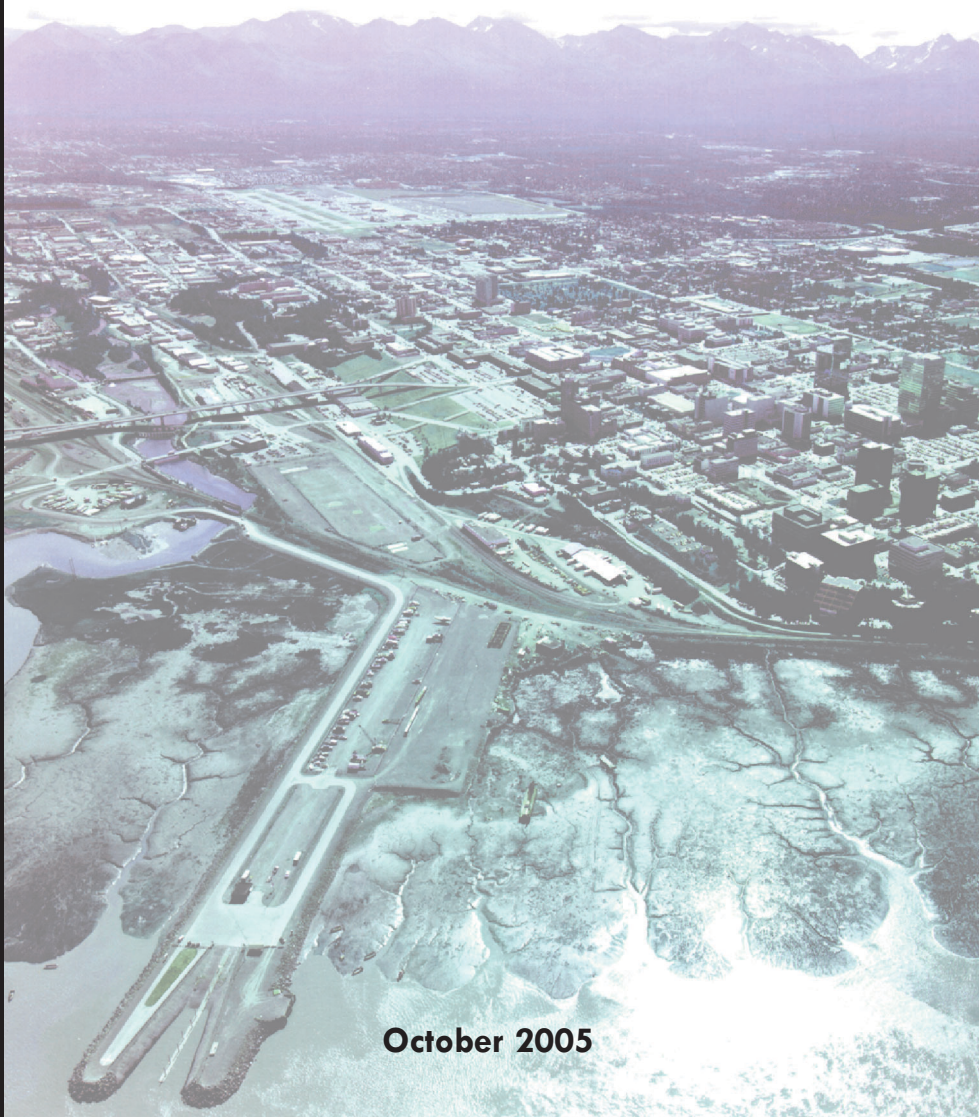


Ship Creek District

A Transportation-Oriented Mixed-Use Development

Design Guidelines



Alaska Railroad
Corporation

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The Ship Creek District Design Guidelines are a special limitation to the Municipality of Anchorage's Planned Community (PC) zoning governing development, as adopted by the Anchorage Assembly (date and code reference).



Ship Creek District Design Guidelines

1.0 Intent and Applicability

General

The Ship Creek District has a long and colorful history as the “birthplace” of Anchorage with a past eclectic mix of tent, industrial, rail, office, service, and residential related uses. As such, the architecture of the area reflects this mixture and has resulted in an array of building types and materials. If there is a “style” it is probably best described as “northern-transitional-industrial”.

This mix does not so much set an architectural style for the Ship Creek District as it suggests an approach. It not so much suggests a standard in the use of textures, patterns, or form, but instead promotes an innovative and economic use of materials and design elements. Design

should build on the already eclectic mix of materials and building masses and use that as an inspiration for developing architecture that is both innovative and sensitive to northern conditions.

Within that context, these guidelines are intended to provide a foundation for development that is unique and appropriate to a pedestrian district. These guidelines urge development of design solutions that incorporate an active rail yard, people, a major urban salmon stream together with landscape architecture, architecture, and art into an area that is distinctly Alaskan and Anchorage.

These Design Guidelines apply to all development in the Alaska Railroad’s Ship Creek District. Applications should directly respond to the specific requirements outlined in this document, which provides the basis for the



The Ship Creek District has a long and colorful history as the “birthplace” of Anchorage with a past eclectic mix of tent, industrial, rail, office, service, and residential related uses.

Ship Creek District Review Board and Municipal Planning and Zoning Commission to evaluate development proposals according to the development approval procedures in this document.

Intent

The Ship Creek District Design Guidelines were developed with the following intent:

- (1) Protect developers’ investments by ensuring a consistency in the quality of development District-wide;
- (2) Attract land uses that take full advantage of the area’s proximity to downtown and its multi-modal transit nodes;
- (3) Ensure that up-front public investments in infrastructure support specific public and economic objectives by attracting quality development;
- (4) Respond to community desires that the District become a mixed-use development with public waterfront access that both residents and tourists will enjoy;

- (5) Establish design principles that will ensure a quality development that is aesthetically pleasing, and that contribute to the unique character of the District;
- (6) Maximize harmonious relationships among buildings that may contain a variety of uses and to minimize any negative impacts these uses may have on neighboring properties;
- (7) Encourage innovative site design that provides pedestrian and vehicular circulation while connecting the buildings with “winter cities” concepts; and
- (8) Establish the parameters of a review process.

2.0 General Policies

- (1) Developments in the Ship Creek District should be connected to each other and to surrounding neighborhoods by landscaped streets, linked open spaces, pedestrian and bicycle trails, and transit.
- (2) Projects should demonstrate a high standard for design, materials and



New development should contribute to the unique character of the Ship Creek District while taking advantage of the waterfront and proximity to downtown.

- construction of both public and private development.
- (3) New development should reinforce pedestrian activity at the street level, present an attractive and varied profile on the skyline, and provide opportunities for artistic expressions that contribute to the unique character of the Ship Creek District.
- (4) On-going programs and funding priorities should ensure that Ship Creek streets and sidewalks are clean, safe, well lighted and attractive.
- (5) The District should accommodate a mix of public transportation options that serve commuters, residents, shoppers and visitors, and contribute to the quality of the streetscape.
- (6) Parking should encourage pedestrian movement in the District. Typically, it should only be encouraged for residential or office/administrative land uses. Existing parking lots, proposed Intermodal Transportation Facility parking provisions, and on-street parking should be adequate to meet retail needs.
- (7) When provided, parking facilities should positively contribute to the streetscape and provide customers with convenient access to the building.
- (8) Project proposals should seek to achieve compatibility between older and newer structures.

3.0 Ship Creek District Design Guidelines

All development in the Ship Creek District is subject to the design guidelines within the following subsections:

- 3.1 Parking - page 6
- 3.2 Streets and Vehicular Circulation - page 8
- 3.3 On-Street and Off-Street Loading - page 10
- 3.4 Pedestrian Circulation - page 11
- 3.5 Railroad/Transit - page 14
- 3.6 Landscape, Open Space & Amenities - page 15
- 3.7 Lighting - page 17
- 3.8 Signs - page 19
- 3.9 Architecture / Urban Design - page 20



Design guidelines are intended to ensure quality development that is aesthetically pleasing and that contributes to a positive and inviting pedestrian experience District-wide.

Development Approval Procedures

Projects in the Ship Creek District requiring construction or substantial alteration shall be subject to a Level 1 or Level 2 development review, consistent with the Planned Community District ordinance and according to the following procedures:

Level 1 Development Review.

- a. Level 1 Development Review applies to construction or substantial alteration projects of permitted uses and generally lower construction values. The Ship Creek District Review Board maintains authority for approval of Level 1 development through a non-public hearing site plan review process.
- b. Approval may be provided by the Ship Creek District Review Board during review if:
 - i. the Board finds that the application is complete; and
 - ii. the proposed development addresses and complies with the applicable requirements of this ordinance, including the Design Guidelines.

- c. The Board may choose to provide concept level approval and require re-submittal of plans for final approval. Upon the Review Board's approval of the applicant's plans, developments may proceed by right and will not require further MOA Planning and Zoning Site Plan Review. Unless appealed, the approval of the Ship Creek District Review Board shall be final and development must be consistent with the findings of the Board determined at the final site plan review.
- d. Ship Creek District Review Board resolutions of approval and accompanying site plans shall be given a reference number and filed with the District Recorder's Office and a copy provided to the MOA Planning Department.

Level 2 Development Review.

- a. Projects meeting any one of the three criteria below are subject to Level 2 Development site review and application requirements, as outlined in this subsection:
 - i. Projects with a construction value in excess of \$2 million as defined in 2004 dollars, adjusted annually per the Anchorage Consumer Price Index;

- ii. Conditional uses; and
 - iii. An appeal of the Ship Creek District Review Board findings.
- b. Developments meeting .a.i. or a.ii. of the above criteria require approval by both the Ship Creek District Review Board and the Municipality of Anchorage’s Planning and Zoning Commission as follows:
- i. Developers shall submit a concept site plan to the Ship Creek District Review Board for a non-public hearing.
 - ii. Upon concept site plan approval by the Ship Creek District Review Board, a public hearing before the Municipality of Anchorage’s Planning and Zoning Commission is required. In addition to the standards and procedures of AMC 21.15.030 and 21.50.200, the Planning and Zoning Commission shall consider the following:
 - 1. An evaluation of the proposal by the Geotechnical Advisory Commission.
 - 2. A traffic impact analysis with suggested mitigation proposals to correct any issues found in the site plan or deficiencies in the street system serving the proposed project.
 - 3. Compliance of the submitted plans with the District’s land use requirements and Design Guidelines.
 - iii. Following site plan approval of the concept site plan by the Commission, the applicant shall submit final plans for approval at a non-public hearing with
 - the Ship Creek District Review Board. Applicants shall illustrate compliance with the Planning and Zoning Commission findings and shall address requirements of the Design Guidelines.
4. The Planning and Zoning Commission and the Ship Creek District Review Board may impose conditions as required to make the proposed development compatible with District and adjacent land uses and the Design Guidelines. Conditions imposed by the Board may be more stringent than those of the Commission but may not be less stringent or overturn the findings of the Commission.
 5. The Planning and Zoning Commission shall hear appeals from decisions of the Ship Creek District Review Board regarding the disapproval or conditions of approval of a development in the District. The decision of the Board may not be reversed unless the Commission finds that all of the following are supported by substantial evidence:
 - i. Special circumstances make strict adherence to the requirements of the Board clearly impractical, unreasonable, or undesirable to the general public.
 - ii. The granting of an exception to the Board-imposed conditions will not be detrimental to Alaska Railroad Corporation operations.
 - iii. The granting of an exception will not nullify the intent of the Design Guidelines for the Ship Creek District.
 - iv. Undue hardship would result from strict compliance with the specific provisions of the Board’s findings.

3.1 Parking Guidelines

Goals and Intent

Off-street parking lots should be used sparingly as they use significant amounts of land with higher and better uses. Also, they spread the location of retail and office uses, discouraging pedestrian travel and encouraging “one-stop” shopping trips which is detrimental to the economic health of the District. A central parking facility including that provided by an Intermodal Transportation Facility, coupled with existing off-street parking should be adequate to meet most needs within the district. Off-street parking should be targeted for residential uses and Office/Administrative types of use and should only be incorporated where a demonstrated need exists or will exist.

Off-Street Surface Parking

Fulfilling the needs for parking in the District is important, however, care must be taken to ensure that parking areas do not have a detrimental effect on the overall image of or pedestrian circulation within the Ship Creek District. Where required, parking should be incorporated within structures to the degree practicable. However, it is recognized that ground-floor retail and ground-floor office/administrative uses are to be encouraged and that it may be more appropriate to provide a surface parking lot adjacent to an Office/Administrative space in lieu of incorporating parking into the structure



of a proposed project. For each Office/Administrative land use that is proposed, the project proponents shall consider the need for off-street parking relative to the following:

- (1) The availability of parking within walking distance to the project location (1000 feet).
- (2) The relationship to adjacent land uses and whether a parking lot will reduce the desirability of pedestrian travel within the district,
- (3) The proposed project’s ground floor uses and whether parking can be incorporated into the structure without affecting the ability to provide ground floor business opportunities.

General Guidelines

- (1) Parking should be shared among developments to minimize the number of parking spaces and encourage multi-purpose visits. The location of parking lots should be such that it is convenient to users and it encourages pedestrian travel to multiple locations within the district.
- (2) Use of snow melt systems is encouraged where pedestrians will congregate or where safety may be impaired by icing conditions.
- (3) Surface parking should be located behind buildings where possible to maintain a consistent architectural edge along Ship Creek Avenue.



- (4) Pedestrian walks and ramps should connect all parking lots and garages to surrounding buildings and sidewalks.
- (5) All surface parking areas should be paved and curbed.
- (6) Perimeter landscape treatment such as plantings and screening structures should be provided to partially screen views of surface lots from streets, buildings and pedestrian walkways.
- (7) Within 8-foot landscape beds proposed at the edge of parking, trees should be planted at intervals of one per each 25 feet, per parking lot side length, in combination with shrub plantings or decorative partial structural screen at the perimeter of parking areas. Curbs should be located to protect landscaping or fencing.
- (8) Curbed, landscaped interior islands or medians should be provided at a ratio of at least 5% of the paved area of a parking area, including drive aisles.
- (9) Planting islands should have a minimum size of 400 square feet, with a minimum width of 12 feet, and should contain one canopy tree per 200 square feet of island. Islands should be raised at a slope of 4H:1V from curb edge to the center of the planting.
- (10) Snow storage areas should be located for ease of maintenance and to protect vegetation.

- (11) Snow hauling is encouraged to minimize the area within the District devoted to snow storage.

Structured Parking

Parking may be incorporated into proposed housing, retail or office/ administrative projects or constructed as stand-alone independent projects. Their need and location should recognize the intermodal nature of the Ship Creek District.

- (1) Parking structures should be located and designed to minimize the impact to views from downtown and the bluffs to Ship Creek and the Inlet.
- (2) Design of parking structures should demonstrate strong architectural style and use public art where appropriate to reduce the overall visual impact to the facility.
- (3) Ground floor retail should be incorporated into parking structure design where practical.
- (4) Ramping should be an integral element of the architectural expression of the building or incorporated into the interior so as not to detract from the architectural character.
- (5) Mechanical ventilation equipment should be screened either architecturally or with landscaping to minimize their visual impact.
- (6) Interior lights should feature full cutoff fixtures unless conceived as an art or design element.
- (7) All parking structures must be designed with the knowledge that they will also be viewed from above. Well-designed roof decks, courtyards, and gardens are encouraged.
- (8) Parking structures should be located to provide ease of connection to the ARRC commuter system as it is envisioned and as it grows.

Streets 3.2



3.2 Streets and Vehicular Circulation Guidelines

Goals and Intent

The location, width and treatment of streets affect the appearance and function of the Ship Creek District.

Roads should conform to Municipality of Anchorage (MOA) regulations and provide for the safe, efficient and convenient movement of all types of vehicles. These guidelines are designed to create an efficient and aesthetically pleasing circulation system for the development.

General Guidelines

- (1) Design all District streets to accommodate automobiles, transit, bicycles and pedestrians equitably.
- (2) Provide direct connections from roadways and sidewalks to trail and transit systems.
- (3) Minimize conflicts between vehicles and pedestrians by providing controls at busy crossing points and intersections.

Roadways

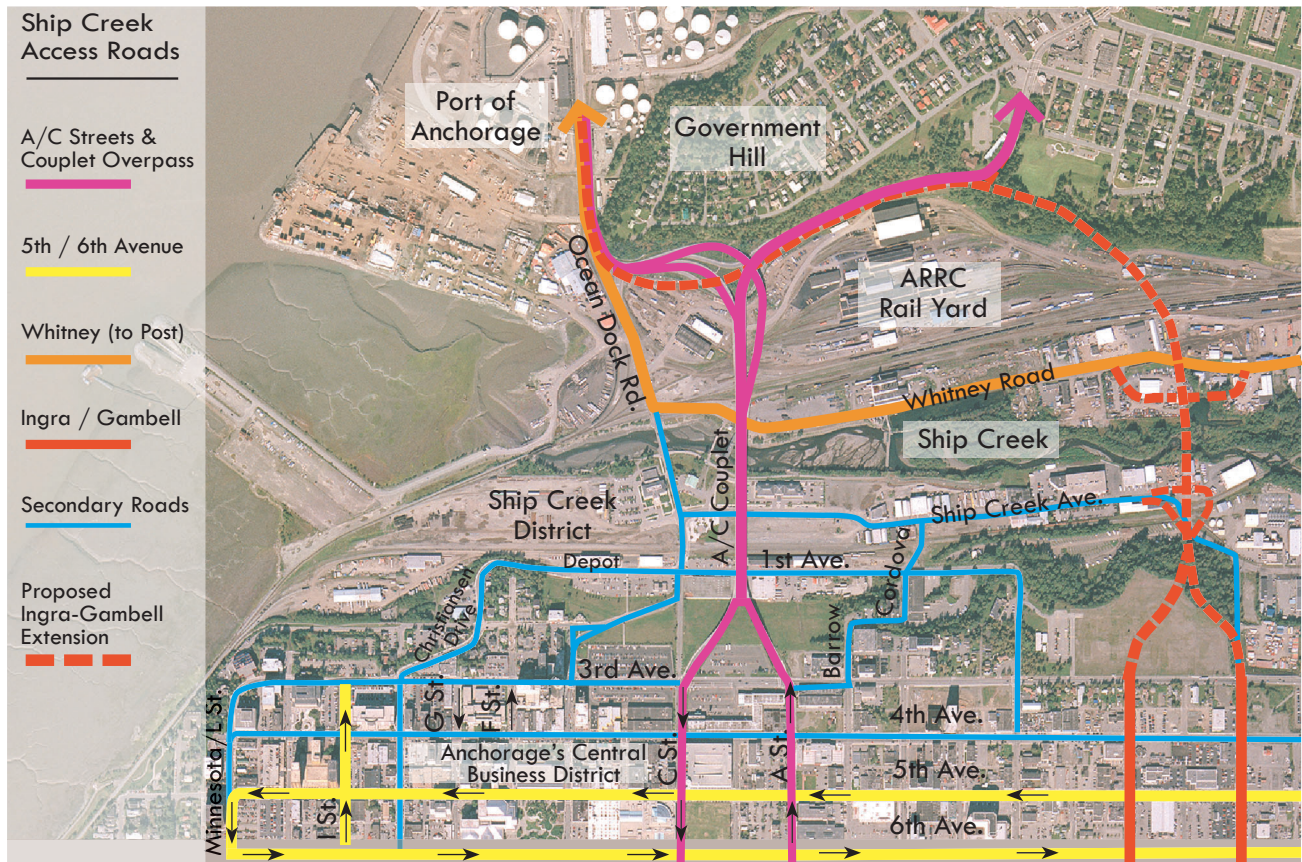
In order to encourage a pedestrian focus, street lane widths within the District should be narrow, while still meeting appropriate design standards. Following are further provisions:

I - Ship Creek Avenue

- (4) The street should have a pedestrian oriented streetscape. This road should provide the principle access to all development.



CONCEPTUAL Vehicular Circulation Map



Based on current ARRC planning and the December 2000 Ship Creek Multi-Modal Transportation Plan.



Vehicular circulation for the District will take advantage of existing access roads including Ship Creek Avenue pictured above until the proposed Ingra-Gambell Extension is constructed. Other modes of access will also serve the District via the Intermodal Transit Facility, the E Street Pedestrian Corridor, Ship Creek Trail and Coastal Trail links, tour busses, trolly, and shuttle service.

Loading 3.3

- (5) Where existing building setbacks allow, the street should have the following dimensions and standards:
 - a. On-street parking on both sides
 - b. Minimum of 12-foot sidewalks on both sides
 - c. Pedestrian scale lighting and amenities
 - d. Street trees
- (6) Where building setbacks or narrow rights-of-way restrict the ability to provide for the full scale of improvements, development proposals should demonstrate a solution that provides for traffic movement while accommodating an average sidewalk width of 12 feet on each side of the street for pedestrian movement and pedestrian amenities/lighting, with street trees. This may include the provision of parking on only one, or neither side of the street.
- (8) The street should have the following dimensions and standards:
 - a. On-street parking
 - b. 8-foot sidewalks on both sides
 - c. Pedestrian scale lighting and amenities
- (9) Where the above design standards cannot be met, design solutions should demonstrate a balancing of the features above to achieve an emphasis on safe and comfortable pedestrian movement with an average of 8 feet on each side of the roadway. This may include the provision of parking on only one, or neither side of the street.

3.3 On-Street and Off-Street Loading

Loading zones and loading facilities should be provided in connection with permitted uses and should be shared by adjoining development where possible.

II - Other District Streets

- (7) Applies to North C Street and First Avenue



3.4 Pedestrian Circulation Guidelines

Goals and Intent

- Design the circulation system to provide safe and convenient access by foot and bicycle among major destinations within the District.
- Seek opportunities to establish pedestrian connections between Ship Creek and Downtown and surrounding neighborhoods, such as the E Street Pedestrian Corridor (concept diagram, page 12).
- Design streets that encourage pedestrian use.
- Direct pedestrian and bicycle traffic to street and rail crossings with adequate sight distances, and appropriate traffic controls.
- Coordinate and cross reference Landscaping section (3.6) with this section.



primary plaza should serve as the “heart” of the district and be located at or near the intersection of Ship Creek Avenue and North C Street. A secondary green “plaza”, is to be built adjacent to the Ship Creek Dam pedestrian bridge to serve as a trail head for the Ship Creek Trail and as a tour bus interpretive stop.

- (2) A Greenbelt should be maintained along both sides of Ship Creek from the power plant dam west to the railroad tracks. Development should provide for safe and secure pedestrian access to the creek for fishing while protecting the stream bank from continued erosion. Elevated boardwalks should be considered for any area that may affect streambanks.

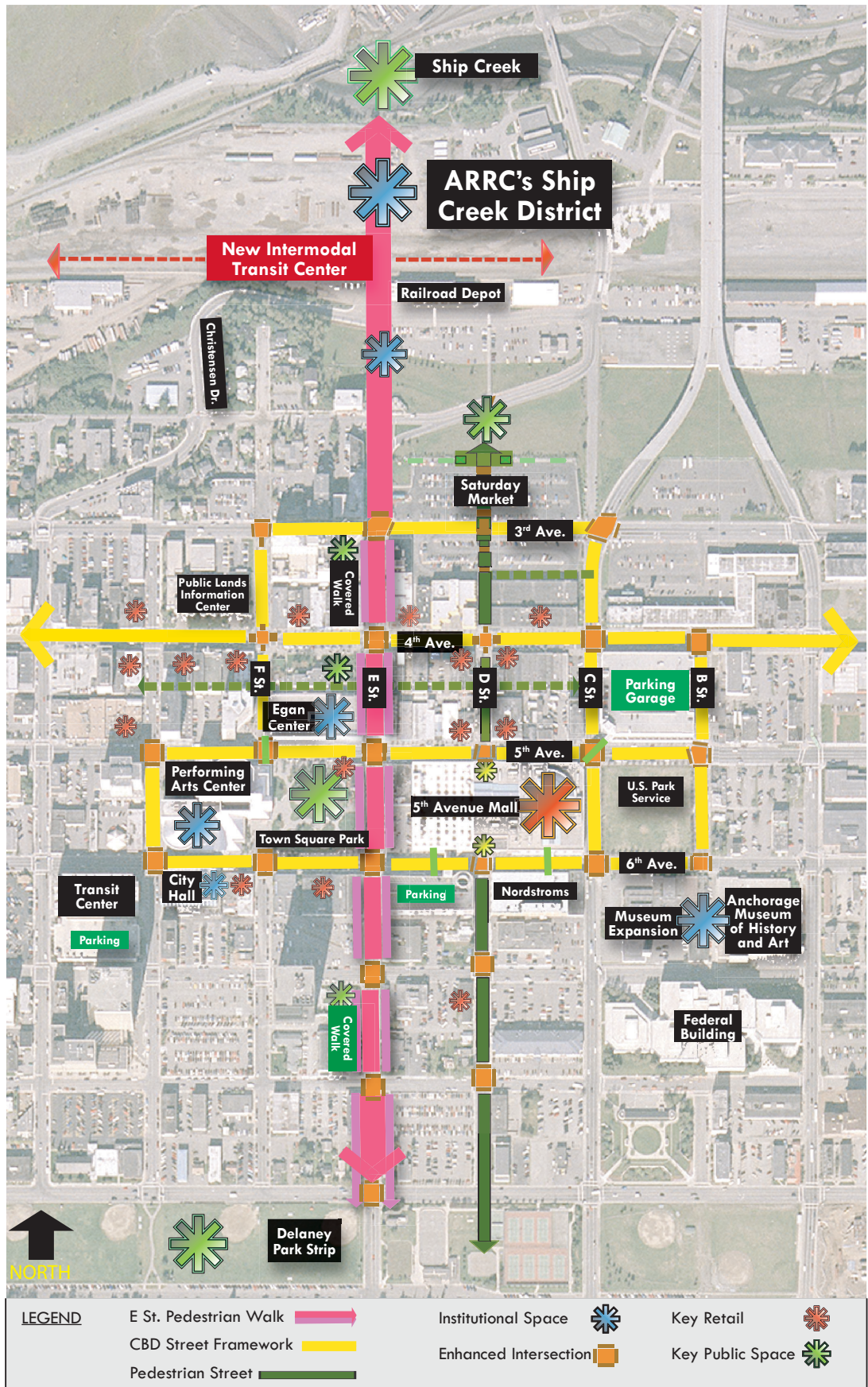
General Guidelines

Public Plazas and Open Space

- (1) Two key public plazas should anchor the Ship Creek District. A



PROPOSED E Street Pedestrian Corridor



- (3) The extension of the Ship Creek trail is a valuable resource for biking, walking, fishing and interpretation. In recognition of this important public role, the greenbelt should have the following features:
- (a) Pedestrian overlooks and interpretive sites;
 - (b) Elevated boardwalks;
 - (c) Protective fencing along the stream bank;
 - (d) Elevated, accessible fishing platforms;
 - (e) Native plants indigenous to the Ship Creek riparian zone; and
 - (f) Pedestrian scale lighting and amenities.



Street and Pedestrian Links

- (4) Sidewalks should incorporate patterns and textures that provide visual interest while meeting Americans with Disabilities Act (ADA) accessibility requirements.
- (5) Pedestrian crosswalks should comply with ADA standards and should use decorative elements to identify pedestrian areas
- (6) Use of heated sidewalks is encouraged at key public entrances and along heavily used pedestrian routes.





3.5 Railroad and Transit Guidelines

Intent

Protect and enhance the continued historic function of the Alaska Railroad operations, including passenger and freight services to insure safe, efficient and aesthetically pleasing facilities.

Rail crossings

- (1) In high volume pedestrian/transit areas use decorative fencing along both sides of the rail line to encourage pedestrians to cross at approved and signaled crossings; a minimum 3-foot fence is required.

Transit Amenities

- (2) Provide custom rail platforms, shelters, baggage areas, lighting, seating and signage to identify ARRC operations as a unique District.
- (3) Integrate the use of ARRC themes, logos, and colors on pedestrian scale amenities to strengthen the District identity.
- (4) Shelters should be well-lighted custom shelters and provide protection from wind, rain, and snow.



3.6 Landscape, Open Space & Amenities Guidelines

Goals and Intent

The landscape and open space for the District need to respond to Ship Creek as a pedestrian focal point. The landscape should define the area as a unique destination and create a lively street environment that will encourage pedestrian activity.

Gateways

- (1) Gateway features should define the entries into the Ship Creek District. Public art should be located along streets to welcome visitors and define the boundary of the Ship Creek District. All Gateways should share a common design theme and clearly identify the Ship Creek District. Gateway elements should be placed at the following locations:
 - (a) E Street at the intersection with the E Street Pedestrian Corridor
 - (b) Christensen Drive and 1st Avenue
 - (c) Ingra/Gambell extension to Ship Creek Avenue
 - (d) Along ARRC's rail line at Whitney and C Street, and at Whitney and Post roads (visible to rail passengers)



Green Belt & Natural System

- (2) Native plants indigenous to the riparian habitat in the Anchorage Bowl should be planted within the Ship Creek corridor.
- (3) Native plants should be used within a 50-foot setback of the creek edge to complement the natural setting.
- (4) Ornamental plantings may be allowed in the greenbelt at trail intersections or where development parcels are contiguous with the corridor.

Street Trees

- (5) Street tree species should be used to create a common theme for the District and on specific streets. The three major streets on the south side of Ship Creek should be planted with the street trees shown in the following table:



Street	Major Tree(s)
Ship Creek Avenue	Amur Chokecherry Mountain Ash Columnar Aspen
First Avenue	Mountain Ash Birch Flowering Crab
C/E Street	Columnar Aspen Flowering Crab

- (6) Deciduous street trees should be planted at an average of 30-foot intervals using a design that provides a minimum of 200 cubic yards of topsoil per tree.

Site Furnishings and Public Art

- (7) High-quality outdoor furniture should be placed at key locations to present an uncluttered, elegant, welcoming image, consistent with the theme of the District.
- (8) Trash receptacles are required to be located near seating areas, intersections and other major pedestrian traffic points.
- (9) Benches should be placed to allow visitors a chance to rest and watch activities along the street.

- (10) Custom design of benches, tree grates, trash receptacles, and other amenities is encouraged. Likewise, use of local artists for development of street furniture is encouraged.

Fencing

- (11) Fencing should provide safety and security, channeling rail passengers and pedestrians to safe rail and street crossings.
- (12) Fencing should be used where appropriate to protect sensitive stream banks, encouraging fishermen to enter the stream at predetermined access points.
- (13) Design of fencing should receive the same attention to aesthetics, quality, and function as other site furnishings. Fencing should screen industrial or service uses where appropriate but not block important viewsheds.

Refuse and Storage

- (14) Shared trash storage and disposal areas should be fully screened from public view and located to the rear of properties, away from pedestrian pathways.

3.7 Lighting Guidelines

Intent

Lighting provides aesthetic enhancement to the development by unifying the development and creating focal points. Special lighting techniques should be considered to accentuate public plazas, streets, pedestrian pathways, and architectural features of buildings.

Standards

Street Lighting

- (1) Decorative pedestrian light fixtures placed at 45 to 60-foot intervals should be compatible with the style of lights at Ship Creek Plaza.
- (2) Street lighting should be limited to corners and mid-block.
- (3) Street lighting should use poles similar to those used in the Anchorage Downtown area.
- (4) Traffic signs should be mounted on light poles to the extent possible.
- (5) The height of the street and pedestrian fixtures, except where specialty lighting is employed, should be uniform throughout the Ship Creek District.
- (6) Street lighting fixtures should use cut-offs to reduce glare.



Parking Facility Lighting

- (7) Parking facilities may require pedestrian scale lighting fixtures to augment the street lighting along walkways and roads.
- (8) Light sources for parking structures should be concealed and should not be visible from outside the parking structure.
- (9) Accent or security illumination at parking area entrances and exits, loading zones, and pedestrian crossings is encouraged.
- (10) Parking lot perimeter lighting should employ full-cutoff fixtures and interior fixtures should feature partial cutoffs.

Accent Lighting

Accent lighting is encouraged for plazas, greenways, courtyards and buildings.

- (11) Indirect or concealed lighting is appropriate when illuminating facades, art, or landscape elements.
- (12) Accent lighting for fountains and public art is encouraged, recognizing winter conditions and opportunities.
- (13) Use of lighting for artistic purposes is encouraged.
- (14) Use of winter white lights on street trees is encouraged.
- (15) Electrical outlets should be installed in all street tree planters and on light poles to allow the addition of seasonal and accent lights.





3.8 Signs

Intent

All buildings subject to a Level 1 or 2 review should provide a signage plan as part of the site plan review.

Standards

Location

- (1) On traditional commercial buildings, signs fit most naturally on the lintel or sign frieze which separates the ground level storefront from the upper facade. Creative incorporation of signage into the building design is encouraged.
- (2) Signs should not be free standing. Roof signs are not allowed.

Size

- (3) Each sign should be sized in proportion to the storefront and the building as a whole.
- (4) Signs should never be allowed to obscure or overwhelm the basic architectural character of the building.
- (5) A ratio of one square foot of sign area for each linear foot of building frontage is permitted, up to a maximum of 100 square feet

unless creative design solutions are approved as part of the overall facility design

Materials

- (6) The major consideration in selecting sign material is compatibility with the area's historic industrial nature and in keeping with the building's architectural character.
- (7) Sign design should incorporate creative uses of industrial elements appropriate to the character of the area and the building design.

Message

- (8) The words used on a sign should be limited to the name of the business and other pertinent information related to its operation.
- (9) The sign should not be used for product advertising.

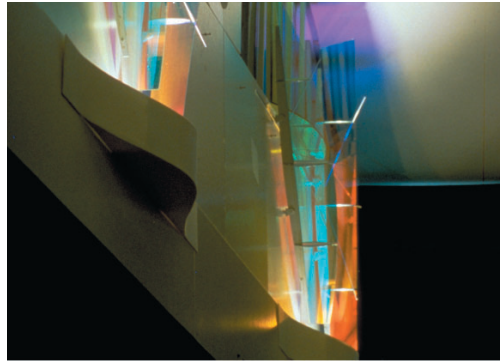
Illumination

- (10) Message boards are not permitted.
- (11) Indirect lighting is encouraged.

Wayfinding

- (12) Wayfinding signs and maps should be placed at key intersections and pedestrian traffic points to keep visitors oriented and informed.





3.9 Architecture and Urban Design Guidelines

Intent

Architecture is one of the most important elements in conveying the sense of place for the Ship Creek District. Distinct and creative architectural form and style should be considered for new buildings or for alterations to existing structures.

Building Location and Orientation

- (1) Buildings should be sited and oriented to optimize access to the sun both inside and outside the building while minimizing wind, ice and snow drifting and accumulation at building entrances and pedestrian walks.
- (2) If provided, parking should be placed at the rear or sides of buildings with the building providing direct access to sidewalks and the street.
- (3) Where possible, glassed “winter gardens” should be created to create spaces for year-round use.
- (4) Clusters of smaller buildings, instead of a single large building should be used where possible in order to create pedestrian pockets and provide for diversity in building designs and materials.

Roof Forms

- (5) Roof lines should present a distinctive profile and appearance, particularly for smaller structures.
- (6) All mechanical equipment located on the roof should be concealed from nearby streets and roads and integrated into the building design.
- (7) Roofs should be designed such that they do not shed snow or rain directly onto pedestrian areas.
- (8) Sheltering roofs or canopies that extend over the full width of pedestrian walkways at building entrances should be incorporated into building design. This reduces maintenance for snow removal and helps ensure safe walkways during the winter months.





Articulation

- (9) Design articulation should be used to maintain the scale and eclectic nature of building design in the Ship Creek District.
- (10) Horizontal façades longer than 100 feet should be articulated into smaller units to give interest to the façade and create interesting shadow patterns.
- (11) The base should have the richest collection of materials and details to create visual and textural complexity at eye level. Consider art as a method of creating visual interest.
- (12) Buildings should also incorporate architectural detail elements into any ground floor, street-facing or parking lot-facing façade.
- (13) The full exterior of the building should be considered as part of the design such that buildings are not a collection of facades without building form.

Prominent Entrances

- (14) Building entrances should be designed to be welcoming and safe in all weather conditions and seasons and should be emphasized by use of details, lighting and signage.
- (15) Buildings should be designed through roof forms, articulation, or other means to highlight principal entrances.
- (16) Lighting should be wall mounted and shielded from the sky and adjacent properties either through exterior shields or through optics within the fixture. Footcandles should be no more than 5.0 at building entrances to prevent over-lighting.
- (16) Principal entrances should include interior vestibules to trap warm air, reduce drafts into and out of buildings and allow people to remove snow, umbrellas and winter clothing before entering the retail space.



Transparency

- (17) Buildings should offer transparency in order to provide visual connections between activities inside and outside.
- (18) Ground floor facades facing streets or parking areas should incorporate clear vision glass to a large extent.
- (19) Windows along streets or façades containing principal entrances should include merchandise display areas of the businesses inside for window shopping.
- (20) Reflective glass or film is not permitted on street level windows.

Weather Protection

- (21) Projects should provide snow, rain, cold and wind protection for pedestrians without separating them completely from the outdoor environment.



- (22) Canopies or roof overhangs should be used along walkways adjacent to buildings in order to provide protection of pedestrians.
- (23) Weather protection elements should allow natural light to penetrate pedestrian walkways during either low or high sun angles.



- (24) Snow-free and dry walking areas for pedestrians should be maintained with either heated canopies or heated sidewalks at principal building entrances. Canopies with infrared heating systems should be considered at street level. Heated sidewalks prevent the accumulation of slippery snow and ice in winter and provide a clear and inviting entry to buildings.

Building Lighting

- (25) Building lighting should reduce incidental light and glare while illuminating storefronts for visibility and safety. An illumination plan must be provided for review as part of submittals to the Ship Creek District Review Board.
- (26) Lighting fixtures on building façades should be carefully located, aimed and shielded according to a lighting plan so that light is directed only onto the building façade.
- (27) Lighting fixtures should avoid illuminating surrounding areas which are lit by site, street and landscape lighting. Lighting that “washes” the façade with downward lighting should concentrate light onto the building.

Building Color and Materials

- (28) Colors and materials should be selected to create buildings that are aesthetically pleasing, compatible with the overall site plan, and responsive to northern climate site conditions such as light and snow.
- (29) Use of warm building colors is encouraged with appropriate bright colors at building entries or on accent features.
- (30) Color and materials on the siding of accessory buildings should be compatible with and be integrated as part of the colors, materials and design of the siding on the main retail building of a development site. (Accessory buildings also include screening enclosures for equipment and garbage.)



- (31) Consider use of warm natural materials such as wood and stone. in combinations with materials that reference the historic industrial character of the district.
- (32) Consider creative use of “industrial” materials that might provide a “bridge” between the historic industrial character of the Ship Creek District and its developing retail, residential and office uses.

