site for snow storage. In big snow years, the snow mounds expand into other spaces. This is what happens now in commercial areas when parking spots are used to store the extra snow, sometimes for months on end.



In the residential areas, snow storage can transform the Public Realm of the street into an environment hostile to pedestrians and difficult for vehicles. Many of the streets in Fairview have a cross-section that places priority on the automobile and the efficiency of maintenance. A four-foot sidewalk blends into a two-foot rolled curb that fits seamlessly into a forty-foot wide asphalt travelway. In winter, the sidewalks are lost as street maintenance uses them for snow storage for months at a time depending on snow removal budgets. When the hardened snow berms are finally removed, the lack of clear definition for the sidewalk often results in people parking their vehicles onto them.

The issue of snow management is a very important issue to Fairview residents. The community has raised concerns about the negative impacts of existing practices. It becomes very difficult to build a strong sense of community when for half the year it is unsafe to use the Public Realm.

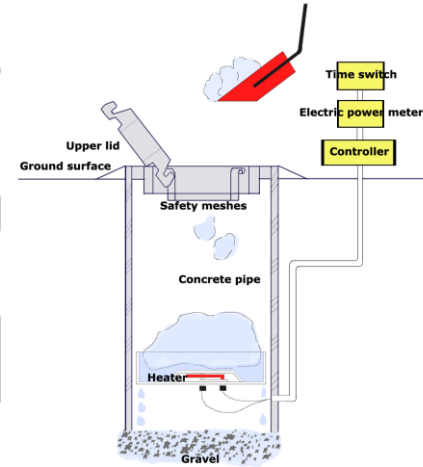
### A Fairview Solution

Fairview residents have long proposed a different, more cost-effective and neighborhood friendly approach to snow storage and management. For snow storage, the Council partnered with the UAA School of Engineering to design a proto-typical snow melt cistern. This technique is modeled after the approach used on Hokkaido, the northern island of Japan. In order to keep costs more manageable while maintaining a high quality of urban life, the northern communities have constructed the cisterns in areas where space is at a premium.

When the periodic winter storm arrives, neighborhood residents turn out in an organized fashion to clear critical travel ways of snow. The snow is placed in cisterns covered by grates, the snow is melted by a heating system at the bottom and the water is allowed to percolate into the ground below the freeze-thaw line where it becomes part of the normal water table.

The snow-melt cisterns can be sized to meet the needs of individual sites or of a street block. From a design perspective, the property owner can free up space set aside for snow storage with integration of a snow-melt cistern. Extra civic points are obtained with participation in the local friendly Volunteer SnowFighters.

Ice



## **Section 2 The Standards**

### **The Standards**

This section describes the form-based building requirements across the Fairview Community Council area. Relief from any provisions of this Section can only be granted through the Urban Design Commission through the appeal process. However, those projects that comply with elements of this section, and are acceptable to other review agencies, may be approved administratively by Planning Staff within 30 days of submittal of an acceptable application. See Section RR – Process for more information on the review and approval of development applications.

#### **2.1 How to use this Section**

A person interested in a specific property should first locate the site on the Regulating Plan to determine which District it is located in and what standards are specific to each Section. Section 2.3 describes the standards specific to each of the seven building

types. Section 2.4 describes frontage requirements that are applicable all building Types across all Districts. The standards are followed by sections describing requirements for uses, parking, block standards and public spaces. These eight section describe the required standards for any project in the Fairview Community Council area. However, the design guidelines section should be reviewed for guidance on a range of additional issues that, while are not required, will create high-quality Winter City urban projects that help fulfill the goal to both revitalize the Fairview area but also enhance the quality of life in our unique, sub-arctic community.

#### **2.2 The Districts**

A critical component of the Fairview Form-Based Code is the Regulating Plan. It provides a geographical representation of the Code's standards. Specific standards are often correlated with specific Districts. The physical extent of each District is legally established by this Code and can only be modified by Municipal Assembly action. However, due to the continuing evolution of the eastern half of the urban core, the Municipality shall initiate a re-examination of the district designations every 10 years.



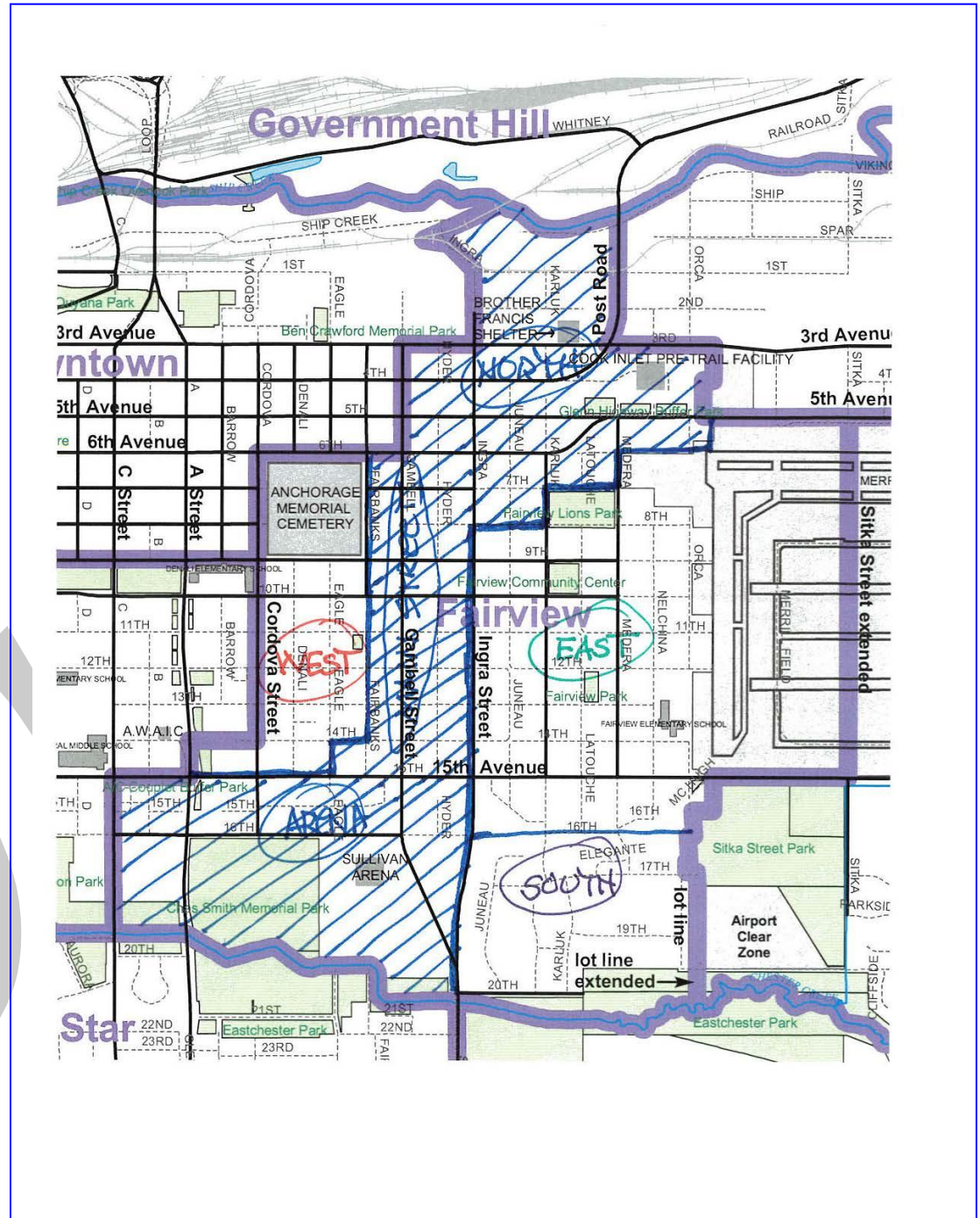
## 2.2.1 The Regulating Plan

The map to the right illustrates the location and extent of the Code's unique districts. The Fairview Form-Based Code is composed of four main Districts: West Fairview, East Fairview, South Fairview and Innovation. Each of the main Districts has distinct sub-districts as follows:

**West Fairview Traditional** - There is a section located south of 9<sup>th</sup> Avenue to 11<sup>th</sup> Avenue and from Cordova Street to Fairbanks Street that is composed of primarily older homes. Residents in the area have consistently voiced the opinion this form pattern should be distinguished and to the greatest extent possible retained.



**West Fairview** – This is the area from 12<sup>th</sup> Avenue to 16<sup>th</sup> Avenue and from Fairbanks Street to Cordova Street with a jog to A Street to include the Central Lutheran Church property and the residential properties on and below the bluff. This area has a few older single-family homes but the over-whelming pattern is multiplex structures.



**South Fairview Bluff** – This is the area south of 15<sup>th</sup> Avenue to where the topographic bench drops in height. While there are a few single-family homes in this sub-area, the majority of the housing stock consists of multiplex units.

**South Fairview** – This is the area from New Seward Highway over to the North Fork of Chester Creek. In the earlier days, it was referred to

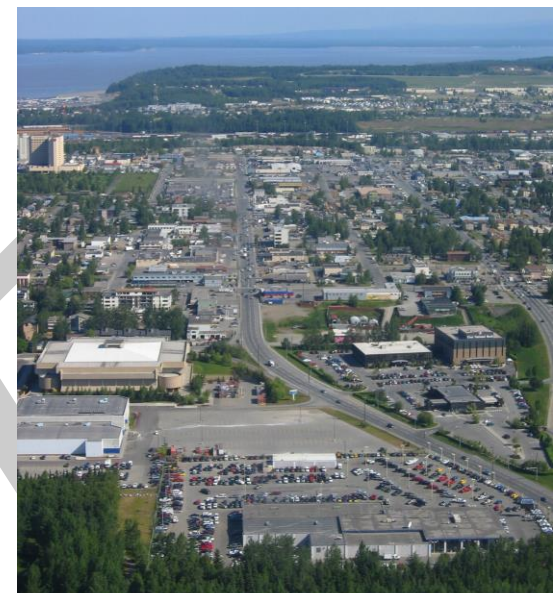
as “The Flats” but after the 1964 earthquake the entire area was subject to a federally funded urban renewal effort. The urban form reflects the prevailing thinking at that time.



**East Fairview** – This is the area from Ingra Street to Orca Street and from 15<sup>th</sup> Avenue to 8<sup>th</sup> Avenue. It consists of a diverse housing stock with many owner-occupied single-family units. This section of the community is often considered the heart of the Fairview community.

**Innovation District** – This is a new designation consisting of all the commercially zoned properties, the light-industrial area in

North Fairview and the area south of 15<sup>th</sup> Avenue from Ingra Street west to C Street. It has certain unique characteristics and challenges. Due to the scope and scale of these challenges the application of incremental design solutions is likely to be ineffective. As a result, a more aggressive approach is proposed.



The Innovation District makes up the majority of the mixed-use Fairview Form-Based Zone District. The District includes the existing commercial stretches along Gambell Street and 5<sup>th</sup>/6<sup>th</sup> Avenues. It includes all the current B-3 zoned commercial properties as well as the I-1 properties in North Fairview.

The Innovation District is envisioned as being the economic heart of the eastern downtown core area. Its full potential as an engine for creativity and entrepreneurship is dependent on moving the existing large volumes of regional traffic below ground as proposed in the Metropolitan Transportation and Fairview Neighborhood Plans. The airspace over this sunken Interstate facility is then covered over to allow for mixed-used development, restoration of Fairview’s Main Street along with the creation of an Arena District and the construction of the Fairview Greenway.

It is intended that the Innovation District will have commercial uses (retail, restaurant, entertainment and office) on the first level of most buildings, with residential, lodging and office uses on the upper floors. This sector shall not have minimum off-street parking requirements. Parking will be on-street or in new structured parking facilities. The primary goal is to improve the ability to economically develop the predominately small lots within the area, increase density, create spaces for mingling of creative and energetic minds, forge an iconic skyline, connect the Ship Creek and Chester Creek Greenbelts with a new Fairview Greenway and establish a high-quality pedestrian environment at street level.



**Arena Sub-District** – This is the area predominately south of 15<sup>th</sup> Avenue from C Street to Ingra Street. This area is dominated by the regional recreational facilities south of 16<sup>th</sup> Avenue, A Street to Gambell Street. These include the Sullivan Arena, Ben Boelke Ice Arena, Mulcahy Stadium and the baseball fields. There is a distinct area of institutional land uses and professional offices located between A and C Streets. The intent of the Arena District is to establish an urban fabric that explicitly acknowledges the presence of the Regional Sports Complex. The nature of these facilities is such that they draw citizens from throughout the region to the area. Many of these users come from higher-income households and often have substantial discretionary income they could spend should conveniently located restaurants, bars, theme shops and other complementary land uses were in the immediate area. There are currently very few such facilities in Fairview and thus the local neighborhoods miss out on these economic opportunities.

Realizing the latent potential for economic revitalization of the southern end of the Fairview community requires explicit acknowledgement of existing constraints. The most obvious is the issue of parking. Currently, there is inadequate parking on site to accommodate peak demands at the Sports Complex. The result is that local neighborhood streets serve this excess demand. Drivers park on the street, typically just north of 15<sup>th</sup> Avenue and walk to their events. However, the existing street infrastructure is not designed to accommodate these surges of pedestrian traffic. Nor are the walking routes lined with interesting and inviting building facades to entice the regional facility user to linger and enjoy the goods/services of a local business entrepreneur.

Creating an urban form along these walking routes that is conducive to safe, interesting and welcoming pedestrian movement is a necessary condition of capturing a fair share of the users disposable income. While this supportive urban form requires changes to the building types and facades along the routes, the public realm itself requires modification. One of these modifications takes advantage of the existing 15<sup>th</sup> Avenue Terrace right-of-way and the alley running from the eastern bend south to 16<sup>th</sup> Avenue. Transformation of the public realm here to emphasize pedestrian mobility would draw walkers from the currently inadequate pedestrian infrastructure along the high-speed Gambell Street extension south of 15<sup>th</sup> Avenue. There is latent potential to create a unique pedestrian street modeled on the “Woonerf” design used in Holland. A carefully thought-out remodel of this street corridor with an emphasis on the land use-transportation relationship could transform this space into a dynamic street environment lined with prosperous local businesses.

**Fairview’s Main Street** –

**The Fairview Greenway** – This is a significant new addition to the future Anchorage Public Realm. It was proposed by the Fairview Community Council during the update of the Anchorage

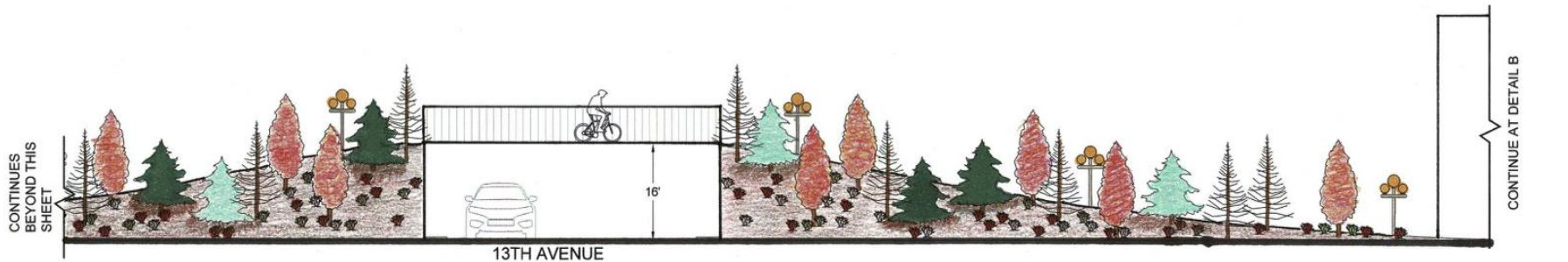
Bowl Land Use Plan. It was adopted by the Anchorage Planning and Zoning Commission as part of the final approval of the Land Use Plan. This unique public facility will create a green beltway around Anchorage's urban core. It connects Chester Creek Greenbelt with the Ship Creek Greenbelt and with the Coastal Trail link on the west to establish a pedestrian/bicycle "beltway" around the urban center. This type of public amenity is typically associated with higher-end real estate development as it makes a significant contribution to the quality of life and as such creates added economic value for all the adjacent properties within walking/biking distance of the investment.

The Fairview Greenway is anticipated to be developed as part of the Highway-to-Highway project whose scope is construction of a sunken, controlled-access freeway connecting the New Seward Highway at 20<sup>th</sup> Avenue with the Glenn Highway at Airport Height's intersection. This freeway facility will have its airspace layered with developed covers including the Fairview Greenway. Past design efforts had proposed placing the bicyclist down in the freeway trench next to the high speed truck and automobile traffic. However, this approach has evolved to move the bicyclist away from the regional traffic and up into a more natural setting.

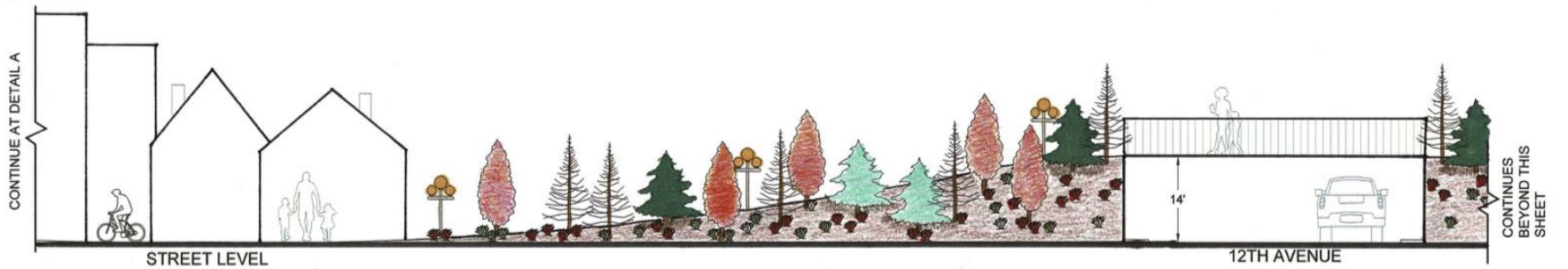
A key design characteristic of a trail and greenway is the continuous flow of pedestrians and bicyclists along its length. As such, the Fairview Greenway will have a vertical undulating pattern as it passes over the existing surface cross-streets. The heights will vary based on the type of trucks expected to use the cross-streets. Greenway spans across the arterials are expected to be 16' in height while spans across local streets are anticipated to be 14' in height. The Greenway will likely undulate on the horizontal as well in order to establish strategically located mini-parks, public plazas, community gardens and other green infrastructure.

As the Fairview Greenway will be a significant addition to the public realm, it will have a major effect on the adjoining built

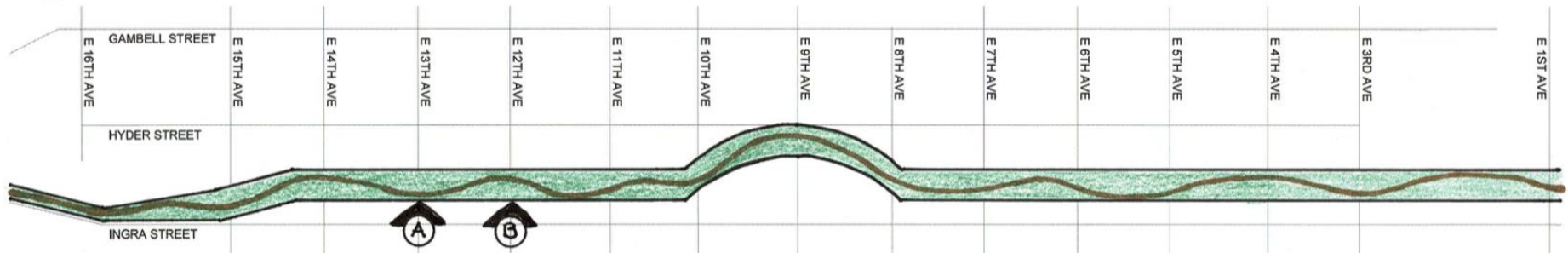
environment. New development occurring on top of the covers will be designed with an explicit recognition of this relationship. The Fairview Greenway will open up vistas toward the Chugach Mountain range and contribute to many breath-taking mornings as the sun completes its arc across the northern skies. As such, buildings adjoining the Greenway on the western flank will be designed to embrace these unique experiences.



**A** FAIRVIEW GREENWAY TRAIL SYSTEM 16' OVERPASS AT 15TH, 13TH, 9TH, 6TH, 5TH, 3RD, AND 1ST AVENUES 0 4' 8' 16'  
SCALE: 1" = 16'-0"



**B** FAIRVIEW GREENWAY TRAIL SYSTEM 14' OVERPASS AT 14TH, 12TH, 11TH, 10TH, 8TH, 7TH, AND 4TH AVENUES 0 4' 8' 16'  
SCALE: 1" = 16'-0"



**C** FAIRVIEW GREENWAY TRAIL SYSTEM SITE PLAN NOT TO SCALE PLAN NORTH

## Section 3 Building Type

The primary focus of regulation in this Code is the form, massing, and location of new buildings. The most effective way to manage these issues is to classify all new or redeveloped buildings into one of xx established building types. Each building type is permitted, prohibited or allowed with a conditional use permit in specific Fairview districts and is associated with specific standards such as building height, setbacks, access and others.

The overall intent of the specific building types and their associated standards is to require new projects to be designed in a way that establishes the density, activity and interest for the pedestrian, the urban resident or the visitor to Fairview, AK. The established building types reflect generic urban forms seen throughout many urban areas but are flexible enough to allow for innovation and creative architecture.

**3.1** The following is a description of each building type:

**Mixed-Use Building** – A multi-story structure that typically has a vertical mixture of uses. The ground floor (street level) may be used for commercial or office, while the upper floors may be used for office, residential, lodging or storage.

**Live/Work Building** – A dwelling unit that contains, to a limited extent, a commercial component. A live/work building is a fee-simple unity on its own lot with the commercial component limited to the ground level.

**Civic Building** – A structure specifically designed for a civic function. Typical uses include government office, cultural institutions and religious institutions.

**Apartment Building** – A structure with more than two dwelling units on one lot. The apartment building type may also be used for lodging purposes.

**Small Commercial Building** – A single-use, one-story structure with either commercial or office use.

**Rowhouse** – A dwelling unit attached by a common wall to at least one other dwelling unit. A rowhouse is generally a fee-simple dwelling unit, from ground to roof, with no units above or below. Structures containing rowhouses must contain at least three rowhouses.

**Accessory Unit** – A dwelling unit that is located over a garage on the same lot as the main structure. An accessory unit may also be a single-story dwelling unit, not associated with a garage, located on the same lot as the main structure. An accessory unit may be attached or detached from the main structure and is located to the rear of the lot. An accessory unit shall have a maximum square footage equal to fifty (50) percent of the main structure's furnished space, excluding garages and basements.

### 3.2 District Building Types

Due to the unique qualities of the individual Districts, not all building types are appropriate in all areas of Fairview. Table 1 illustrates what building types are permitted in each District.

#### 3.2.1 Building Envelopes

Each Building type has specific prescriptive building envelope standards. These standards are intended to create an interesting pedestrian environment and a consistent street wall. Table 2 describes building envelope standards for each building type on interior and corner lots. Corner lots are those properties that are adjacent to more than one public street (excluding alleys).

3.2.1.1 Building Alignment – New buildings should be located to align with adjacent buildings on at least one side. This only applies when adjacent buildings are within the range of the required building setbacks.

3.2.1.2 Public Roadside Constraints – Building types with 0' front setbacks but inadequate public roadside width should be setback from the property line far enough to provide adequate public roadside width; however, the inability to meet both building envelop standards and public roadside standards will require the granting of a warrant.

3.2.1.3 Measuring Setbacks – To all extent practical, the entire front façade of a building must be within the range of acceptable front setback. When a 0' maximum setback is required, monor articulation may be used allowing portions of the façade to be slightly setback from the property line. Maximum side setbacks are only applicable at the front of the property that therefore permit rear oriented surface parking lots, landscaped areas, or other non-structured uses behind the building while also establishing a consistent street wall.

3.2.1.4 Corner Lots – A lot located at the intersection of two (2) or more intersecting streets with frontage on both streets and is considered a corner lot. Both lot lines adjacent to the streets are considered front lot lines and must meet front setback envelope standards.

3.2.1.5 Access to Rear Parking – When parking areas are proposed to be located behind a building, the side setback may be permitted to increase to twenty (20) feet to allow an access drive. This provision only applies if the curb cut is acceptable to Municipality, pedestrian conflicts are minimal, and alley access alone is deemed insufficient.

### 3.2.2 Building Height

The maximum and minimum height of new structures varies according to building type and district. Table 3 describes the maximum and minimum number of stories relative to building type and district.

3.2.2.1 Buildings which are primarily residential or lodging and therefore may have shorter floor-to-ceiling heights may be permitted through the approval of a warrant to exceed the maximum number of floors if they are designed to be in scale with the existing or probable height of nearby non-residential buildings.

## 3.3 Frontages

One of the most critical elements of any new urban buildings is the design of the frontage. A Frontage is defined as the front façade of a building together with the area between the faced and the right-of-way. The type of frontage and the make-up of the façade play a significant role in creating an interesting and pedestrian-friendly street wall. The five acceptable frontage types are:

3.3.1 Common Lawn – A landscaped frontage wherein the façade is set back from the property line (but minimum and maximum setbacks are met). The front yard remains unfenced and is visually continuous with adjacent yards supporting a common landscape.

3.3.2 Forecourt – A frontage wherein a portion of the façade is close to the frontage line and the central portion is set back. The forecourt area is suitable for vehicular drop-offs or private open space. The forecourt area typically includes landscaping, hardscaping, public art, and/or street furniture. The first floor finished elevations may or may not be elevated to secure privacy for first floor units.

3.3.3. Stoop – A frontage wherein the façade is aligned close to the frontage line with the first story elevated from the

sidewalk sufficiently to secure privacy of the windows. The entrance is usually an exterior stair and landing. This type of frontage is recommended for ground-floor residential use. Stoops may not encroach into the right-of-way.

**3.3.4 Shopfront** – A frontage wherein the façade is aligned close to the frontage line including building entrance at sidewalk grade. This type is conventional for retail use. It has substantial window glazing on the sidewalk level an awning that should be at least 6' in depth but does not encroach into the street right-of-way.

**3.3.5 Gallery** – A frontage wherein the façade is aligned close to the frontage line with an attached cantilevered shed or a colonnade overlapping the sidewalk. The building entrance is at sidewalk grade. This type is conventional for retail uses. The gallery shall be no less than 10 feet wide and shall permit adequate pedestrian way clearance. The gallery may encroach into the right-of-way if the standards associated with Section xxx are met. The design of the gallery, including the location of the gallery columns, must allow for adequate amenity zone improvements and minimum clearances from public infrastructure including public parking stalls.

**3.3.6 Glazing and Fenestration** – By designing the first level with a significant proportion of windows, the public frontage is improved in two ways – windows typically increase the articulation and texture of the façade, and they improve the pedestrian environment by providing visual interest. The first floor of all buildings in the Innovation District shall be glazed with transparent glass at the maximum percentage feasible. As a guide, table 4 is provided as a guide to determine adequate glazing proportions.

**3.3.6.1** The percentage of first floor glazing equals the percentage of transparent glass along that portion of the façade between eighteen (18) inches and ten (10) feet in height running parallel to the front property line and the beginning of either the

finished floor elevation or finished grade to account for sloped properties. Interior window treatments (e.g. curtains or blinds) may be used periodically for privacy or sun shading purposes, but should not be a constant feature on first floor windows along the building's façade. Each building façade is measured independently.

## **3.4 Uses**

Although the emphasis of these standards is directed toward building mass and form some uses are prohibited or approved with a conditional use permit within the Fairview Form-Base Zone. Pedestrian-oriented character is primarily established through building form standards, however, restricting specific uses will help guide growth and specifically encourage an increased residential presence in the Innovation District. In order to foster a vibrant Fairview community a balanced and desirable collection of varied uses within the Districts is essential.

### **3.4.1 District Uses Matrix**

A mixture of compatible land uses is encouraged throughout all districts of the Fairview community; however, the principal uses are residential, arts, entertainment, retail, hospitality, cultural, office, light-industrial and sports. A wide variety of uses should be incorporated into the Fairview community by both vertical and horizontal integration. To assure that the uses most conducive to achieving a successful urban Winter City community, it is important to identify uses to permit, condition, or restrict by sector.

The following is a general District Use Matrix to guide in determining if a use is compatible in a District. This table includes only broad, generalized land use categories, as a large level of use flexibility is expected with the form-based code area. Specific and unique uses that are not included on the chart may be deferred by



Municipal Staff to the Urban Design Commission for their consideration.

### 3.4.2 Uses for Building Types

In addition to use restrictions in each district, general use categories are either permitted or prohibited for each building type. Table XX illustrates what uses are permitted for both the ground-floor as well as upper levels of all seven building types. Flexibility is permitted from this table but can only be granted by the Urban Design Commission.

### 3.4.3 Prohibited Uses

Some uses are generally inappropriate in all Fairview Districts. Following is a list of prohibited uses:

3.4.3.1 Commercial surface parking lots are prohibited as the primary use on any property unless an “interim use” plan is approved, surface parking lots may be permitted if they clearly are accessory to the primary use on the property.

3.4.3.2 Off-premise free-standing signs are prohibited in all Fairview Districts.

### 3.4.4 Conditional Uses

Some uses are generally inappropriate in all Fairview Districts. Following is a list of uses that may be approved as a Conditional Use:

3.4.4.1 Sexually Oriented Businesses are Conditional Uses and must comply with all siting and buffering standards described elsewhere in the Anchorage Municipal Code.

3.4.4.2 Detention Facilities are conditional uses.

3.4.4.3 Any convention center, arena, or sports stadium, whether indoor or outdoor shall be considered a conditional use. The additional level of review may be used to allow such a use in spite of the fact that the proposed structure does not adhere to one of the Form Based Code approved building types.

3.4.4.4 Bars are considered a Conditional Use throughout the form base code area.

3.4.4.5 A single retail establishment with over 50,000 square feet will require a Conditional Use permit.

3.4.4.6 Human Services Establishments – human service homes, human service residences, family care homes, large family care homes, hospices, domestic violence safehouses, or family support residences are permitted uses. Residential child use care facilities, human service shelters or detoxification centers require conditional use approval and must demonstrate adherence to Title I of the Alaska State Constitution regarding Rights and Obligations.

3.4.4.7 Other Conditional Uses to be Determined after further discussion.

### 3.5 Parking

Parking supply and demand in the Fairview Form Based Code districts are tailored to the unique character and transportation choices in the urban core setting. The sub-division of land in the Fairview area is very similar to that of the Central Business District – short blocks with alleys in a grid pattern. Commercial properties in the CBD are not required to include off-street parking. Parking demand is met by the facilities of the Anchorage Parking Authority. However, although the lots in Fairview are designed the same as the lots in the Central Business District, they are required to meet minimum off-street parking requirements applicable for the more suburban areas of the Anchorage Bowl. This has created a disconnection between the design and reality for Fairview development and restricted business opportunities. One example of such stunted opportunity is the lack of sit-down restaurants in the Fairview area, even though the Sports Complex sub-area is a prime anchor tenant for customers.

Development has occurred throughout the Anchorage Bowl with many land uses traditionally reserved for the downtown core allowed to locate in a wider geographic area, most notably the Mid-town area. Much of this movement was based on economics as land tracts were larger and values were lower while the area was easily accessible via a fairly well developed arterial network.

The convenience of multiple forms of alternate transportation, including the ability to traverse the area as a pedestrian and/or bicyclist, decrease the parking demand for many urban land uses. This is illustrated by the fact that Fairview Census Tracts have one of the lowest rates of auto ownership in the Municipality. Furthermore, the provision of multiple public and private parking structures and for-profit surface lots, decrease the need for new parking stalls for individual projects.

#### 3.5.1 Parking Reduction Factors

Those properties that include a combination of multiple general land use categories may reduce the overall supply of parking by the following ratios:

<b>Table</b>	
<b>Use Combination</b>	<b>Required Parking</b>
Residential and Office	75% of combined total
Residential and Retail	90% of combined total
Office and Retail	75% of combined total
Lodging and Residential	90% of combined total
Lodging and Office	80% of combined total
Lodging and Retail	90% of combined total

#### 3.5.2 Parking Exemption

3.5.2.1 The standards described above in section 3.5 do not apply within the Innovation District. While no parking is specifically required within the Innovation District, new projects are encouraged to coordinate with the Anchorage Parking Authority to ensure adequate parking is available to meet anticipated demand.

3.5.2.2 The approach is use by the Municipality in the Central Business District is applicable within the Innovation District.

## 3.6 Block Standards

When new sub-divisions are being created through proposals to divide or merge lots, rights-of-way are established or vacated or other platting action is proposed, the following standards shall apply:

### 3.6.1 Block Dimensions

These Standards guide the platting configurations of new subdivisions. The length, width and shape of blocks shall be designed to provide convenient and safe circulation and access for pedestrians and vehicles. The historic block pattern for the urban core should be respected and repeated when possible.

3.6.1.1 The historic Fairview block dimensions of 350' x 350' shall be preserved and repeated throughout the form based code area.

3.6.1.2 Blocks shall feature a mid-block alley or pedestrian passage that is at least 20' in width.

3.6.1.3 The grid system should be maintained, yet variation may be approved by warrant if connectivity is retained and the pedestrian experience is enhanced.

3.6.1.4 Pedestrian Bridges – elevated pedestrian bridges may be approved to span alleyways or to connect a structured parking facility with a significant land use, but are prohibited over all other public streets.

## 3.7 Public Spaces

The intent of Public Space Standards is to promote a high quality pedestrian-oriented public realm that encourages usage in addition to providing a comfortable and safe environment for all users of public space. The thoughtful design and maintenance of

public roadsides, landscape, street furniture, public parks and plazas, public art, and signage are all elements that impact public space.

All public improvements required specifically by the Fairview Form Based Code must be installed as a condition of approval to the development plan regardless of if the land is being platted. Improvements may include, but are not limited to, curb and gutter, sidewalk, right-of-way landscaping, street furniture, snow-melt cisterns, fire kiosks, lighting, winter landscaping elements, utility upgrades, pedestrian enhancements, traffic improvements, and public wayfinding signage.

### 3.7.1 Definition of Individual Public Spaces

The public realm is the area and improvements within the Municipal and State rights-of-way (ROW) and typically extends from building façade to building façade in the Innovation District. It is made up of the following more specific elements:

**Public Roadside** – The area from the street curb to the building.

**Pedestrian Way** – The area of the public roadside that is located closest to the building and provides a space for close walkways and legal encroachments that enhance a healthy urban experience for the pedestrian.

**Amenity Zone** – The area of the public roadside that is located closest to the road and consists of items such as street trees, planters, lights, bike racks, and street furniture. Structures placed in the amenity zone should be located to allow American with Disabilities Act (ADA) clearance for users to travel from a parked vehicle to the pedestrian way.

**Vehicular Zone** – The area from curb to curb that is predominately used by vehicles.

### 3.7.2 General Roadside Design

The following figures illustrate the required design and dimensions of the public roadside:

When inadequate ROW width is present, the required public roadside shall encroach onto private property that must be encumbered by a public improvement easement.

The slope of the public roadside should not exceed 2% slope to conform to ADA requirements.

### 3.7.3 Pedestrian Way Design

In all Districts, the pedestrian way shall be at least 6' in width from the ground level to a height of 27". The area from 27" to 80" above the ground level may have maximum encroachments of 12" along light poles, and 4" for wall protection. The area shall be paved with 4" concrete (except at driveways where 8" is required) and shall not exceed 2% slope. Pedestrian ways may be composed of pavers or other suitable decorative design element but must match the durability of the default 4" concrete standard.

### 3.7.4 Amenity Zone

The intent of the street landscaping and furnishing standards is to promote attention to detail, quality, and continuity of practical street elements that encourage a more enjoyable experience for all users of the public realm, including users of automobiles, mass transit vehicles, bicycles, and pedestrians. Structures placed in the amenity zone should be located to allow ADA clearance for users to travel from a parked vehicle to the pedestrian way.

The following table provides information on the design and composition of the amenity zone.  
(INSERT TABLE)

The treatment described herein is considered as the minimum standard regarding design and materials. Alternatives may be approved by the Urban Design Commission if they exceed the minimum standards and are utilized over a larger scale (i.e. block face, renewal area, etc.).

#### 3.7.4.1 Street Tree Standards

1. Proposed tree types and planting methods should be consistent with Municipal Landscape requirements.
2. Shade trees should be placed with consideration to street furniture location.
3. Street trees should be placed 25-40 feet apart on center, depending on the trees size at maturity. Where necessary, spacing requirements may be made to accommodate mature trees, curb cuts, fire hydrants and other infrastructure elements.
4. To maximize survival rates, trees should be planted to ensure proper drainage and shall be irrigated if needed.
5. Development must conform to tree preservation standards set forth in the Municipal Code.

#### 3.7.4.2 Bicycle Storage

1. All building projects shall provide adequate bike racks and/or storage areas for employees, customers, and residents.
2. Bike racks and/or storage areas should be located within 100 feet from the entry points to all building types. Bike racks and/or storage areas should be located near high traffic areas but should not impede the function of the pedestrian way.
3. Bike racks should be easy to recognize, attractive, and functional. Innovative bike rack designs are encouraged,

especially when located within the public roadside. Bike storage areas should be well lit and designed according to the needs of the user – bike cages or lockers should be provided for long term bike parking where warranted.

### **3.7.5 Vehicular Zone**

Due to the variety and complexity of specific street cross-sections in the form-based code area, the design of the vehicular zone shall be determined on a case-by-case basis. Those projects that will affect the existing street cross-sections should engage in early dialog with the Municipality to determine the appropriate design of the vehicular zone.

## **3.8 Signage**

While the Fairview form-based code zone has specific sign needs and complexities, the sign standards and allocations identified elsewhere remain applicable and shall be enforced throughout the Fairview community. Guidance and recommendations for Fairview specific is provided in other sections of the regulating plan.

**Table 1**

**Fairview FBC District**

<b>Building Type</b>	West Fairview	West Fairview Legacy	East Fairview	South Fairview	South Fairview Bluff	Innovation Main Street	Innovation Arena	Innovation North Fairview
Mixed-Use Building								
Live/Work Building								
Civic Building								
Apartment Building								
Small Commercial Building								
Rowhouse								
Accessory Unit								

**A "P" indicates that the building type is permitted in the district.**

**A "C" indicates that conditional use approval is needed.**

## Section 5 Winter City Design Guidelines

**Intent:** The intent of the Design Guidelines is to provide further guidance to developers of land and property in the Fairview community. The Guidelines implements the Fairview Neighborhood Plan and the Anchorage Bowl Comprehensive Development Plan as they encourage northern sensitive design, mixed residential/commercial development and the creation of a more livable Winter City.

**Purpose:** This section of the form-based code describes recommended design practices that contribute to the creation of a high-quality, pedestrian friendly, winter wise urban community. The principles described in this section are not considered required development standards. However, all projects are strongly encouraged to utilize this section to design projects that meet the intent of this Code. Additionally, those projects that need one or more warrants will be judged for conformance with this section as a criterion for approval.

The Design Guidelines build on the core Traditional Neighborhood structural characteristics existing in the eastern section of the downtown area. They create an urban form embracing the realities of our sub-arctic location. They acknowledge the importance of urban form in helping to create a vibrant community of active citizens, engaged in productive initiatives, working as individuals and together in organizations and as businesses to create a dynamic and prosperous Winter City community.

**Conventions:** Traditional Northern Neighborhoods have the following elements:

- The neighborhood is physically understood and limited in size.
- Residences, shop, workplaces, and civic areas are located in the neighborhood, all in close proximity.

- A hierarchy of streets serves the needs of the pedestrian, bicyclists and the automobile equally.
- Public squares and Parks are physically defined and provide places for informal social activity and recreation.
- Private buildings form a clear edge along streets thereby creating delineation between the Public realm and the interior of the lot/block.
- Civic buildings and squares reinforce the identity of the neighborhood, becoming symbols of community identity and providing places of peaceful assembly for social, cultural and religious activities.

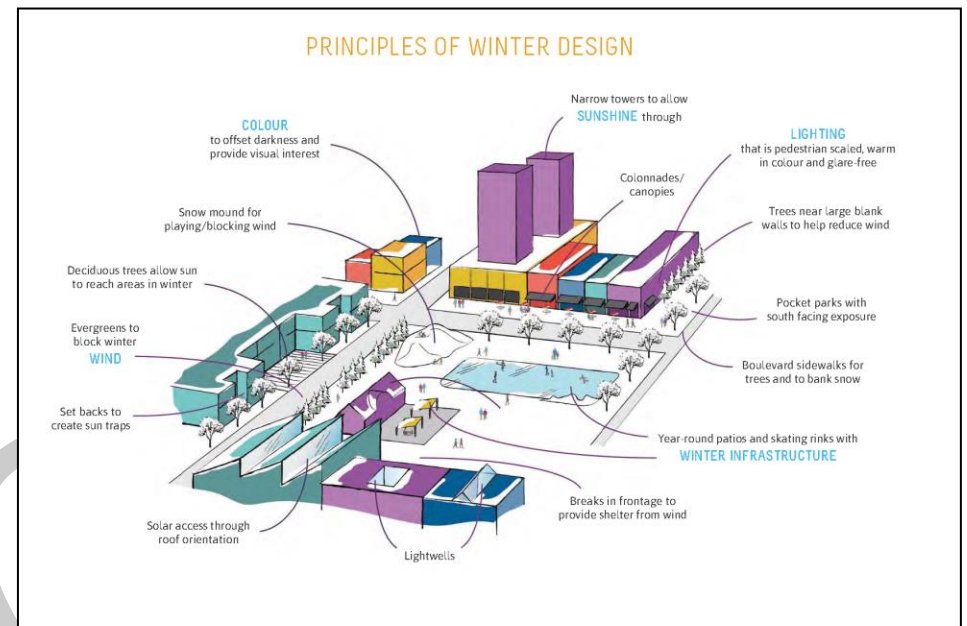
**Community Objectives:** Traditional Northern Neighborhoods achieve the following:

- By bringing within walking distance most of the activities of daily living, including dwelling, shopping and working, the elderly and the young gain independence of movement.
- By reducing the number and length of automobile trips, traffic congestion is minimized, road expansion is limited and the right-of-way gives equal treatment to pedestrians and non-motorized transportation.
- By organizing appropriate building densities within a one-quarter mile of designated corridors, public transit becomes a viable alternative to the automobile for trips outside the neighborhood.
- By enhancing the Public Realm, citizens are drawn to the public spaces where they come to know each other, build a sense of common purpose and watch over their collective security.
- By providing a full range of housing types and workplaces, age and economic are integrated and the bonds of an authentic community are formed.
- By providing suitable civic facilities, grass-root engagement is encouraged and citizens acquire a sense

of obligation to the greater community. This in turn increases volunteerism, reduces demand for public services and creates a more cost-effective Municipality.

**Design Principles:** Developing a more livable Winter City community requires adherence to certain essential design principles. These are:

1. Protect the public realm from excessive shadows through building design and placement.
2. Face the South, protect and/or enhance solar access.
3. Use Microclimates to create unique Winter/Summer spaces of value and extends the shoulder seasons.
4. Encourage efficiency in the use of energy.
5. Support mixed-use streets and buildings.
6. Encourage development of an Alaskan sub-arctic color aesthetic and employ strategic use of color to enliven the Winterscape.
7. Embrace all seasons, celebrate the Winter Spaces and remember to show the Winter View.
8. Acknowledge the duality of climate in our sub-arctic environment.
9. Give equal attention to Winter Landscaping that creates visual interest in the dark winter months.
10. Incorporate design strategies to block wind, particularly prevailing winds and downdrafts.





## 5.1 Winter City Design Guidelines: Framework and Use

The design guidelines are organized into two areas. The first focuses on the Public Realm of streets, parks and open spaces intended for all the people of our community. The second focuses on the interface between the Public Realm and a private property.

### 5.1.1 Built Form and Public Realm Interface

It is important for the vitality of a city that the area between the public way and the building be considered in the design of the frontage. There is an interrelationship between buildings and the public realm that is too often ignored. Buildings frame public spaces, and their design has a significant impact on the vibrancy of our community. Building design, massing, surrounding structures and site exposure all have a direct impact on microclimates and pedestrian comfort at the street level.

Sunshine, especially on cold winter days, makes people feel warmer. Making good microclimates can extend the shoulder seasons of Fall and Spring by up to two weeks on each end. This would reduce our typical six-month long winter season and make the warmer seasons the dominant part of the year. The use of color and the creative use of lighting can also add to the visual aesthetic to make a place more beautiful and inviting.

The Fairview area has a more walkable public realm in that the shorter blocks, alleys and relatively narrow frontages have the structural capacity to create an inviting streetscape with the additions of more visually interesting building treatments.

In the Innovation District, consider opportunities to develop small shops and restaurants that front along the alleyways as

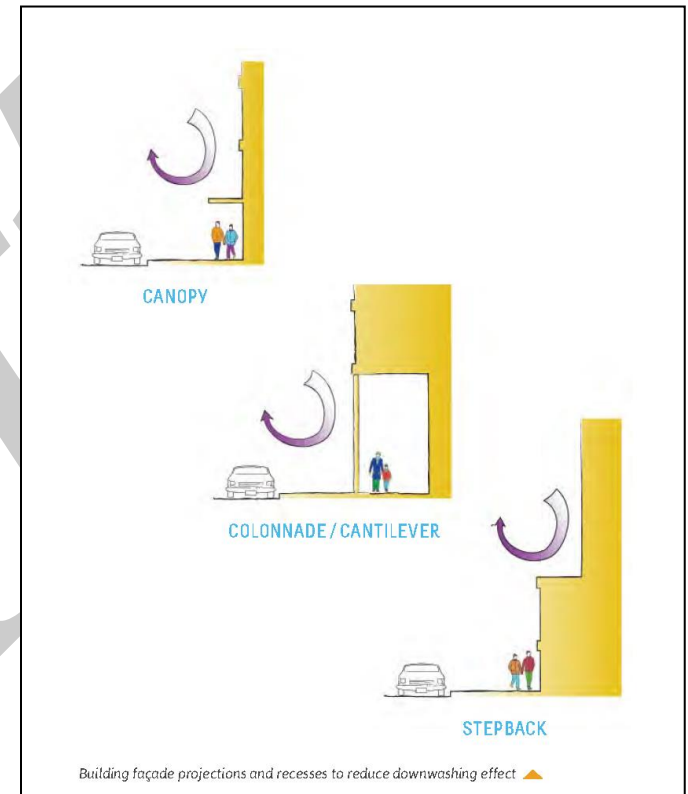
they have the potential to develop into active pedestrian routes, especially if they provide protection from the weather.

### 5.1.2 Streetwall Height, Massing and Orientation

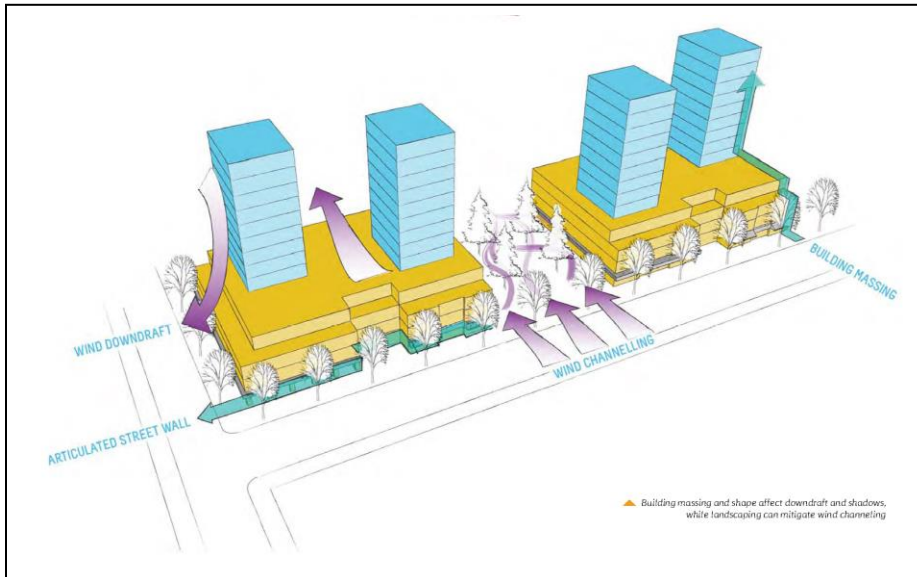
Good design principles, such as appropriate

streetwall heights and pleasing materials at the pedestrian level, contribute to a year-round comfortable space. The addition of awnings, canopies, and arcades provides color, interest, texture and weather protection to pedestrians.

Consider designing the street wall, or total face of the building fronting on the street, to be no higher than the width of the street, ideally creating a 1:1 ratio. The use of setbacks is encouraged. Street trees and other attractive vertical elements may be used to help provide a similar sense of definition and enclosures with lower heights and less dense buildings.



Consider solar access in the placement of buildings and outdoor spaces. Building massing and siting should create minimum shade upon the public realm. Where shade is created, features should be added to offset the shading of public space. The use of fire kiosks for example could substantially off-set the negative influences caused by excessive shading. Where possible, accommodate taller structures on the north side of streets to avoid excess shadow-casting over sidewalks, patios and outdoor spaces.



## Shadows

From the Winter equinox to the Spring equinox, shadows are long and reduce the opportunity for sunny public spaces.

## 5.2 Architectural Guidelines

The following principles should be considered for the design of projects across the form-based code area.

### 5.2.1 Encroachments

Encroachments such as awnings, galleries, stoops, flags, signs, and patio seating areas improve the pedestrian character by providing shade, creating sun pockets, enhancing interest, 3-dimensional depth and public activity. Private use of the public right-of-way is encouraged where the encroachment meets this Code's intent and the encroachments do not impact existing or anticipated utility infrastructure.

#### Items for Attention:

- Surface level encroachments shall be limited to retain an adequate public pedestrian way.
- Documentation of structural stability of above ground encroachments is required as part of the encroachment review.
- A long term encroachment license may be issued.
- All encroachments must be evaluated by Municipal utilities to verify that the proposed encroachment will not unreasonably impact existing or anticipated utility infrastructure at the site.
- A revocable permit will be required for all private encroachment into the public right-of-way.

### 5.2.2 Architectural Detail

Architectural details create an interesting visual environment for the pedestrian. Building facades should include architectural details for at a minimum the first two floors. Details should be incorporated into a range of façade elements such as windows, spandrels, awnings, porticos, cornices, pilasters, columns and balconies. Details should establish a varied building texture and highlight façade articulation.

### 5.2.3 Double Frontage

Structures located on corner lots should be designed with multiple front facades to create a pedestrian friendly and attractive public realm. Structures that are adjacent to multiple street frontages should be designed with multiple front facades. Additionally, the building frontage should extend to the block corner.

#### 5.2.4 Stepback

A stepback, sometimes called a setback, is a step-like recession in a wall façade. The architectural design of buildings should include articulation that breaks-up large monotonous building facades and increases the amount of light and openness at street level. Buildings more than 6 stories in height should consider an architectural stepback after the 2<sup>nd</sup> story. Stepback features are most important to building frontages along public streets (excluding alleys).

#### 5.2.5 Pedestrian Access

To improve the pedestrian experience and increase public space activity, pedestrian access points should be located along the public frontage as often as practical. Access ways into the buildings may be into commercial spaces, individual residential units, lobbies, individual offices, shared spaces or other spaces.

#### 5.2.6 Transitions

The transition guideline is intended to limit the bulk and height of structures at the edges of the form-based code area. The massing of taller structures should be organized in a way that minimizes the apparent bulk and height of the proposed structure. This should be accomplished in three ways: 1) by careful selection of building type at the

zone's edges, 2) providing landscape buffers or setbacks, and 3) providing stepbacks for new taller buildings at the form-based code area edges. New structures adjacent to or across a street or alley from existing single family or two family properties that are outside the form-based zone should stepback from the property line at a 2:1 ratio.

### 5.3 Site Design

The following principles should be considered for the design of project sites across the form-based code area.

#### 5.3.1 Services

To create a more pedestrian friendly and attractive Winter City community, many utilitarian features, such as trash facilities, loading docks, HVAC equipment, and above ground utility infrastructure, should be out of the public's view. Ground level services should be located at the rear of a structure adjacent to the alley if possible. A screen wall should be used to screen the view of service features if the optimal placement does not adequately screen the features from the public realm. Landscape treatments should not substitute in lieu of a screen wall, however landscape treatments may be appropriate when service features are adjacent to intense pedestrian use and public visibility to soften the service area from the public realm.

#### 5.3.2 Drive-through

The location, design and visibility of vehicular drive-through facilities in the Fairview Form Based Code area should respect the pedestrian environment, the desired urban density, and the aesthetics from the public realm. Drive-through lanes should not have entrance or exit points on public streets. Access into and out of the drive-through should utilize public alleys if available; if there is

no public alley the drive-through shall be designed to minimize access points. The drive-through bays and the stacking area should be screened from the public realm using the principal building and/or a screen wall if necessary.

### 5.3.3 Parking

Parking should be provided when necessary, especially for those projects expected to have a high demand for auto parking. There is an acknowledgement that on-site parking for the typical 7,000 square foot lot prevalent in the Fairview Form-Based Code area may represent an economic hardship to small business developments. Developers of property are encouraged to support expanding the geographical purview of the Anchorage Parking Authority so that it encompasses the entire gridded urban core area and that it undertake an expansion of public, structured facilities to meet future parking demand while enabling economic development.

Projects that include parking should consider the provision, location and design of on-street, underground, or intra-block surface or garage parking. The provision of on-site parking should also take into consideration the possibility of the existing parking supply in adjacent areas being consumed by a proposed project. Whenever possible, the parking lots and structures should be shared by multiple property owners and users.

The following principles should be considered for the design of parking projects throughout the form-based code area.

5.3.3.1 Structured parking – Structured parking includes multi-level parking which may be located below, at or above ground level. Structured parking should be

utilized to enable infill of the Fairview Innovation District and concentrate parking for workers, residents and other Fairview patrons in nodes within walking proximity to major trip generators and/or multiple destinations.

- Structured parking should be obscured from public view if possible and accessed from alleys if able.
- If visible from street, structured parking should blend with architectural surroundings.
- Ground floors should feature active uses and should provide at least 60% fenestration along the public frontage.

5.3.3.2 Surface Parking – Surface parking includes unenclosed, ground level lots which are accessory to a principal use. Surface parking provides for shoppers, diners and other short-term visitors. Surface parking in the rear of buildings may also be used for small residential developments and businesses.

- Private surface parking should be intra-block behind principal buildings.
- Surface parking should include adequate landscaping and lighting to both screen the lot from the public realm and provide a safe and secure property.
- Landscaping efforts should maintain, and be consistent with, the public streetscape standards section of the code.

5.3.3.3 Additional Setback for Vehicular Access – Enclosed or garage parking structured in the edge areas should be set back 5' from the public right-of-way, including alleys, to allow adequate sight visibility and safe access.

### 5.3.4 Hardscape Elements

Hardscape elements should provide practical public features in addition to a more interesting visual environment for the pedestrian. The following principals should be considered for the design of hardscape features across the form-based code area.

- Paved surfaces in the pedestrian way should be consistent with the public roadside standards of this Code.
- Bike racks, trash cans, and seating should be incorporated into streetscape designs on all streets with high levels of pedestrian activity. Continuity of style throughout a neighborhood is encouraged. These elements should be durable, cost effective and easy to maintain.
- Corner lots located in the Innovation District should respond to their context. For example, a very large plaza with adjacent commercial activity (such as the one proposed next to the southern section of the Fairview Greenway) should have more elaborative material while a less intense and smaller plaza will tend toward the simpler.

### 5.3.5 Public Parks and Plazas

Public parks and plazas may be defined as those areas that encourage a variety of public spaces in the Innovation District, ranging from active urban plazas to more passive and heavily landscaped neighborhood parks.

Plazas are defined as urban public spaces that are more formal than parks and have a higher degree of hard surfaces and pedestrian traffic.

Parks are defined as open spaces that have less hard surface and pedestrian traffic than plazas. Parks typically include both active and passive recreation areas.

The form-based code area has an inadequate amount of existing public spaces, and therefore careful consideration should be given to additional public and privately created parks and plazas. For those projects that warrant a park or plaza, the following principles should be considered:

- Public spaces should be located and designed so that they are clearly visible and easily accessible during daylight hours. Access may be limited at other times.
- When possible, the siting of green spaces shall consider the eastern Chugach Mountain views.
- All public spaces should be designed for the year-round use, be of human-scale and visually interesting in both the summer and winter seasons.
- When possible parks and plazas should incorporate space-defining and active edges – such as multi-story facades with ground floor restaurants. Cafes and shops that attract pedestrians are ideal edge uses. Blank walls should be avoided to the maximum extent possible.
- Public parks should plan for prevailing sun angles and the unique sub-arctic climate conditions of Anchorage.
- Sunken plazas and architectural bench arrangements should be avoided. These designs often fail to promote use especially during the winter and shoulder seasons.
- When possible the public realm should provide flexible space for programmed uses, but design such spaces so that do not appear barren when there is no programming.
- Features that attract users, such as multi-season fountains, public display area or interactive sculpture are encouraged in all areas.
- Landscaping should be incorporated into the park or plaza design so as to provide for natural shade, create sun spaces, and/or soften hardscape areas.

- Landscaping elements, should acknowledge the Alaskan natural environment, contribute to defining a unique sense of place for Anchorage and adhere to general Municipal landscaping requirements.

### 5.3.7 Public Art

Private and public projects are encouraged to integrate art into the design and implementation process for building and public spaces. Public art may be defined as works of art in any media that has been planned and executed with the specific intention of being sited or staffed in the public domain, usually outside and accessible to all. Site specificity, community involvement and collaboration are components of public art. A work of “art” may be defined as a physical manifestation of an idea, concept, theory, statement or philosophy that communicates and reaches beyond the basic fulfillment of function.

- Structural public art should be constructed of durable, easily maintained material which is vandal resistant and poses no risk to the general safety of the public. Works intended to have only a temporary existence may be made of more ephemeral materials.
- Art should be located in places to emphasize or accent building elements such as storefront openings, entrances, plazas, parks or facades.
- The Municipal 1% for Art Commission may assist with identifying appropriate artists and/or advise on design and selection processes for projects.

## Section 6 Definitions

The following definitions are applicable within the area covered by the Fairview Form-Based Code. Those terms not defined in this Section shall be accorded their commonly accepted definitions. In the event of conflicts between these definitions and those of Title 21 of the Municipal Code, those of this Code shall take precedence.

**Albedo:** Solar reflectance.

**Alley:** A vehicular passageway designed to provide secondary and/or service access to real lots. Design speed shall not exceed 15 mph.

**Amenity Zone:** Area of the public roadside that is located closest to the road and consists of items such as street trees, planters, lights, bike racks, and street furniture.

**Apartment:** A dwelling unit not coinciding with an individual Lot such that the Lot is shared with other Apartments and/or another use category.

**Articulation:** Articulation accentuates the visible aspects of the different parts of a Building.

**Artisan Use:** Premises used for the manufacture and sale of artifacts employing only handwork and/or table mounted electrical tools and creating none of the adverse impacts listed under Light Industrial Use.

**Attic:** The storage area within the pitch of a roof. Attics shall not count the Story height limitations.

**Automotive Use:** The selling, servicing and/or repair of motorized wheeled vehicles.

**Awning:** A secondary covering attached to the exterior wall of a Building extending over or in front of a door or window. Typically composed of canvas or other fabric, but may also be fabricated from steel and other metals. Awnings provide shade from the Sun, break from steep downward directed winds and protection from rain or snow.

**Awning (or Canopy) Sign:** Sign painted on or attached to an awning or canopy above a business door or window. See Canopy Signs.

**Banner Sign:** Sign that contains a logo or design placed on lightweight material that can move with the wind and projects from an attached structure, such as a Building or pole.

**Bar:** A use engaged in the preparation and retail of alcoholic beverages, alcoholic liquor or fermented malt beverages for consumption on the premises including taverns, bars, cocktail lounges, and similar uses other than a Restaurant.

**Block:** The aggregate of Lots and Alleys, circumscribed by Public use tracts, generally Streets.

**Building Cover:** The horizontal land area occupied by a Building at finished grade, excluding open porches and loggias and projections and overhangs of less than 2 feet.

**Building Type:** All permitted structures are classified as one of six Building Types. Classifications are defined primarily by building size, shape, mass and placement and secondarily by use.

**Canopy (or Awning) Sign:** Sign painted on or attached to an awning or canopy above a business door or window. See Awning Sign.

**Civic (land use):** Use types including the performance of educational, recreational, cultural, medical, protective, utility, religious, governmental, and other uses that are strongly vested with public social importance.

**Civic Buildings:** Premises used for any permitted or required Civic Use when located on a Civic Use Lot.

**Coffee House:** A restaurant with no more than 40 seats, or more than 6 full time equivalent employees (FTE), and which is open for business not more than 14 hours per day.

**Color Analysis:** A systematic evaluation of exterior premises to identify design factors that create a warmer aesthetic as seen from the Frontage Line.

**Commercial (land use):** Use types including the sale, rental, service, and distribution of goods, and the provision of services other than those classified under other use types.

**Commercial Signage:** Any kind of graphic created to identify a business or similar entity, assists in way-finding and attracts customers. The intended audience should be either motorized or non-motorized.

**Cornice:** the molded and projecting horizontal member that crowns an architectural composition.

**Curb Radius:** The curved edge of the Street at an intersection measured at the inner edge of the parking lane.

**Detention Facility:** A public or private use that provides housing and care for individuals legally confined and is designed to isolate those individuals from a surrounding community.

**District:** Geographically defined regions of the Form-Based Code area that have specific development standards.

**Edge Area:** A continuous open area surrounding the Neighborhood along a minimum of 75% of its perimeter; and no less than 100 feet wide at any place. The area shall be preserved in perpetuity in its natural condition, or used for wetlands or greenways.

**Enclosed Residential Courtyards:** Three to five Story multiplex unit with stepped design to the north side of the lot. Opened to the South and/or Southwest to maximize solar access and warmer microclimates.

**Encroachment:** Any private structural element that breaks the plane of the right-of-way.

**Entertainment (land use):** Use types that establish participant and spectator users engaged in both active and passive activities. Typical uses include: motion picture theaters, meeting halls, dance halls, bowling alleys, billiard parlors, ice and roller skating rinks, amusement galleries, indoor racquet ball, swimming tennis, miniature golf course and other similar uses.

**Façade:** The exterior wall of a building parallel to and corresponding to a Frontage Line.

**Fenestration:** The arrangement, proportioning, and design of windows and doors in a Building.

**Fire Kiosk:** A free-standing unit, powered by gas, wood or electricity that generates heat using flames.

**Form-Based Code (FBC):** A method of regulating development to achieve a specific urban form. Form-Based Codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use, through Municipal Code.

**Frontage:** The area between a Building Façade and the vehicular lanes, inclusive of its built and planted components.

**Frontage Line:** A Lot line bordering a public frontage. Facades facing frontage lines define the public realm and are therefore more regulated than the building elevations facing other Lot lines.

**Glazing:** Refers to glass fenestration material that is covered with a smooth, glossy surface or coating.

**Green Building:** Buildings that consider a building's total economic and environmental impact and performance, from material extraction and product manufacture to product transportation, building design and construction, operations and maintenance, and building reuse or disposal.

**Greenway:** An area of planned development, natural environment, conservation and recreational features which creates a continuous corridor linking man-made features and the natural environment. They can tie various Public Space components together to form a cohesive park, recreation and open space system.

**Hanging Sign:** Projecting signs suspended below a marquee or canopy.

**Hardscape:** Landscape features that are typically made from man-made materials, such as pavement, siting walls, pergolas and sculptures.

**High-Rise Signage:** Any kind of graphic created to display a company name, logo or symbol that is housed in the building to which it is associated and located directly below the building roof. The intended audience should be motorized.



**Ice Sculpture:** A Landscaping element used to enhance Winter Space. Typically illuminated and may involve active drip systems or passive fixed carvings.

**Light Industry Use:** Premises for the repair, assembly or fabrication of artifacts. Light Industry uses shall not produce noxious or hazardous solids, liquids, or gases for emission to the environment or any of the following adverse impacts, as determined at the boundary of the nearest non-Workshop Use Lot: Noise at a level greater than typical street or traffic noise; offensive vibrations; or any other adverse impact as determined by the Planning and Zoning Commission, based on evidence presented.

**Lodging Limited:** providing for no more than 8 rooms for short-term let.

**Lodging Use:** Building providing food service and rooms for short-term letting.

**Lot:** A separately platted portion of land containing a use held privately.

**Manufacturing:** Establishments engaged in the mechanical or chemical transformation of materials or substances into new products including the assembling of component parts, the manufacturing of products, and the blending of materials such as lubricating oils, plastics, resins or liquors.

**Marquee Sign:** Projecting signs attached to the perimeter or border of permanently roofed building, and are constructed as part of the building. Marquee signs are usually installed on theatres, cinemas, or performing art facilities. Marquee sign are limited to include a sign copy, which includes the facility's name, and a changeable copy, which may include current and future attractions.

**Meeting Hall:** A Building, equipped by design for Public assembly, containing at least one room having an area equivalent to 10 square feet per dwelling, or 1300 square feet, whichever is greater.

**Minor Improvements:** Minor modifications to the exterior of an existing building that require building permits but do not increase the size of the structure. Examples include but are

limited to changes to signage, windows or entryways. Interior remodeling projects are not considered Minor Improvements.

**Monument Sign:** Signs that are freestanding and are located adjacent to sidewalks. Such signs are typically used for buildings that are separated from adjacent streets by substantial setbacks.

**Mural:** Signs painted on a wall surface.

**Natural Area:** Waterways, wetlands, and nature preserves, to be preserved in perpetuity.

**Neighborhood Based Snow Removal:** A technique for local storage of snow. Typically involves resident participation either as an individual or in a group.

**Neighborhood Proper:** The built-up area of a Traditional Northern Neighborhood, including Blocks, Streets, Squares, and Parks but excluding Edge Areas.

**Office (land use):** Uses providing for administration, professional services, and accessory activities excluding manufacturing and research facilities.

**Office, Corporate Use:** Premises used for the transaction of business or the provision of professional services with a maximum Building footprint of 15,000 square feet and a maximum of seven stories.

**Office, Home:** Premises used for the transaction of business or the provision of professional services, employing no more than 4 full time Equivalent Employee's (FTE) – one of whom must be the home owner or renter.

**Offices, Limited:** Premises used for the transaction of business or the supply of professional services, employing no more than 8 (FTE) persons.

**Outbuilding:** A separate building, additional to the principal building, contiguous with the rear Lot line, of a maximum of 2 stories, and having a maximum Building footprint of 450 square feet. Outbuildings do not count against maximum Building Cover restrictions or unit counts.

**Park:** An outdoor Public tract naturalistically landscaped, not more than 10% paved, and surrounded by the Frontage Line

of Lots on at least 50% of its perimeter. Parks may contain wetlands.

**Pedestrian Way:** Area of the public roadside that is located closest to the building and provides a space for clear walkways and legal encroachments that enhance a healthy urban experience for the pedestrian.

**Pilaster:** A slightly projecting flattened column built into or applied to the face of a wall.

**Plaque Sign:** Signs attached to surfaces adjacent to entries and are smaller versions of wall signs.

**Plaza:** Urban public spaces that are more formal than parks and have a higher degree of hard surfaces and pedestrian traffic.

**Portable A-frames Sign:** Signs or advertising devices which rest on the ground and are not designed to be permanently attached to a building or permanently anchored to the ground.

**Portico:** A porch that is leading to the entrance of a building, or extended as a colonnade, with a roof structure over a walkway, supported by columns or enclosed by walls.

**Projecting Sign:** Sign attached to the face of a building and projects from the wall surface.

**Private:** That which is neither Public nor Civic.

**Prohibited Uses:** Uses which are not permitted anywhere within the Fairview Form Based Code area; a) any commercial use which encourages patrons to remain in their automobiles while receiving goods or services, except service stations; b) chemical manufacturing, storage or distribution as a primary use; c) enameling, painting or plating, except artist's studios; d) outdoor advertising or billboard as a principal use; e) carting, moving or hauling terminal or yard, except delivery goods to businesses with the Fairview Form Based Code area; f) prisons or halfway houses; g) manufacture, storage or disposal of hazardous waste materials; g) scrap yards; h) mobile homes; i) sand, gravel or other mineral extraction; j) kennels; k) any use which produces any of the adverse impacts defined under the definition of Light Industry Use.

**Public Art:** Works of art in any media that has been planned and executed with the specific intention of being sited or staged in the public domain, usually outside and accessible to all.

**Public Parks and Plazas:** Areas that encourage a variety of public spaces in the Fairview community, ranging from active urban plazas to more passive and heavily landscaped parks. The key component to public parks and plazas is the design for public accessibility.

**Public Frontage:** The portion of a property or building running parallel to a public street. Public frontages are subject to numerous requirements such as fenestration, setbacks, and architectural details. Portions of properties adjacent to public or private alleys are not considered as part of the public frontage.

**Public Realm:** The area owned by the community in common. Often cited as the area and improvements within the Municipality's public right-of-way (ROW) and typically extending from building façade to building façade where build-to requirements exist.

**Public Roadside:** The area from the street curb to the edge of the right-of-way. The roadside shall be measured from the back of the curb to the outside edge of the right-of-way and include the pedestrian way and amenity zone.

**Raised Basement:** A semi-underground story serving to raise the principal floor level no more than 5 feet above the sidewalk. A raised basement shall not count the Story height limitations.

**Residential (land use):** Uses providing wholly or primarily permanent living accommodations.

**Restaurant:** An establishment where food and drink is prepared, served and consumed either on premises (inside or outside), taken out, or delivered. It may include the sale of alcoholic beverages when conducted as a secondary feature of the use and producing less than fifty percent (50%) of the establishment's gross income. The bar area is an area of the

restaurant where the primary business is the sale and consumption of alcohol.

**Retail (land use):** Sale, or rental with incidental service, of commonly used goods and merchandise for personal or household use.

**Service (land use):** Establishments primarily engaged in the provision of frequently or recurrently needed services and that are of a personal, informational, or instructional nature.

**Shadow Space:** The area of blocked light created by building height as attenuated by structures located in the northern latitudes. The area of casted shadow is typically cooler and darker than surrounding ambient spaces.

**Shared Parking:** Where day/night or weekday/holiday schedules allow for the use of parking spaces by more than one user.

**Sign Area:** Calculated by the area of one rectangular or circular shape that encloses all sign elements except the support structure.

**Sign Copy:** Permanent signage that identifies the facility name.

**Signage:** Any kind of graphics created to display information to a particular audience.

**Snow Sculpture:** A Landscaping element used to enhance Winter Space.

**Snow-melting Device:** A sub-surface method for removing snow.

**Spandrel:** The space between two arches or between an arch and a rectangular enclosure.

**Stepback:** A treatment to a structure's design and massing where portions of the upper levels of taller buildings are set back greater distances from the public frontage than the portion of the buildings at street level.

**Street Landscaping and Furnishing:** Those elements that engage and/or interact with the pedestrian or other street user in order to enhance the street experience. Street landscaping and furnishings are generally incorporated into the amenity zone area of the public roadside.

**Stories (related to building height):** The unit used to regulate building height. Stories include habitable space only. A story which is more than 50% below grade (e.g. basement or walkout) is not considered a story relative to building height regulations.

**Subdivision:** Any platting or re-platting of land.

**Summer Space:** An area of a Lot with direct exposure to solar heating whose microclimate is enhanced with wind breaks and reflecting vertical walls.

**Square:** An outdoor Public Tract spatially defined by its surrounding buildings (as a room is defined by its walls), and adjacent to Streets on at least two sides.

**Streetedge:** A masonry wall, wood fence, or hedge, no less than 50% opaque, built along the Frontage Line between 3 and 5 feet in height. Any wall, fence, or hedge built between the Frontage Line and a point even with the nearest enclosed edge of the house may be of no greater height than the Streetedge. The % opacity shall be calculated including all openings.

**Street Vista:** The view, framed by building, at the termination of the axis of a Street.

**Story:** A habitable level within a building no more than 14 feet in height from finished floor to finished ceiling.

**Street Lamps:** A light standard between 8 and 14 feet in height equipped with an metal halide or LED light source.

**Tenant Directory Sign:** Signage that is used to identify businesses in multi-tenant building that do not have direct frontage on a public street. The design of the sign should complement the building's design.

**Through Street:** Through Streets may provide primary access to and/or border, but not pass through a Neighborhood Proper. Where Through Streets border or pass between Neighborhood Propers, there shall be, between the Frontage Line and traffic lanes; a sidewalk of not less than 6 feet, at least one lane of parking; and at least one 10 foot travel lane, and a planted median of at least 12 feet wide with Street trees planted no further than 30 feet apart.

**Tract:** A separately platted portion of and containing a use had in common.

**Tree, Street:** A deciduous tree of wide canopy, resistant to root pressure, of proven viability in the region, no less than 3" caliper and 8 feet clear trunk at the time of planting.

**Urban Heat Island (UHI):** A metropolitan area which is significantly warmer than its surroundings. The temperature difference usually is larger at night than during the day and larger in winter than in summer, and is most apparent when winds are weak. The main cause of the urban heat island is modification of the land surface by urban development; waste heat generated by energy usage is a secondary contribution.

**Urban Beltway:** A coordinated network of Greenways around the developed core of the Municipality for pedestrians and bicyclists creating a unique Winter City public amenity.

**Variance:** Any ruling on a deviation other than a warrant. A variance is a ruling that would permit a practice that is not consistent with a specific standard in the Municipal Code.

**Vehicular Zone:** The area of the right-of-way from curb to curb that is predominately used by vehicles.

**Wall Sign:** Sign attached to and completely supported by exterior walls.

**Warehousing/Wholesale:** An enclosed building used primarily for the storage of goods and materials and which includes a retail/wholesale area at the front of the property for the sale of stored goods and materials.

**Warrant:** A ruling that would permit a practice that is not consistent with a specific standard of the Form Based Code but is justified by the provisions of the intent.

**Wayfinding Signage:** Any kind of graphic created to offer directional message. The intended audience should be either motorized or non-motorized.

**Weather Protection Device:** Design element (canopy, awning, arcade, colonnade) that provides protection from snow, ice, and wind.

**Window Sign:** Any sign painted on or attached to the inside of a window facing the street.

**Winter City/Winter Cities:** A concept for communities in northern latitudes that encourages the planning of transportation systems, buildings, and recreational facilities around the idea of using the infrastructure during all seasons of the year rather than just the warm seasons.

**Winter Landscaping:** A set of techniques used to enhance the northern streetscape. Typically used to push back the sense of cold and darkness through the strategic use of snow, ice, light and color.

**Winter Space:** An area of a Lot with minimum solar heating whose microclimate is dominated by shadows and is cooler than average temperatures. Typically located on the North and/or Northeast side of a building or Lot.

# East Fairview Traditional Neighborhood Design Standards

<b>Building Placement</b>				<b>Use</b>			
<b>Build-to Line (Distance from Property Line)</b>				Ground Floor	Residential, or Services		
Front	20'			Upper Floors	Residential, or Services		
Side Street	10'			* See Table x.x for specific uses			
Rear, Ancillary Building	5'						
May be reduced to meet furthest back adjacent BTL if adjacent BTL is less than 20' from property line.				<b>Height</b>			
				Building Max	2.5 stories and 30' max.		
				Ancillary Building Max.	1.5 stories and 15' max.		
<b>Setback (Distance from Property Line)</b>				Finish Ground Floor Level	18" min. above sidewalk*		
Side	4' one side, 8' other			First Floor Ceiling Height	10' min.. clear		
Rear, Main Building	40'			Upper Floor Ceiling Height	8' min. clear		
Setback shall be 20' measured from front property line if no alley adjoins the property				* 6" on downslope lots.			
<b>Building Form</b>				<b>Notes</b>			
Primary Street Façade built to BTL	50% min.			Mansard roof forms are not allowed.			
Side Street Façade built to BTL	30% min.			The windows along any portion of a building that project beyond the real façade of adjacent homes must be privacy windows if the façade is 10' or less from the side property line.			
Lot Width	60' max.						
Lot Depth	120' max.						
Distance between buildings	10' min.						
Depth of ancillary building	28' max.			Any decks on the rear of homes greater than 2' above grade must have a privacy screen toward neighboring lots.			
Footprint of ancillary building	700 sf max.						
<b>Winter City Elements</b>							
Reflective Surfaces	25% min.			Winter Landscaping shall be installed on any north/northeast lot area fronting on a street.			
Warm Colors	1 façade min.			Colors are selected to push back darkness between the autumn and spring equinoxes.			

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<b>Parking</b>		<b>Encroachments</b>	
<b>Location (Distance from Property Line)</b>		<b>Location</b>	
Front Setback	20'	Front	10' max.
Side Setback	0'	Side Street	8' max
Side Street Setback	5'	<b>Notes</b>	
Rear Setback	5'	Porches, Balconies, and Bay Windows may encroach into the setback on the street sides, as shown in the shaded areas.	
<b>Required Spaces</b>			
Residential			
Studio Unit	½ Space	<b>Allowed Frontage Types (see page --)</b>	
1-2 Bedroom unit	1 Space	Stoop	
3+ bedroom unit	1 Space + add'l ½ space for every bedroom over two	Depth	4' min., 6' max.
		Forecourt	
Other Uses		Depth	20' min., not to exceed width
Uses <3,000 sf	No off-street parking required	Width	20' min., 50% of lot width max.
On lots without alley access, a one-unit ancillary structure up to 400 sf may be built without requiring additional parking.		Porch	
		Depth	8' min.
		Height	2 stories max.
<b>Notes</b>		Common Lawn	
Parking Drive Width	11' max.	Porch	8' min.
Parking may be reduced on a 1:1 ratio with each certified snow melt cistern installed		Depth	
Parking may be reduced ½ space for each active element (lighting, ice feature, etc.) of winter landscaping installed. See Guidance.			

# East Fairview Traditional Neighborhood Design Standards

Table x.x East Fairview Zone Allowed Land Uses and Permit Requirements

Land Use Type	Permit Required	Specific Use Regulations	Land Use Type	Permit Required	Specific Use Regulations
<b>Recreation, Education &amp; Public Assembly</b>			<b>Retail</b>		
Park, Playground	MUP		General Retail, except with any of following features:	P	
School, public or private	MUP				
<b>Residential</b>			Alcoholic Beverage Sales	NA	
Dwelling, Single-Family	P		Floor area over 8,000 sf	NA	
Home occupations			On-site production of items sold	P2	
<300 sf, 2 or fewer employees	P		Operating between 9 pm and 7 am	NA	
>300 sf, 3 or fewer employees	P		<b>Services: Business, Financial, Professional</b>		
Dwelling: Multi-Family	P		Office: Prof, Admin.	P2	
Ancillary Building	P		<b>Services: General</b>		
			Bed and Breakfast		
			4 guest rooms or less	P	
			> 4 guest rooms	MUP	
			Day care center: child or adult	MUP	
			Day care center: Large family	UP	
			Day Care Center: Small family	P	
			<b>Transportation, Communications, Infrastructure</b>		
<b>Key</b>			Wireless Tele Facility	MUP	
P	Permitted Use				
MUP	Minor Use Permit Required – staff review only				
UP	Use Permit Required				
NA	Not an allowed use				
<b>End Notes</b>					
1 = A definition of each listed use type is in the Glossary					
2 = Allowed only in ancillary buildings					



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