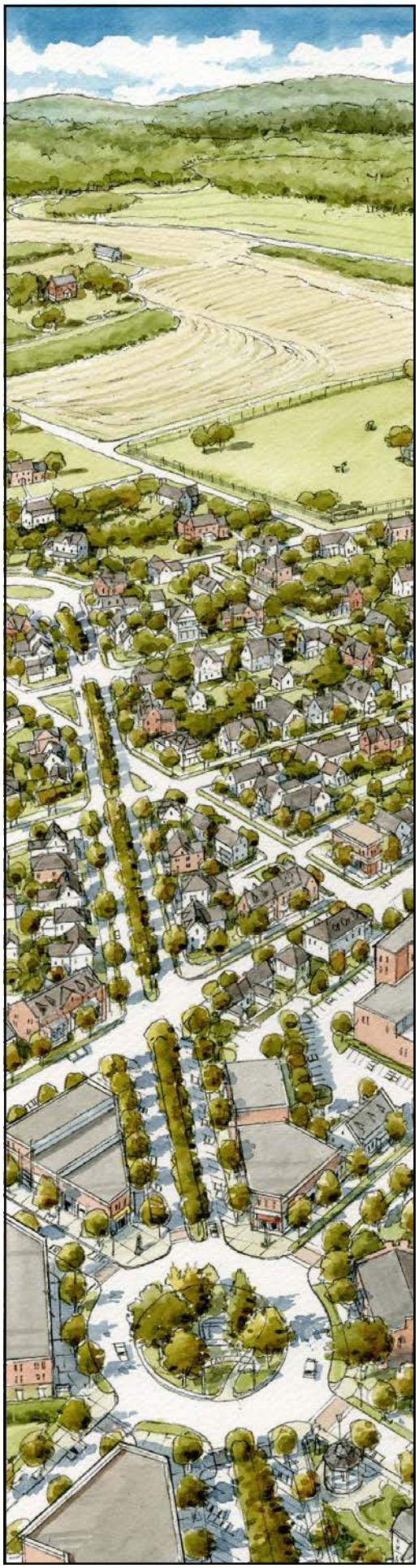


From Rural to Downtown:

A Visual Guide of the Point MacKenzie Townsite Code

July 2014

This Visual Guide is for reference only.
It is intended to be used with the Point MacKenzie Townsite Development Code.

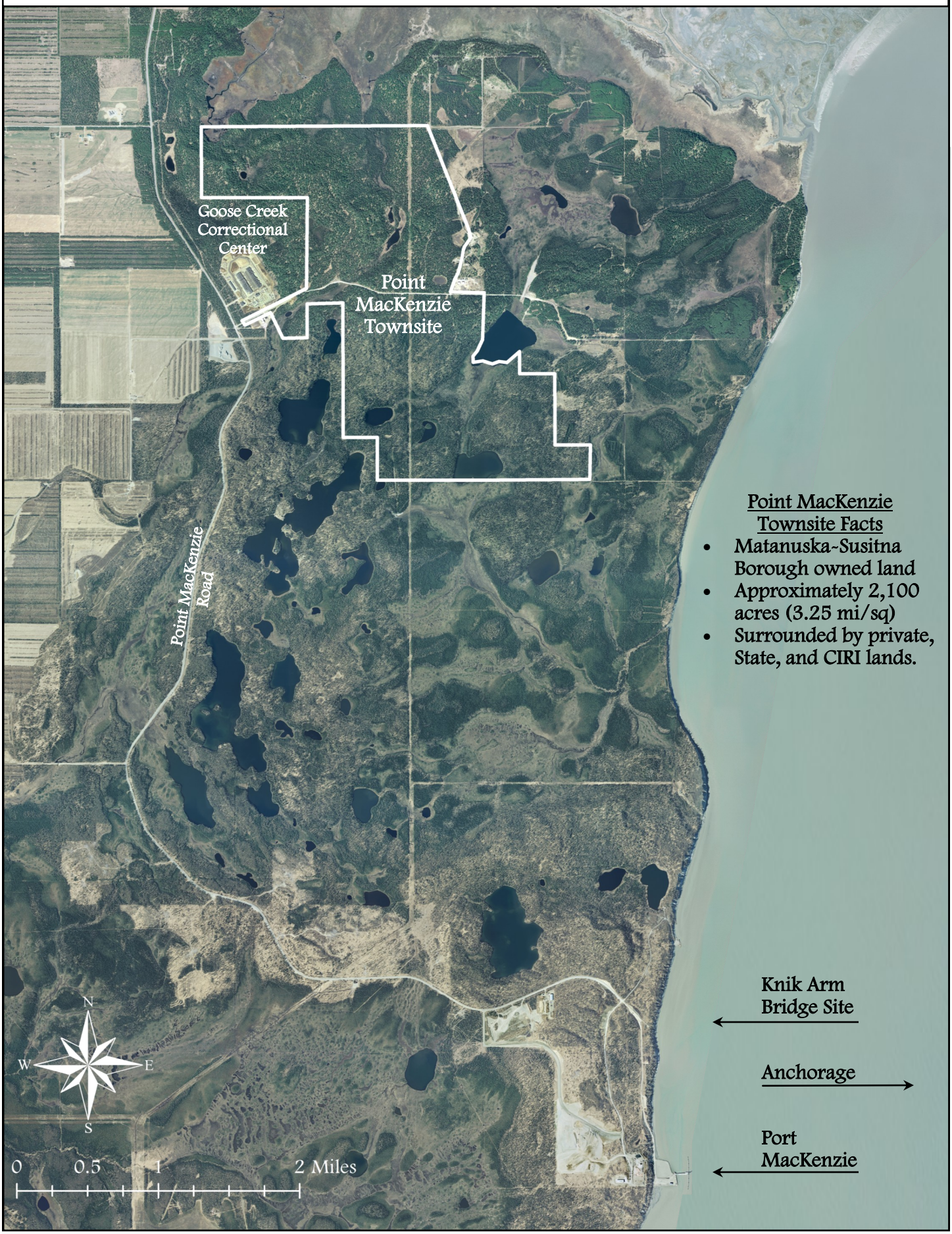
The draft Point MacKenzie Townsite Code standards found in this brochure, if accepted by the Assembly, will assist with the development of the town site. As the Knik Arm Bridge becomes more of a potential reality, a plan needs to be in place to make the best use of available lands, and to create a traditional town in which people will enjoy residing in, recreating, and visiting.

Imagine many years from now, when then the area is developed into a town.
Then into a full-fledged gateway city to the bountiful opportunities available in the Alaskan Interior.
A city with attractive neighborhoods where people can live locally and feel part of a vibrant community.
A city that attracts and supports a variety of residents, activities, and economic opportunities.
If properly implemented, the Code, will fulfill that vision.

For further information please contact:

Matanuska-Susitna Planning Department
Planning & Land Use Division
350 E. Dahlia Avenue
Palmer, Alaska 99645
(907)861-7833
www.matsugov.us

Where is the Point MacKenzie Townsite located?

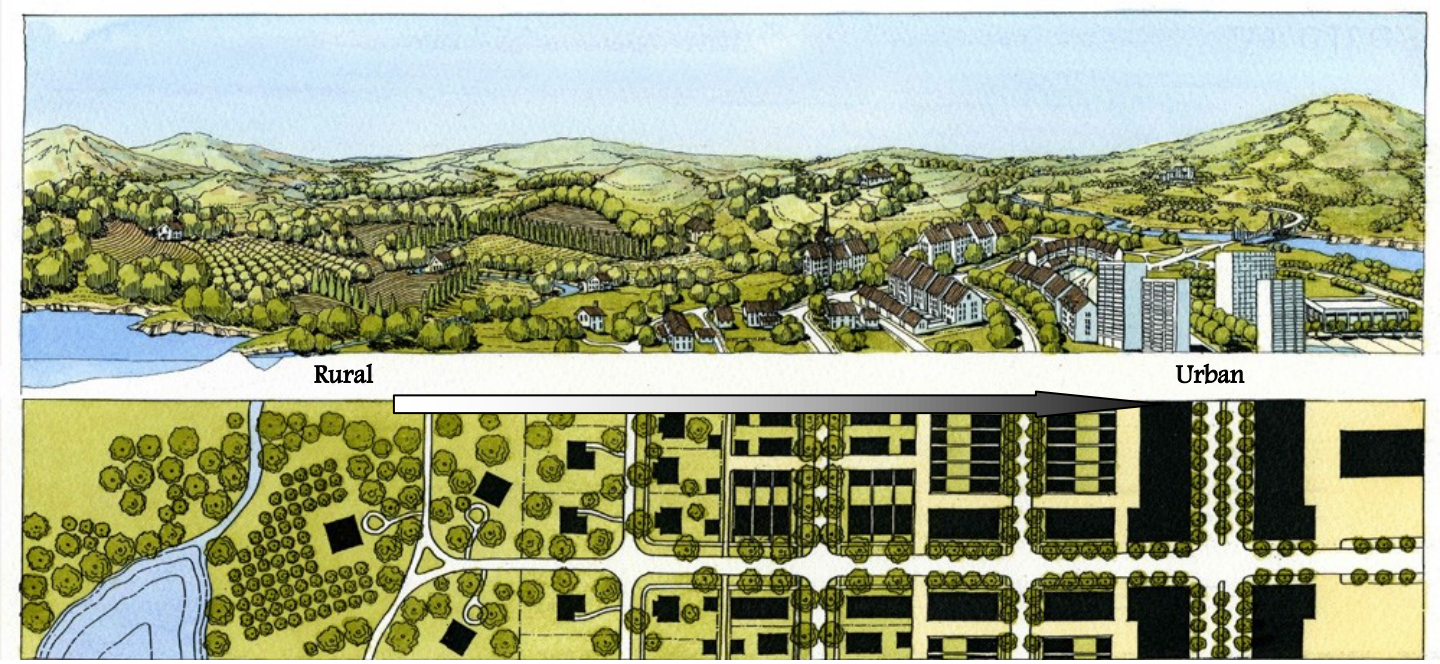


Point MacKenzie Townsite Facts

- Matanuska-Susitna Borough owned land
- Approximately 2,100 acres (3.25 mi/sq)
- Surrounded by private, State, and CIRI lands.

What is the Townsite Code?

The code would create the guidelines for a town developed in a series of transitional districts similar to Palmer or an older city in the mid-west. There would be a transition from sparsely populated rural areas into a defined town edge that leads into a densely inhabited town core. An emphasis is placed upon the placement of buildings, streets, and civic spaces rather than land use to create a vibrant walkable mixed use community with a high quality of life. The image below provides an example of this transition:



How is the Townsite Code different than Conventional Zoning?

Conventional Zoning

- Single use zoning
- Regulates zones for each land use type
- Rigid use of lot sizes & building placement
- Segregation of land uses
- Auto dominated streets with large parking islands
- Uniformity in neighborhoods (i.e. buildings, unit size, zoning, income, & landscape)
- Limited ability to affect change to the landscape
- Rigid setbacks far from the street
- Focus on site and little on right-of-way or landscape

Town Site Code

- Mixed uses with a de-emphasis of land use zoning
- Regulates building site form
- Emphasis on building relationships, fitting building to its use & surroundings
- Pedestrian friendly network of multimodal streets
- Diversity in neighborhoods (i.e. buildings, unit size, zoning, income, & landscape)
- Ability to transform or preserve the neighborhood
- Build to lines allow custom building to the site
- Buildings allowed closer to streets
- Attention to street right-of-way & landscape

What would the Townsite Code look like at street level?

District 1: Natural (D1)

Lands in a natural state. Generally unsuitable for development. Used for regional parks, recreation, trails, wildlife habitat, and open space. §17.24.050(C)

District 2: Rural (D2)

Low density, large rural residential lots, in open or cultivated states. Agriculture, livestock, and commercial lots may be present. Playgrounds, parks, and trails provide recreation opportunities. §17.24.050(D)

District 3: Residential (D3)

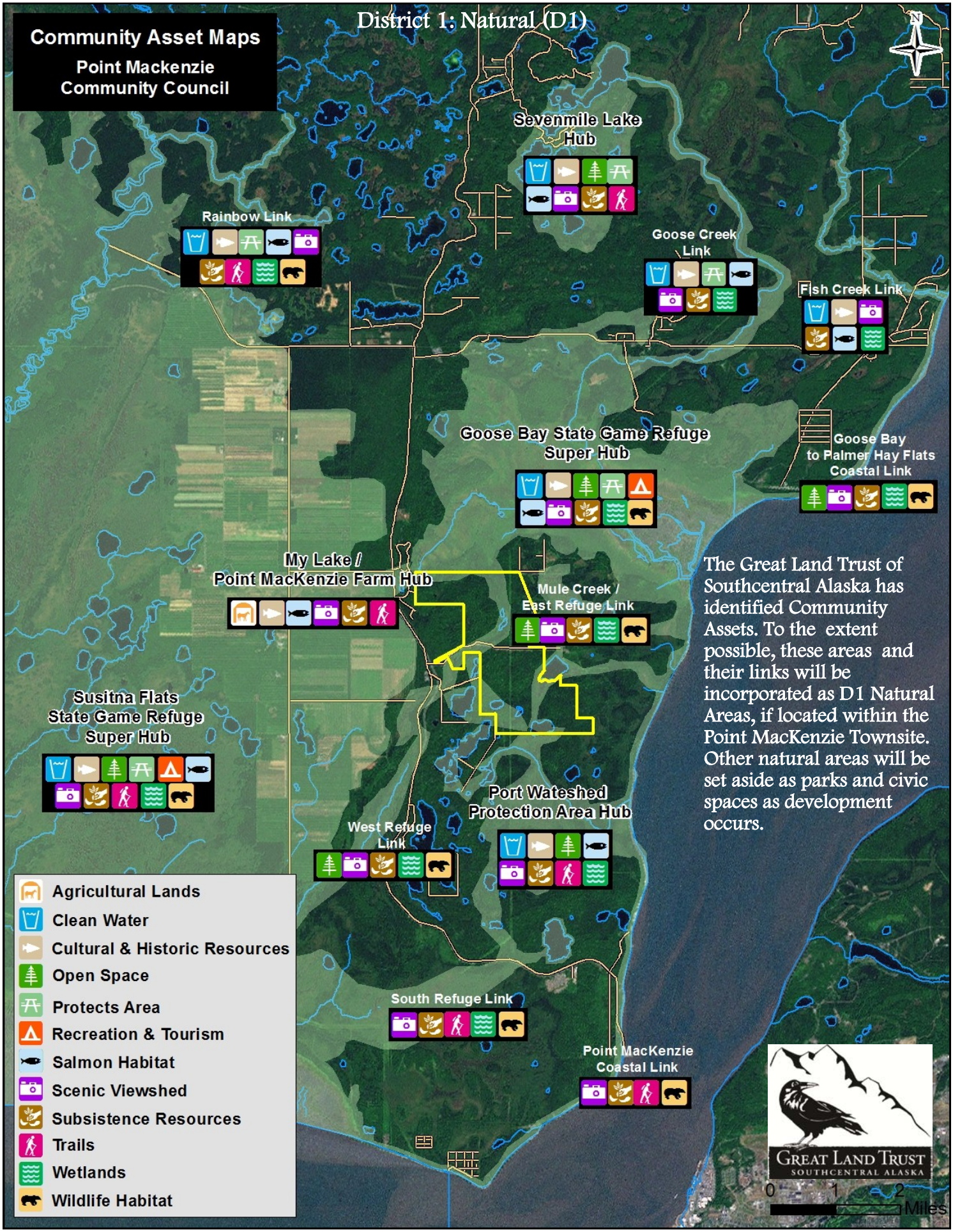
Primarily low to medium density detached residential development. Houses can be up to two stories tall. Walkable neighborhoods with slow traffic safe for children who can play neighborhood parks. §17.24.050(E)

District 4: Mixed Use (D4)

Neighborhoods of medium to high density. Mix of two to three story buildings with shallow front setbacks for mixed use such as detached and attached residential houses, small apartment buildings, and small commercial or mixed use buildings. Walkable neighborhood blocks with connected streets and interesting development contribute to a sense of place. Public frontages encourage pedestrian use which encourages interactions of neighbors as they go about their daily business. Public spaces include playgrounds, neighborhood parks, and squares. §17.24.050(F)

District 5: Town Core (D5)

High density town core with a mix of two to four story buildings with shallow or no front setbacks. Mixed use of buildings occupied by attached residential houses, apartments, and commercial or mixed use buildings. Walkable neighborhood blocks with connected streets and interesting development contribute to a sense of place. Public frontages encourage pedestrian use which encourages interactions of neighbors as they go about their daily business. Playgrounds, squares, and plazas provide public spaces for recreation. §17.24.050(G)


Community Asset Maps
Point Mackenzie
Community Council
District 1: Natural (D1)
N
Sevenmile Lake Hub
Rainbow Link
Goose Creek Link
Fish Creek Link
Goose Bay State Game Refuge Super Hub
Goose Bay to Palmer Hay Flats Coastal Link
My Lake / Point MacKenzie Farm Hub
Mule Creek / East Refuge Link
Susitna Flats State Game Refuge Super Hub
Port Wateshed Protection Area Hub
West Refuge Link
South Refuge Link
Point MacKenzie Coastal Link
Agricultural Lands
Clean Water
Cultural & Historic Resources
Open Space
Protects Area
Recreation & Tourism
Salmon Habitat
Scenic Viewshed
Subsistence Resources
Trails
Wetlands
Wildlife Habitat
The Great Land Trust of Southcentral Alaska has identified Community Assets. To the extent possible, these areas and their links will be incorporated as D1 Natural Areas, if located within the Point MacKenzie Townsite. Other natural areas will be set aside as parks and civic spaces as development occurs.
GREAT LAND TRUST
SOUTHCENTRAL ALASKA
0 1 2
Miles

District 2: Rural (D2)
(refer to Table 17.24.150)

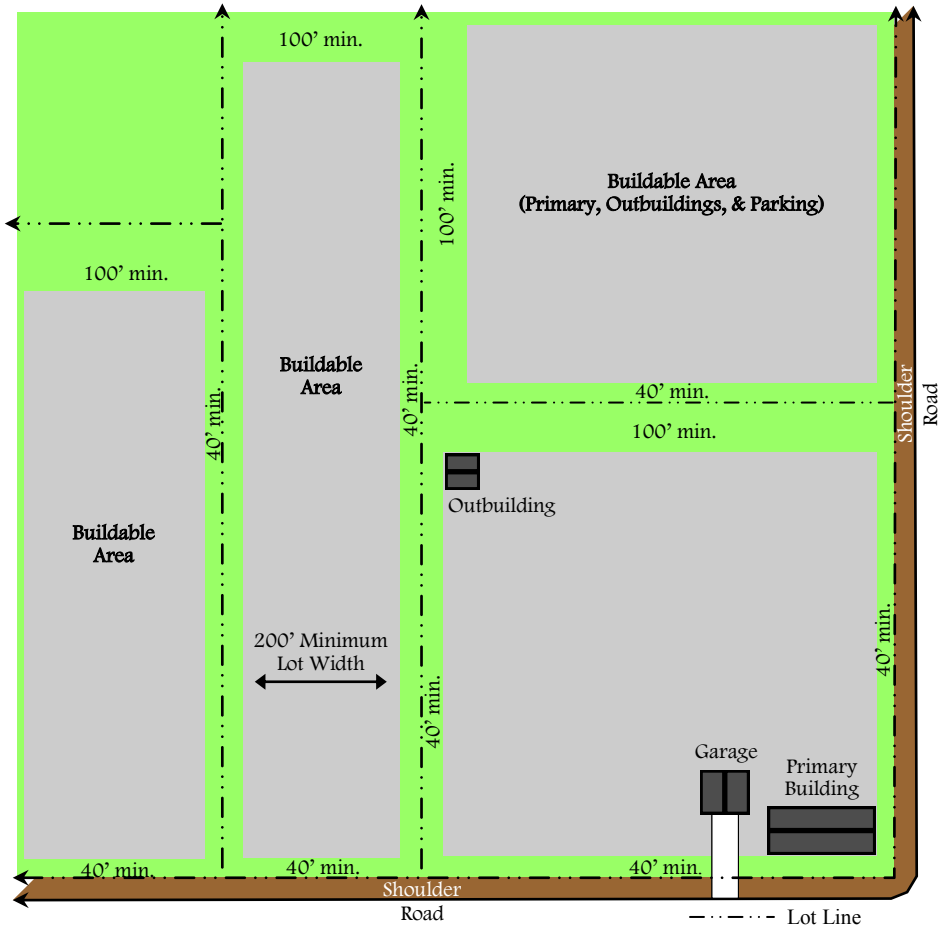
Lot Standards
- 1 unit per 5 acres
- 200’ minimum & no maximum width for lot
- No more than 10% impervious surface

Lot Setbacks
- Front: 40’ minimum
- Street side: 40’ minimum
- Internal side: 40’ minimum
- Rear: 100’ minimum
- Build-to-Zone: not required

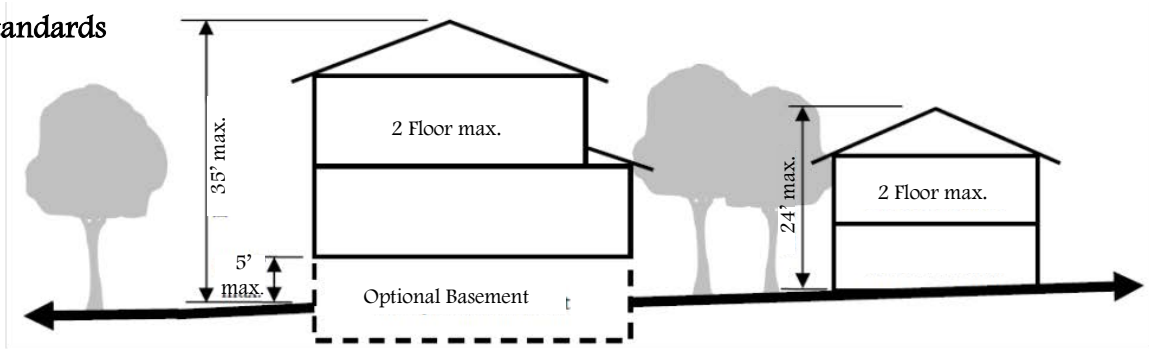
Primary Building Design
- 1 to 2 floors + optional basement
- Ground floor maximum 5’ elevation
- 35’ maximum height
- Entrance on front of building
- Minimum 15% windows

Outbuilding Design
- 1 to 2 floors
- 24’ maximum height elevation

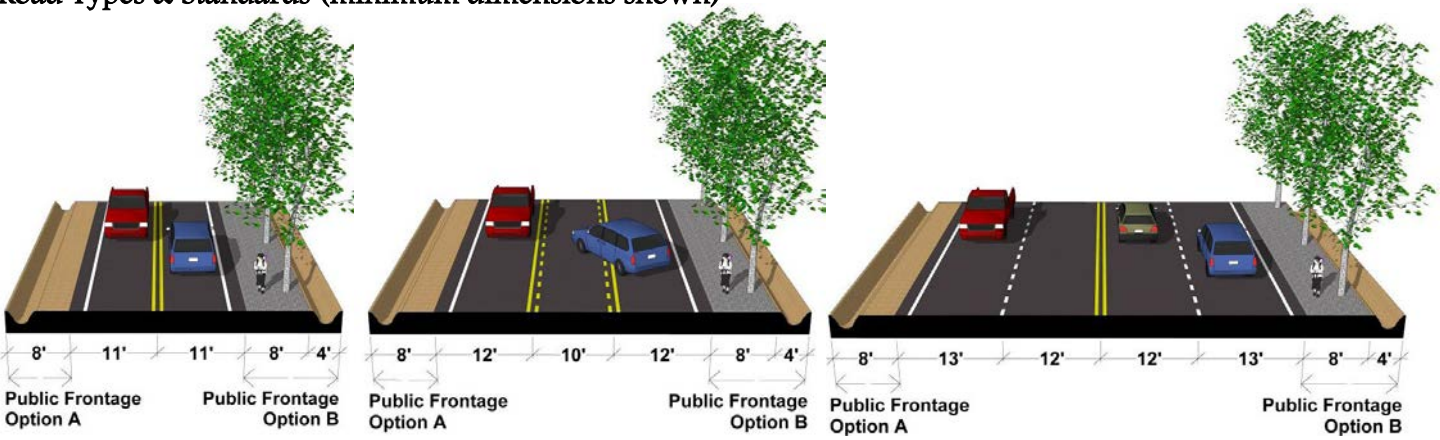
Parking & Outbuilding Setbacks
- Same as Lot Setbacks



Building Standards



Road Types & Standards (minimum dimensions shown)



Two Lane | Two Lane with Center Turn Lane | Four Lane

District 3: Residential
(refer to Table 17.24.150)

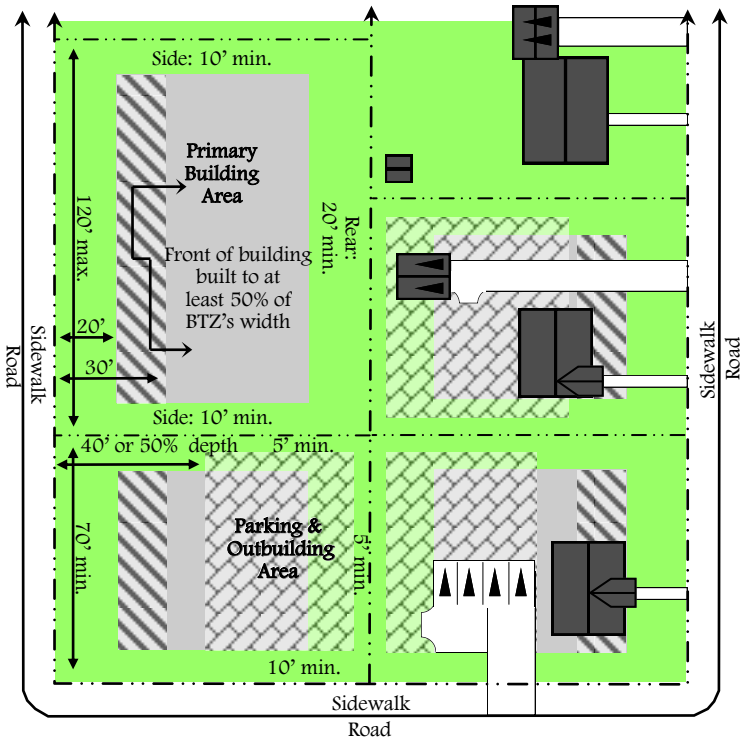
Lot Standards
- 3 to 8 units per acre
- 70' minimum to 120' maximum width lot
- No more than 50% impervious surface

Lot Setbacks
- Front: 20' minimum
- Street side: 10' minimum
- Internal side: 10' minimum
- Rear: 20' minimum
- Build-to-Zone (BTZ): 20' to 30' in front
- BTZ Build-Out: At least 50% of width facing street

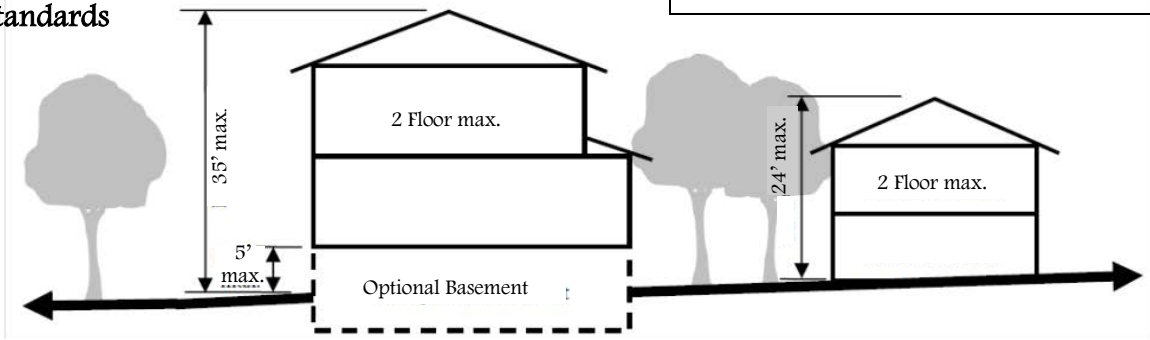
Primary Building Design
- 1 to 2 floors + optional basement
- Ground floor maximum 5' elevation
- 35' maximum height
- Entrance on front of building
- Minimum 15% windows

Outbuilding Design
- 1 to 2 floors
- 24' maximum height elevation

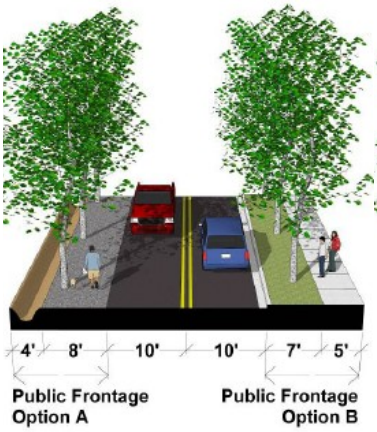
Parking & Outbuilding Setbacks
- Front: 40' minimum or at least 50% of the lot depth
- Street side: 10' minimum
- Internal side: 5' minimum
- Rear setback: 5' minimum if adjacent to property or 0' if



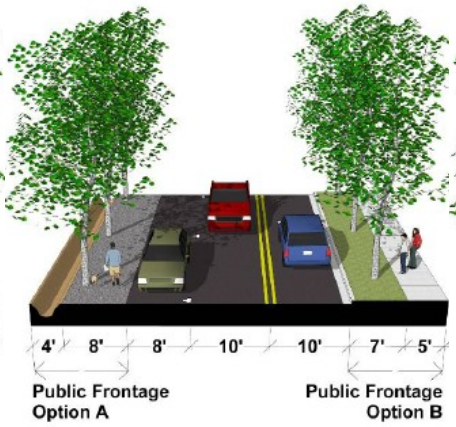
Building Standards



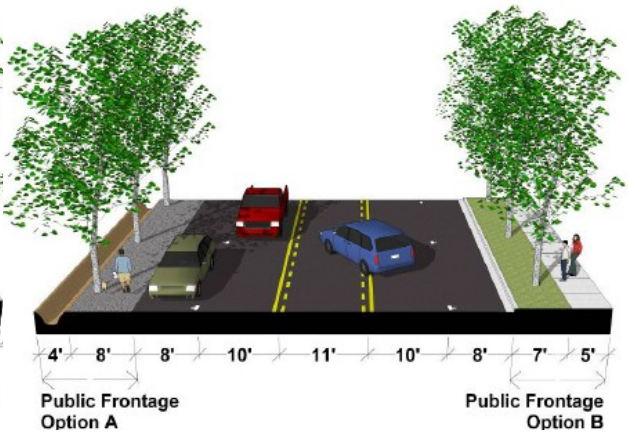
Road Types & Standards: Path or Sidewalk Options for Public Frontage (minimum dimensions shown)



Two Lane



Two Lane with Parallel Parking (Parking on one or both sides)



Two Lane with Center Turn Lane

District 4: Mixed Use
(refer to Table 17.24.150)

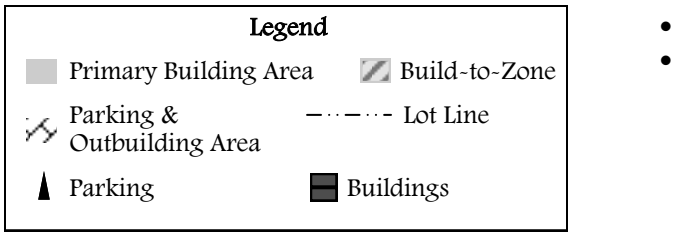
Lot Standards
- 8 to 36 units per acre
- 25’ minimum to 120’ maximum width lot
- Lot width greater than 50’ requires two side yards
- No more than 80% impervious surface

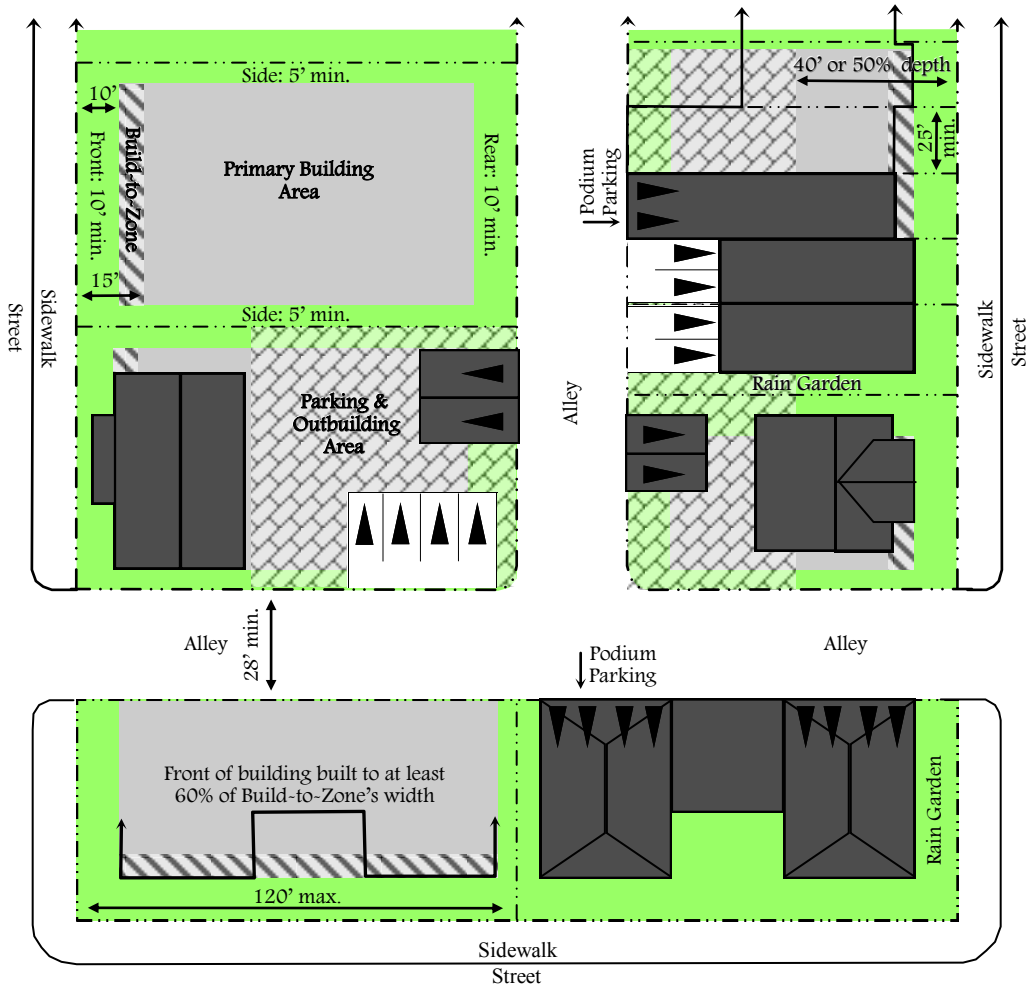
Lot Setbacks
- Front: 10’ minimum
- Street side: 10’ minimum
- Internal side: 5’ w/two side yards, 0’ & 10’ w/one side yard, & 0’ with no side yard
- Rear: 10’ minimum
- Build-to-Zone (BTZ): 10’ to 15’ in front
- BTZ Build-Out: At least 60% of width facing street

Primary Building Design
- 1 to 3 floors + optional basement
- Residential ground floor maximum 5’ elevation
- Nonresidential ground floor height at sidewalk grade
- 45’ maximum height
- Entrance on front of building
- Storefronts minimum 50% windows at front ground level and 20% windows all other sides
- Non-storefronts 20% windows all sides

Outbuilding Design
- 1 to 2 floors
- 24’ maximum height elevation

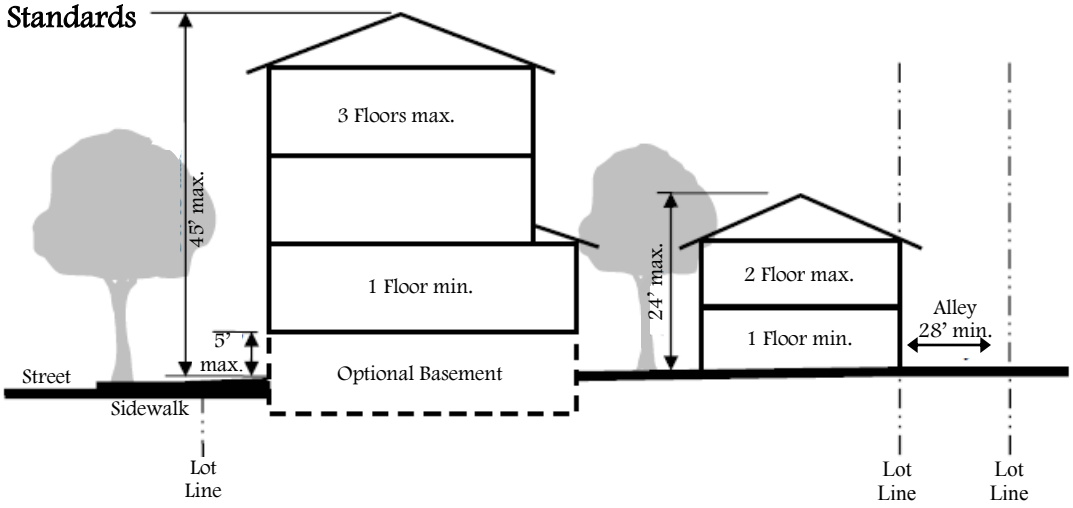
Parking & Outbuilding Setbacks
- Front: 40’ minimum or at least 50% of the lot depth
- Street side: 10’ minimum
- Internal side: None
- Rear setback: None





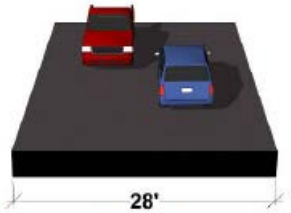
District 4: Mixed Use (cont.)

Building Standards



Street Types & Standards (minimum dimensions shown)

District 4 will have a variety of street types which will be determined by adjacent uses.

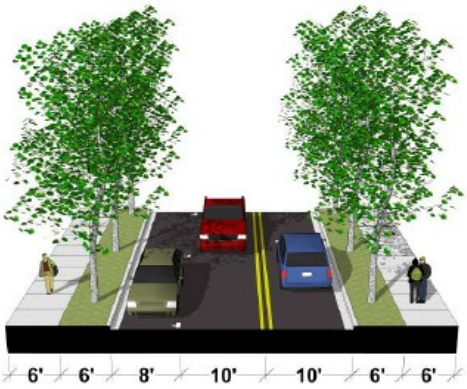


Alley

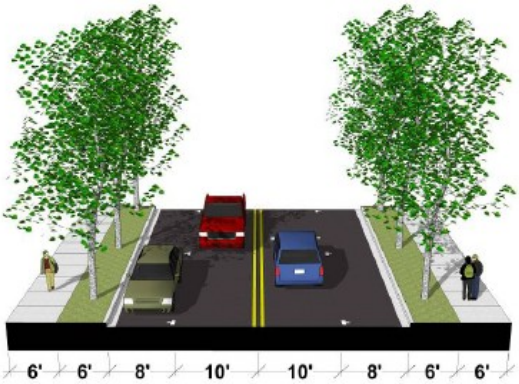
Decorative and/or ornamental street light design

Post Lamp

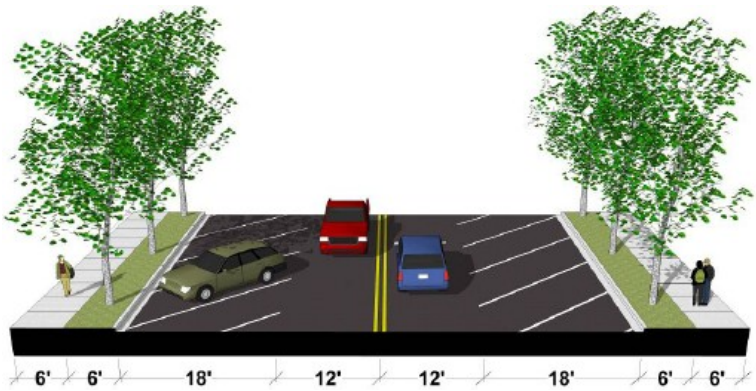
Column Lamp



Two Lane
Parallel Parking on One Side

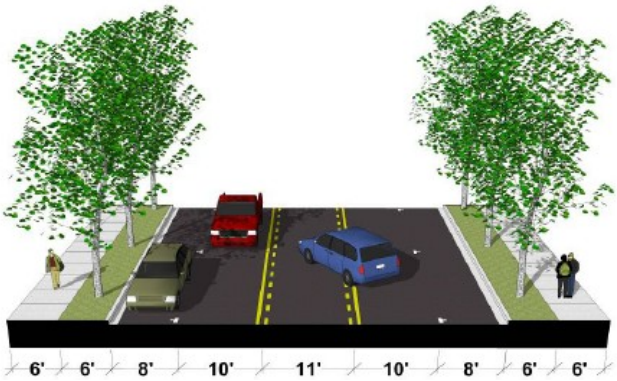


Two Lane with Parallel Parking

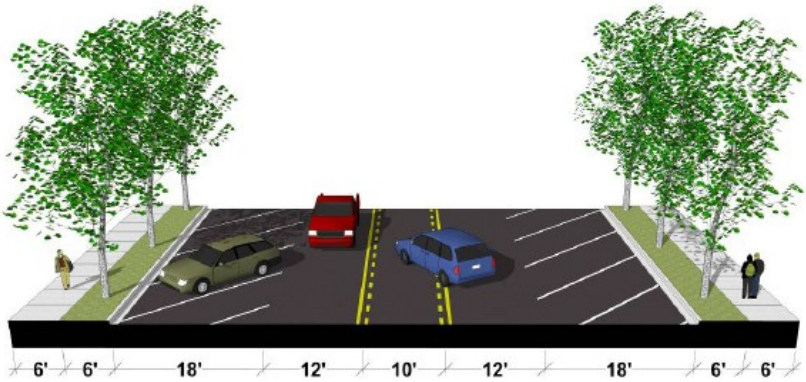


Two Lane with Angled Parking

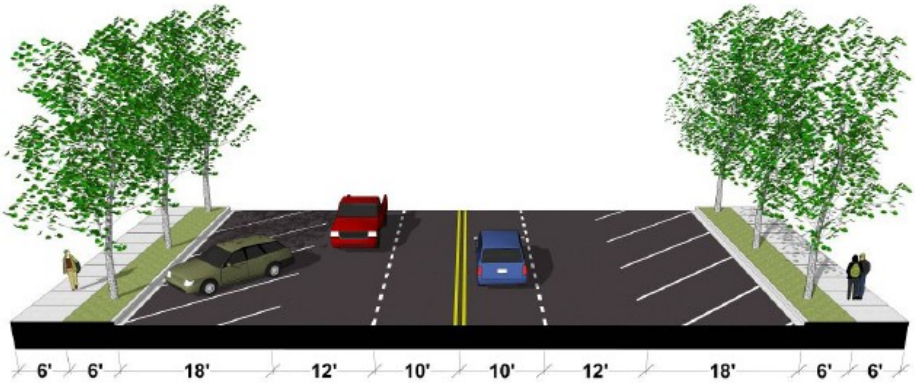
District 4: Mixed Use (cont.)



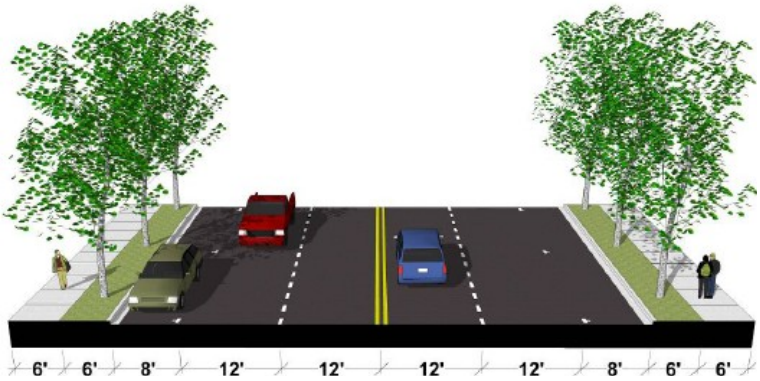
Two Lane with Parallel Parking
and Center Turn Lane



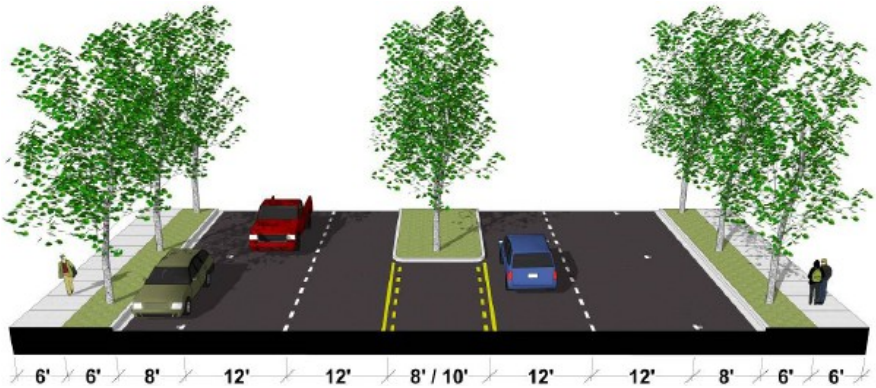
Two Lane with Angled Parking
and Center Turn Lane



Four Lane with Angled Parking



Four Lane with Parallel Parking

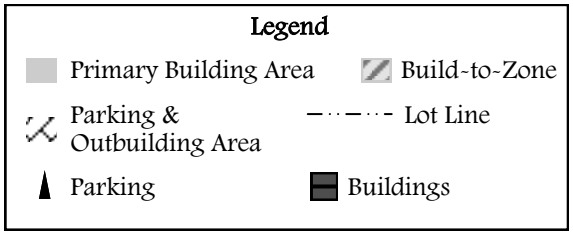


Four Lane with Parallel Parking
and Center Turn Lane/Median

District 5: Town Core
(refer to Table 17.24.150)

Lot Standards
- 16 to 54 units per acre
- 15’ minimum to 150’ maximum width lot
- No more than 90% impervious surface

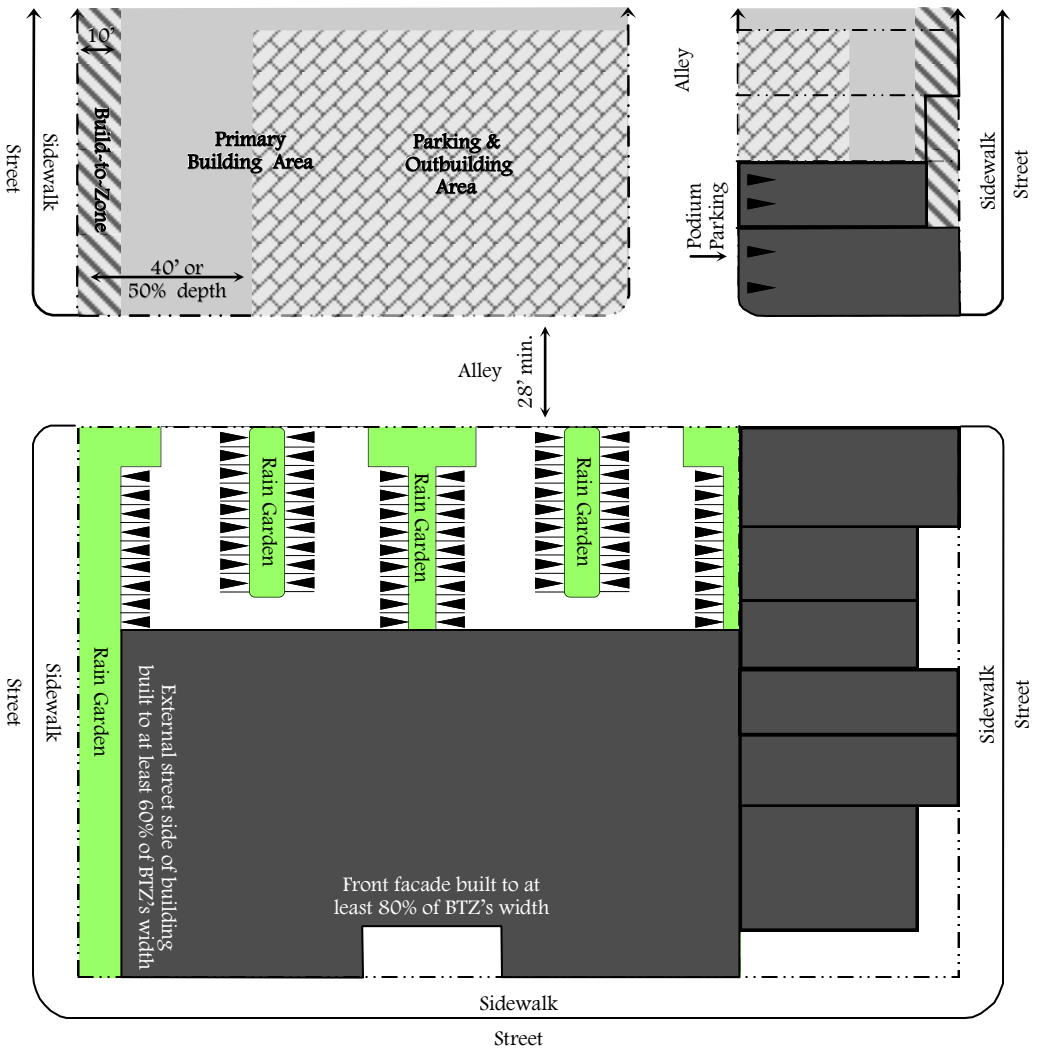
Lot Setbacks
- Front: None
- Street side: None
- Internal side: None
- Rear: Not required
- Build-to-Zone: 10’ in front and 10’ on street side
- BTZ Build-Out: At least 80% of width in front facing street and 60% of length on external street side



Primary Building Design
- 2 to 4 floors + optional basement
- Residential ground floor maximum 5’ elevation
- Nonresidential ground floor height at sidewalk grade & 15’ minimum 1st floor
- 75’ maximum height
- Entrance on front of building
- Storefronts minimum 50% windows at front ground level and 20% windows all other sides
- Non-storefronts 20% windows all sides

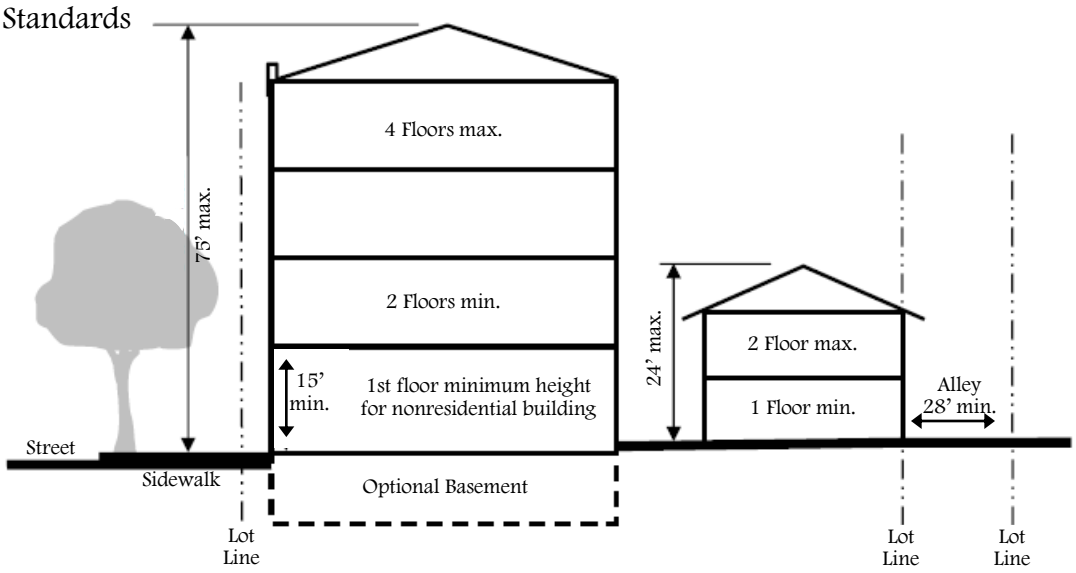
Outbuilding Design
- 1 to 2 floors
- 24’ maximum height elevation

Parking & Outbuilding Setbacks
- Front: 40’ minimum or at least 50% of the lot depth
- Street side: 10’ minimum
- Internal side: None
- Rear setback: None

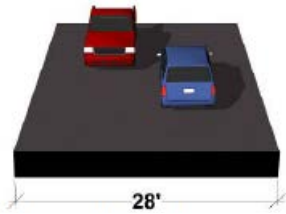


District 5: Town Core (cont.)

Building Standards



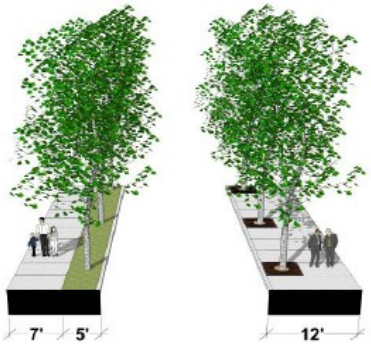
Street Types & Standards: Parkway or Tree Well Options for Public Frontage (minimum dimensions shown)
District 5 will have a variety of street types which will be determined by adjacent uses.



Alley

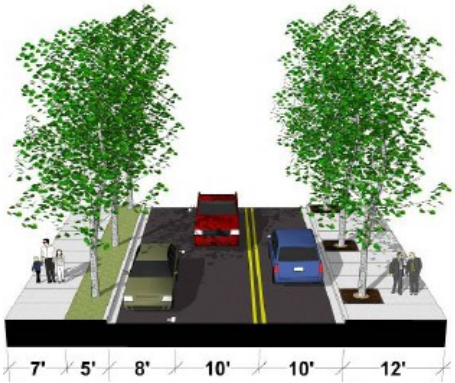
Decorative and/or ornamental street light design


Post Lamp | Column Lamp | Double Column

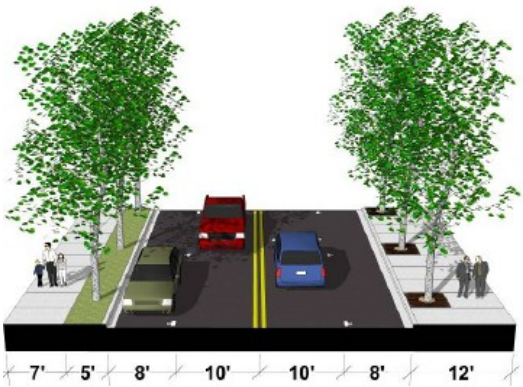


Parkway w/sidewalk | Sidewalk

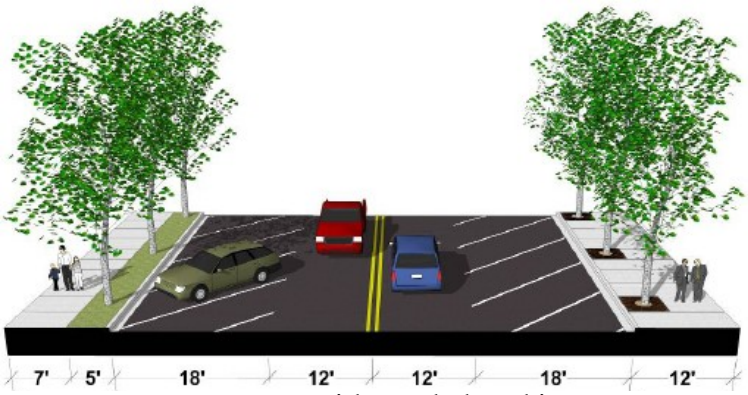
Public Frontage Options



Two Lane
Parallel Parking on One Side

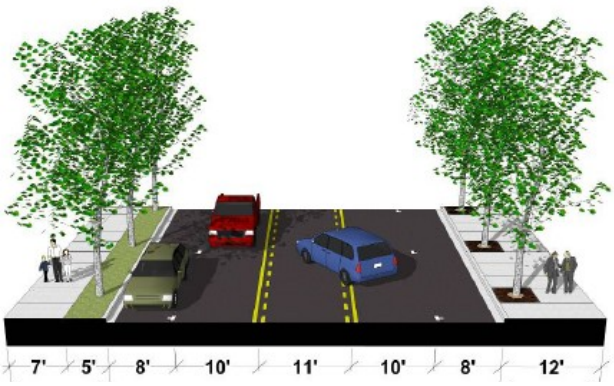


Two Lane with Parallel Parking

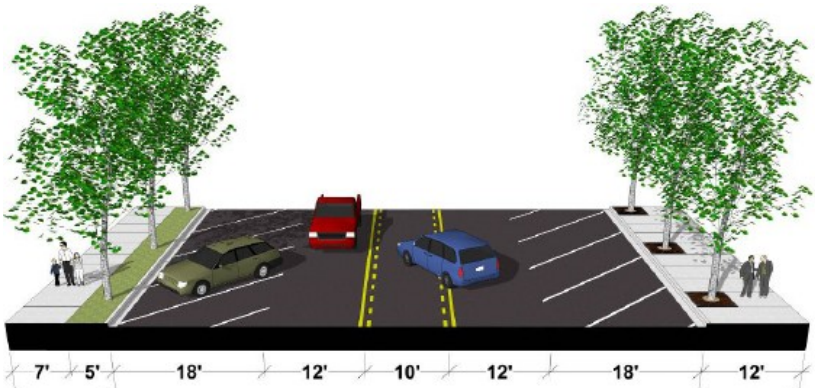


Two Lane with Angled Parking

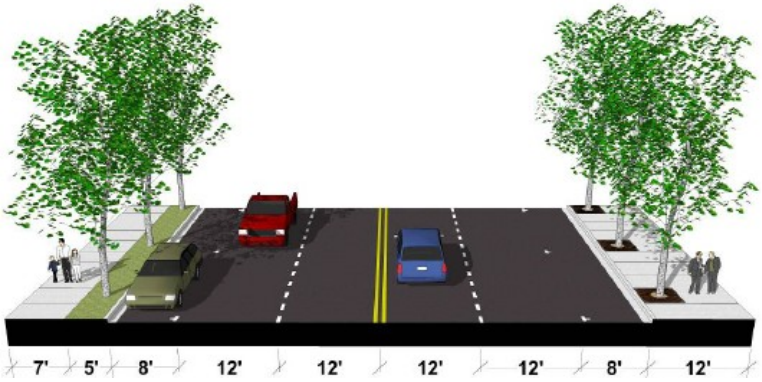
District 5: Town Core (cont.)



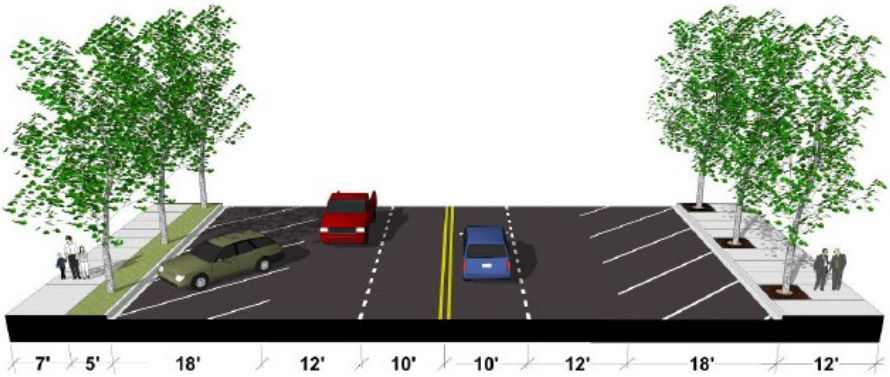
Two Lane with Parallel Parking
and Center Turn Lane



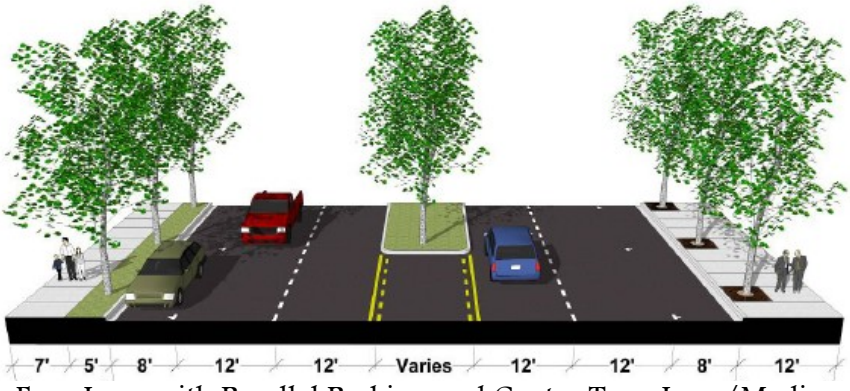
Two Lane with Angled Parking
And Center Turn Lane



Four Lane with Parallel Parking



Four Lane with Angled Parking

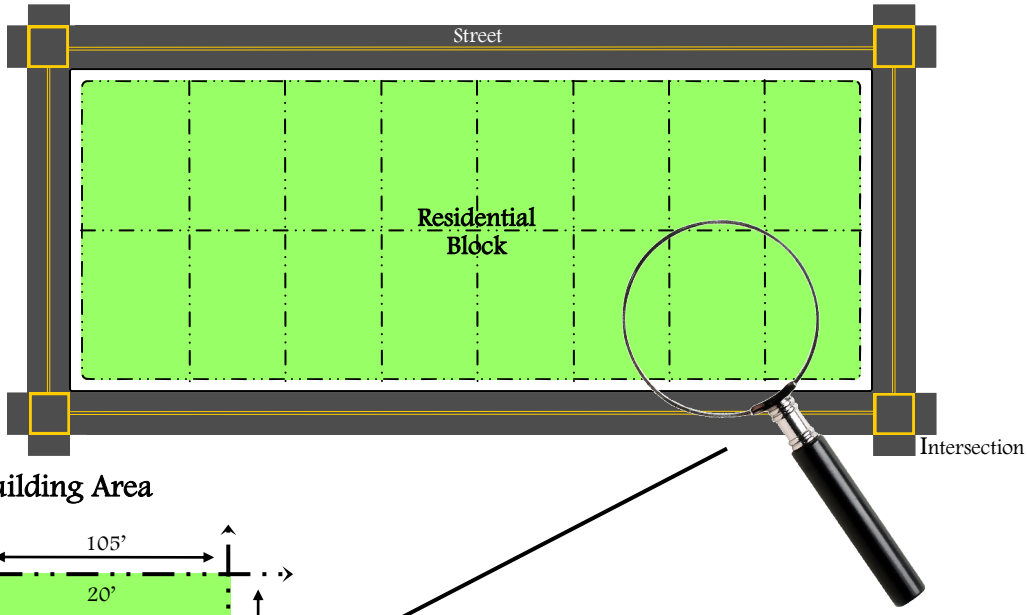


Four Lane with Parallel Parking and Center Turn Lane/Median

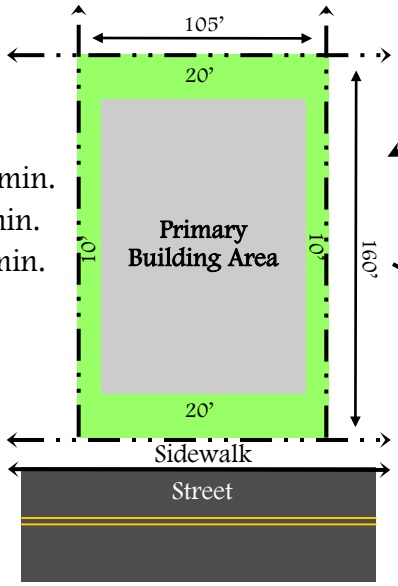
How are neighborhoods designed?

(District 3: Residential shown as an example)

Step 1: A Neighborhood Block is Created (refer to Table 17.24.150)

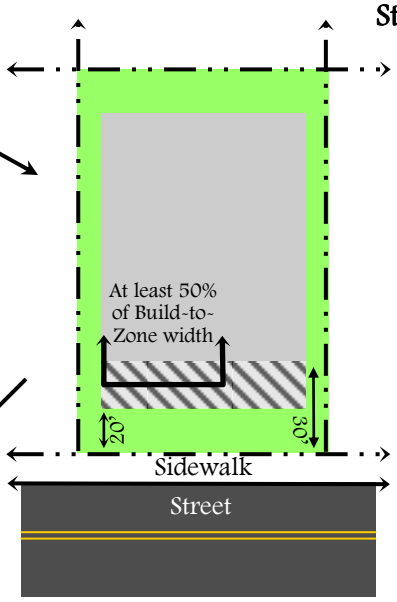


Step 2: Primary Building Area



Setbacks
Front: 20' min.
Side: 10' min.
Rear: 20' min.

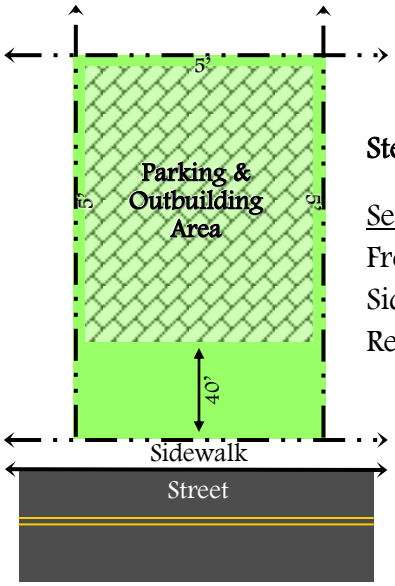
Step 3: Build-to-Zone (BTZ) Area



A Build-to-Zone is the area where the front of the building is constructed. The front of the building has an adjustable setback within this area. The front of the building is built out to a minimum width established by District.

Adjustable setback: Within 20' to 30' of the front lot line.

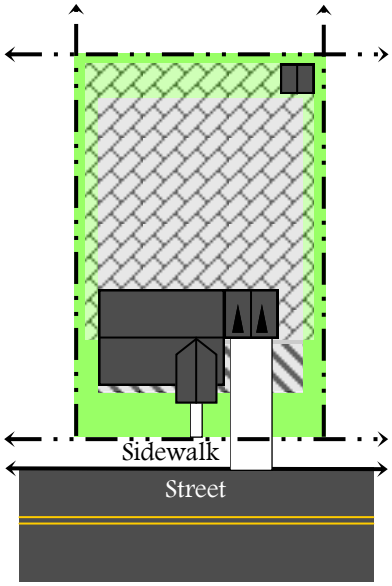
The front of the building will take up 50% or more of the Build-to-Zone width.

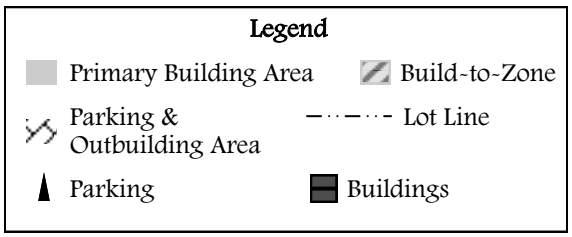


Step 4: Parking & Outbuilding Area

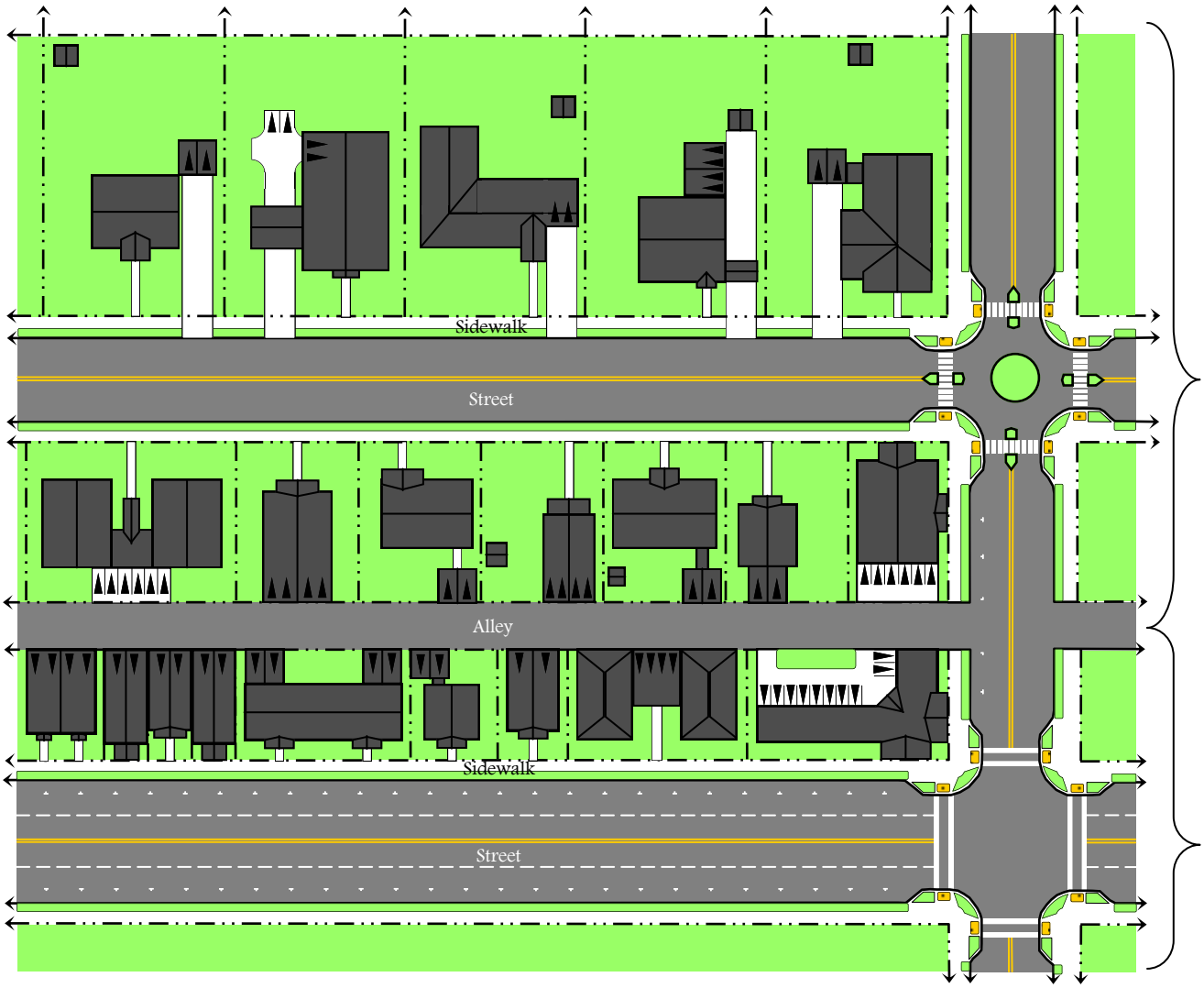
Setbacks
Front: 40' min. or at least 50% of lot depth (whichever is less)
Side: 5' min.
Rear: 5' min. is adjacent to a property or 0' if adjacent to an alley

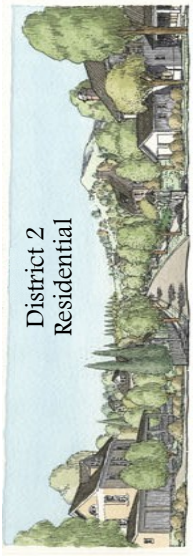
Step 5: Place Buildings Within Proper Areas

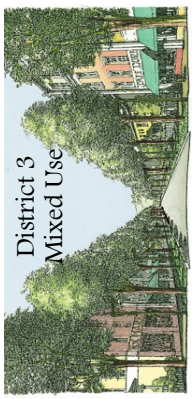




Examples of Possible Building Options & Placement Using the Code







Great Streets, Great Neighborhoods, and Great Pubic Places

Characteristics of a Great Street include:

- Provides orientation to its users and connects well to a multimodal transportation network.
- Balances the competing needs of the street — driving, transit, walking, cycling, servicing, parking, drop-offs, etc.
- Fits the topography and capitalizes on natural features.
- Is lined with a variety of interesting activities and uses that create a varied streetscape.
- Has urban design or architectural features that are exemplary in design.
- Relates well to its bordering uses — allows for continuous activity, doesn't displace pedestrians to provide access to bordering uses.

Juneau, Alaska

- Encourages human contact and social activities.
- Employs sidewalks, streets, buildings, and landscape to great effect.
- Promotes safety of pedestrians and vehicles and promotes use over the 24-hour day.
- Promotes sustainability through minimizing runoff, reusing water, ensuring groundwater quality, and responding to climatic demands.
- Is well maintained, and capable of being maintained without excessive costs.
- Has a memorable character.

(Source: American Planning Association)

Characteristics of a Great Neighborhood include:

- Has a variety of functional attributes that contribute to a resident's day-to-day living (i.e. residential, commercial, or mixed-uses).
- Accommodates multi-modal transportation (i.e. pedestrians, bicyclists, drivers).
- Has design and architectural features that are visually interesting.
- Encourages human contact and social activities.
- Promotes community involvement and maintains a secure environment.
- Promotes sustainability and responds to climatic demands.
- Has a memorable character.

(Source: American Planning Association)

Ketchikan, Alaska

Characteristics of a Great Public Space include:

- Promotes human contact and social activities.
- Is safe, welcoming, and accommodating for all users.
- Has design and architectural features that are visually interesting.
- Promotes community involvement.
- Reflects the local culture or history.
- Relates well to bordering uses.
- Is well maintained.
- Has a unique or special character.

(Source: American Planning Association)

Tony Knowles Coastal Trail - Anchorage, Alaska
2013 American Planning Association Great Public Space

Glossary

Auto Dominated Streets: characterized by wide right-of-way, buildings that are set back far from the street, numerous driveways, visible off-street parking lots, and automobile traffic. Commercial development along such streets is geared almost exclusively toward attracting auto traffic. This emphasis can come at the expense of a commercial street's appearance and the safety of the pedestrians that walk along the street, particularly near bus/light-rail stops, schools, shops, and other pedestrian-oriented attractions.

Build-to-Zone (BTZ): the range of allowable distances from a lot line in which a building may be built. Most lots have a single Build-to-Zone in the front; with the exception of corner lots, which also have an street side Build-to-Zone.

Conventional Zoning: also referred to as "Single-Use Zoning" or "Euclidean Zoning" is a the common term that represents the most common zoning laws across the United States. The basic component of this type of zoning is the classification, or segregation, of land use types; i.e. residential, commercial, institutional, and industrial. Outcomes of this form of zoning include loss of downtowns, suburban sprawl, bedroom communities, automobile dependence, unsustainable development (economic & environmental), and excessive parking.

Density: the number of dwelling units within a standard measure of land area. Density is usually represented in dwelling units per acre.

High Density: neighborhood development of 15 units or more per acre.

Low Density: neighborhood development of 4 units or less per acre.

Medium Density: neighborhood development of 5 to 15 units per acre.

Mixed Use: development that combines two or more different types of land uses, such as residential, commercial, employment, and entertainment uses, in close proximity. As an example, a building may include retail uses on the ground floor and residential or office uses on the upper floors. Defined more broadly, mixed use development may encompass two or more uses on the same lot, whether housed in a single building or in separate buildings.

Multimodal transportation: provide users with a variety of transportation options, which is particularly relevant for those who are unable to drive, would prefer not to drive, or cannot afford the costs associated with automobile ownership. In urban locations, multimodal transportation systems help to reduce the stress often caused on roadways by over-reliance on private vehicular access. Non-vehicular transportation is also increasingly promoted as a means for engaging in physical activity, in response to the rising rate of obesity and obesity-related diseases such as diabetes. Continuous networks of streets, sidewalks, bicycle facilities, and trails are essential components of a multimodal transportation system.

Parkway: the portion of the public frontage that is adjacent to the sidewalks and is landscaped with turf, street trees, sidewalk amenities (such as benches), and other landscaping.

Pedestrian Friendly Streets: characterized by narrow rights-of-way, wide sidewalks, numerous small store-fronts, and lots of pedestrians. Buildings are built up to the sidewalk. There are few, if any, places where this "streetwall" is broken by parking lots, vacant parcels, or buildings set back far from the street. Large window areas line the sidewalk, providing views into stores or to display areas inside the windows. Shop entrances are right next to the sidewalk, and the sidewalks themselves are fairly wide. Pedestrians are protected from cars and have easy access between building.

Podium Parking: parking that is fully enclosed at grade or partially depressed that has dwellings overhead.

Rain Garden: landscaping features adapted to provide on-site treatment of stormwater runoff. They are commonly located in parking lot islands or within small pockets of residential land uses. Surface runoff is directed into shallow, landscaped depressions. These depressions are designed to incorporate many of the pollutant removal mechanisms that operate in forested ecosystems. During storms, runoff ponds above and filters through the garden.

Sense of Place: refers to the feeling people have for particular locations and the meaning they gain from a relationship with these places. It is one of the fundamental 'felt' senses a person develops along with the sense of self and sense of community. Commonly associated with local areas: the places where people live and work.

Single Use Zoning: also known as Euclidean zoning, is the most common type of zoning in the U.S., and it segregates land use types into different categories: industrial, commercial, multi-family residential, single-family residential, and others. With this type of urban planning everyday uses are separated from each other and land uses of the same type are grouped together. Shops are concentrated in one area, housing in another area, industry in another. Areas of everyday uses are so segregated that car travel is necessary with this form of urban planning.

Sprawl: usually defined as scattered, poorly planned development, such as large-lot subdivisions spreading across rural areas and commercial strips along roadways. It provides little open space and poor accessibility between residences and other destinations. When development is spread out at low densities, the cost of public services to accommodate it increases - with more roads, sewers, garbage trucks and water lines needed to serve a spread-out population. This in turn creates longer and more frequent commutes leading to more air pollution. Sprawl also negatively affects wildlife by tearing down, clearing, or building over habitat which potentially threatens survival. Often sprawl is a result of Euclidian zoning.

Walkable Community: is one where it is easy and safe to walk to goods and services (i.e., grocery stores, post offices, health clinics, etc.). Walkable communities encourage pedestrian activity, expand transportation options, and have safe and inviting streets that serve people with different ranges of mobility.