Fairview Community Council

# Form-Based Code Overlay Zone
# Winter City Guidelines


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Fairview Design Committee

**DRAFT**

FAIRVIEW
Where People Make The Difference

## Introduction

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.

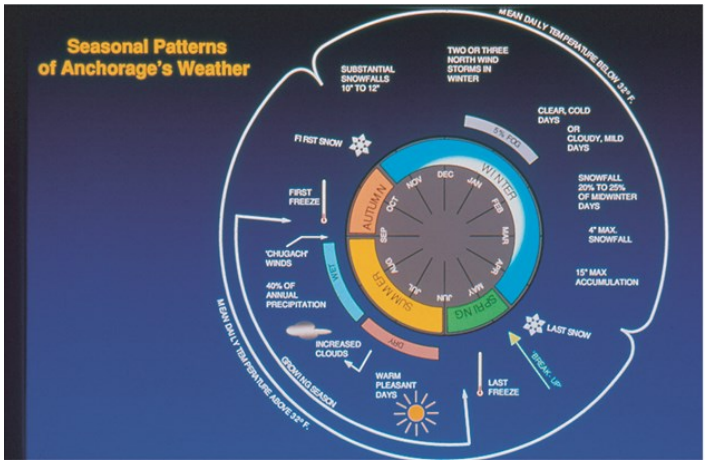
Anchorage is the only major metropolitan area in the United States located in a sub-arctic environment. The Municipality of Anchorage is sited on the planet at nearly the same latitude as Oslo, Norway. Our built environment should explicitly acknowledge this reality

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.

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

> *"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

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 twenty years have seen significant development in the built environment of our villages, towns and cities. 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.

**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 |

**Six Stages of Winter Adaptation**

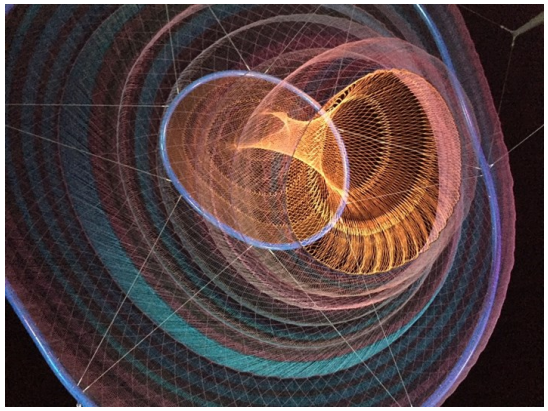
Enduring Winter
Tolerating Winter
Accepting Winter
Respecting Winter
Appreciating Winter
Celebrating Winter

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.

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.

It is important to recognize that the colors of a place play a critical subliminal role in determining whether someone feels good about a place. Anchorage has room to improve in this regard. Currently the dominant color for Anchorage is hunkered down gray. This is reflected by the shape and character of the sculpture in front of the Anchorage Museum of History and Art. The color gray is typically perceived as an emotionless, moody color associated with meanings of dull, dirty and dingy. It can, in moderation be viewed as formal, conservative and sophisticated. It is a timeless and practical color often associated with loss or depression. Gray tends to accentuate the impact of shadows. Such a dominant color aesthetic is not particularly special or unique.



Anchorage needs to acknowledge that a more engaging color presence is needed in order to strengthen our unique sense of place. It is asserted that establishing a "Geography of Color" represents an investment in our community as it contributes to an enhanced tourism experience.


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 a 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, a 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.

One of the most important segments of the Alaska economy is the tourism industry. It employs thousands of our citizens and it is a renewable resource as long as we provide visitors a quality experience they cannot have anyplace on the planet. People who spend thousands of dollars coming to Anchorage and Alaska want to feel they have come to someplace special and unique. Certainly the majesty of our mountains and natural environment are unmatched but what about the quality of our built environment? Can we honestly assert the quality of Anchorage's built-up urban environment; buildings, streets and green spaces match the majesty of the Chugach Mountains?

The cities of northern Europe, northern Japan, Iceland and Canada are far ahead in appreciating and celebrating their unique place, climate and winter weather. Colorful outdoor cafes, markets, festivals and opportunities for outdoor activities abound. People have learned to respect and appreciate the unique characteristics of winter and celebrate it. 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.

**A Fairview Color Palette?**

It is the intent of the Fairview Form Based Code to make a contribution toward the weaving of a dynamic and engaging quilt of colors for the larger Anchorage community. Our approach is to draw inspiration from the natural landscapes around us and bring them into the facades of our homes, businesses and public spaces.

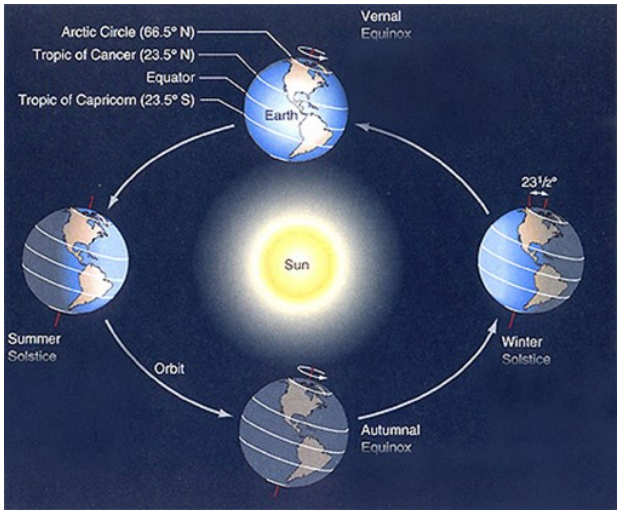
Our approach is not to mandate any particular color scheme, selection or combination. Rather we offer observations of what we see in the lands and sky around us. Thus they are not included as part of the Standards but rather as part of the Design Guidelines. Residents, businesses and developers are encouraged to use the Fairview Color Palette and make their own contribution to establishing a unique Fairview Sense of Place. An example of the power of place, and one that greatly impacts all Alaskans, is the relationship between people and natural light.

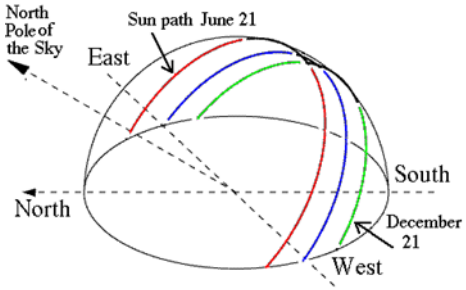
One of the more important northern characteristics of a Winter City in the sub-arctic is the issue of shadows. Due to the nature of Earth tilting on its axis, the sun does not stay in the same band as it traverses the daytime sky. When the planet is tilted toward the Sun, Anchorage has lengthy exposure.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

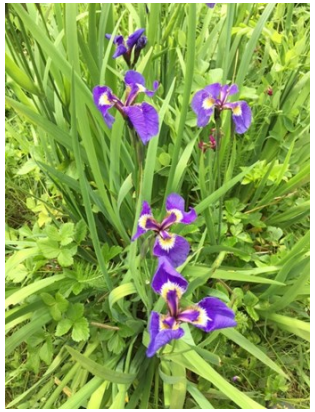
### Snow

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 asides 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 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 a 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.

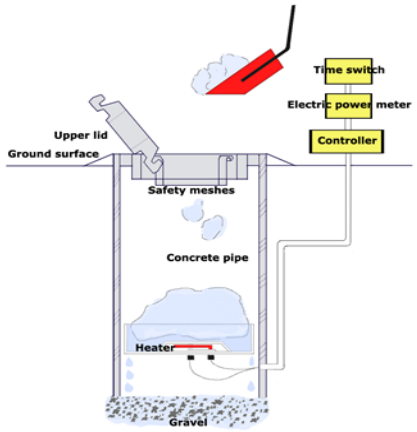
The issue of snow management is a very important issue to Fairview residents. The community has raised concerns about the negative impacts of existing practices. It becomes very difficult to build a strong sense of community when for half the year it is unsafe to use the Public Realm.

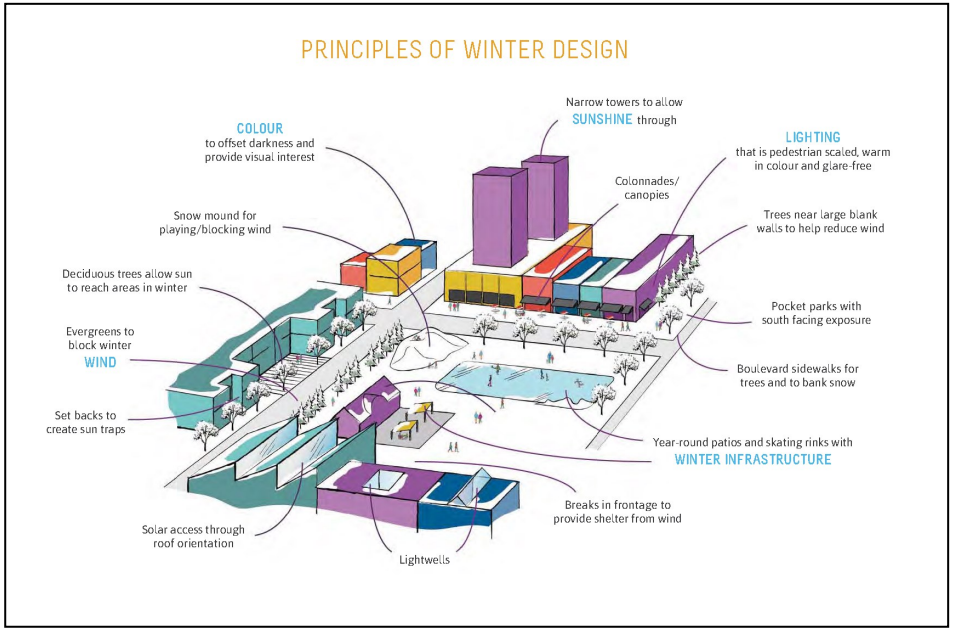
**A Fairview Solution**

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.

# Winter City Guidelines




## 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.

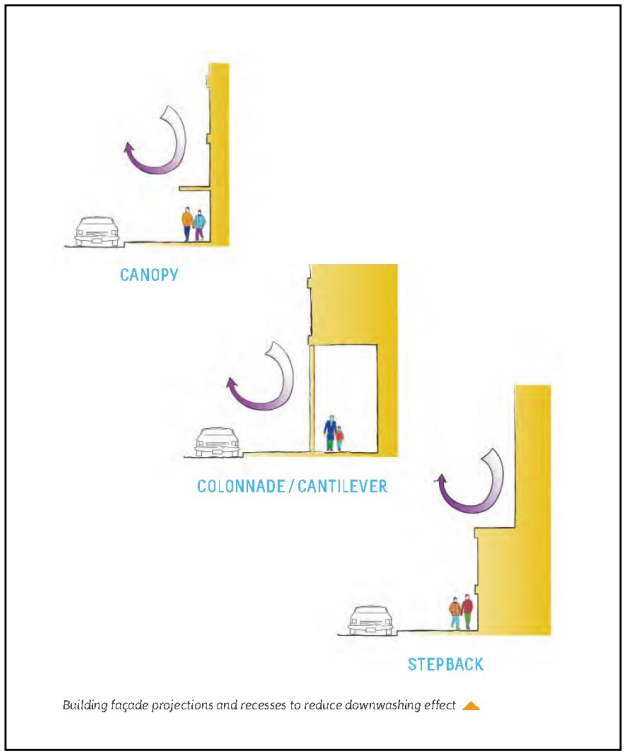
Residences, shop, workplaces, and civic areas are located in the neighborhood, all in close proximity.

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 identify 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.

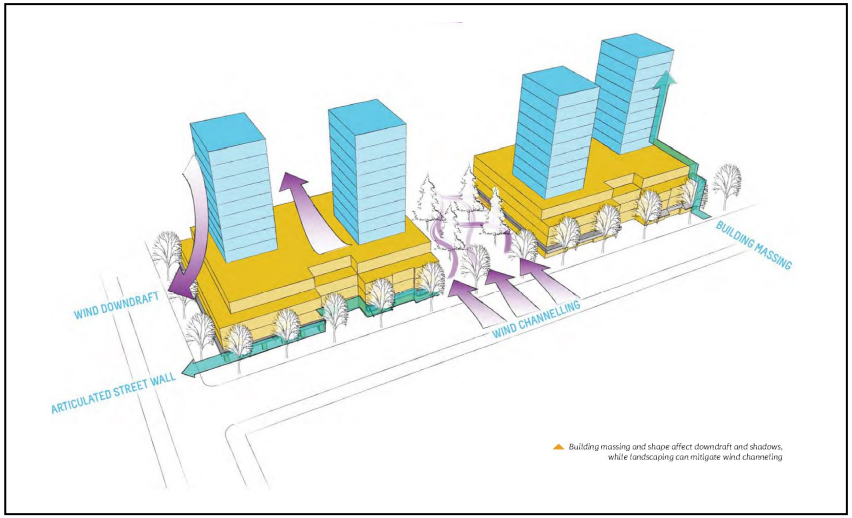
By enhancing the Public Realm, citizens are drawn to the public spaces where they come to know each other, build a sense of common purpose and watch over their collective security.

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:

Protect the public realm from excessive shadows through building design and placement.




Face the South, protect and/or enhance solar access.

Use Microclimates to create unique Winter/Summer spaces of value and extends the shoulder seasons.

Encourage efficiency in the use of energy.

Support mixed-use streets and buildings.

Encourage development of an Alaskan sub-arctic color aesthetic and employ strategic use of color to enliven the Winterscape.

Embrace all seasons, celebrate the Winter Spaces and remember to show the Winter View.

Acknowledge the duality of climate in our sub-arctic environment.

Give equal attention to Winter Landscaping that creates visual interest in the dark winter months.

Incorporate design strategies to block wind, particularly prevailing winds and downdrafts.

## 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.

**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.

**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 stepbacks 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.

## Architectural Guidelines

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

### 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.

### 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.

### 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.

### 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 2nd story. Stepback features are most important to building frontages along public streets (excluding alleys).

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.

### 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.

## Site Design

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

### 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.

### 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.

### 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.

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.

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.

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.

**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 off 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.

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.

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.

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