

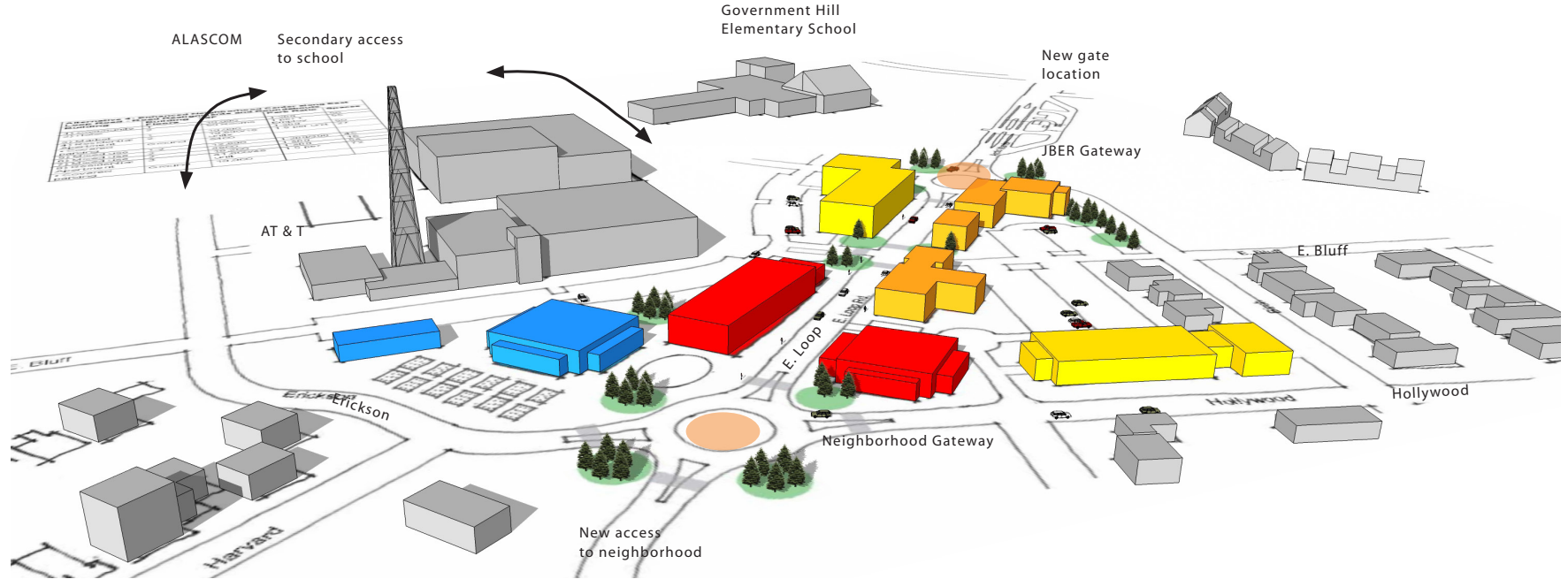
CREATING TWO BLOCKS OF MAIN STREET

The Scenarios in the plan are meant to present options for redevelopment of the commercial core. They reflect the vision set forth by the community during a series of public workshops. They are a visual representation of the type of development the community will actively be engaged in promoting. Until a specific scenario is endorsed by the Government Hill community, the scenarios will not have a regulatory affect per se, but they can serve to give interested developers an idea of the type of development the community would like. After a scenario is chosen by the community, the next step would be to create an overlay district that would become the regulatory tool to guide development applications presented to the MOA and PZC.

SCENARIO 1

This scenario yields a very strong two-block "main street" when completed. It requires cooperation from KAC, ADOT&PF and agreements from JBER from the outset. One advantage is that the community hall could be a part of the lid construction.





A. CONCEPT

- A solid, two-block long “Main Street” along E. Loop Rd.
- Secondary mixed-use street along Hollywood
- “Prime intersection address” at E. Loop Rd. and Hollywood/ Erickson
- Additional “key intersection” mid-block along E. Loop at Bluff
- Landscaped gateway entry experience along Erickson at E. Loop Rd. and Harvard with roundabout

B. KEY FEATURES

Parcels

- Two large parcels facing E. Loop Rd.
- Two medium size parcels, facing E. Loop Rd. at entry to JBER

Intersections

- Redesign intersection at E. Loop Rd and Erickson/Hollywood (in conjunction with street realignment), possibly with a roundabout
- Redesign intersection of Arctic Warrior and E. Bluff
- Extension of Birch connects to Arctic Warrior and continues to the school (with a second roundabout)

Streets

- Realignment of E. Loop Rd. in the commercial core
- Realign Harvard to connect with E. Bluff
- Parallel flow from commercial center to JBER entry on two-way streets
- Improved access to the school (with direct road off of Harvard/E. Bluff)
- Easy east-west flow along Harvard to Hollywood
- Also relatively easy east-west flow along E. Bluff

Parking

- Major parking reservoirs along E. Bluff (less dependent upon KAC outcome)
- Between E. Loop Rd and Birch; potential festival lot (also less dependent upon KAC outcome)
- On street

Pedestrian systems

- Improved sidewalks in neighborhood center
- Major crossing at E. Bluff and E. Loop Rd.
- Crossings set back from roundabout along E. Loop Rd.
- Improved sidewalk/trail access to school

C. PHASING CONSIDERATIONS

This concept requires major street revisions, and later portions of the redevelopment are dependent upon certainty of KAC.

General Development Phasing

Phase 1: Development of Buildings 2, 3, 4 and 5

Phase 2: Buildings 1, 6, 7 and 8

Relationship to KAC

- Concept probably requires KAC to merit intersection improvements
- Uncertainty about KAC could delay development of Buildings 1, 2 and 3

Relationship to JBER

Phase 1a: Agreement for intersection improvements at Arctic Warrior and E. Bluff

Phase 2: Agreement for additional land for Buildings 6, 7 and 8, with related parking



Scenario 1 Plan with Phasing Detail

Scenario 1 Viewpoints "Two Blocks of Main Street"





View of community gardens along Erickson Street

2



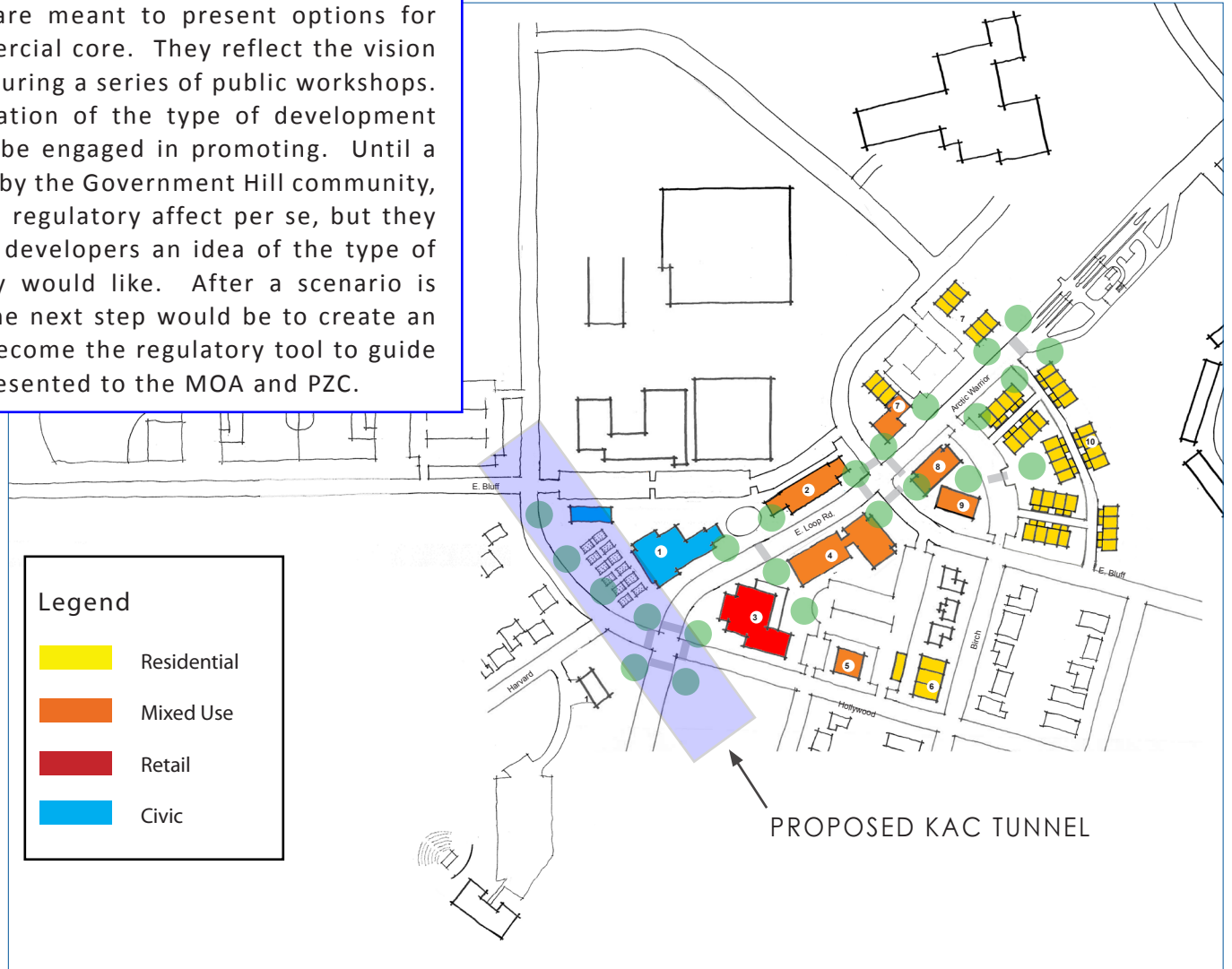
View looking north along Loop Road

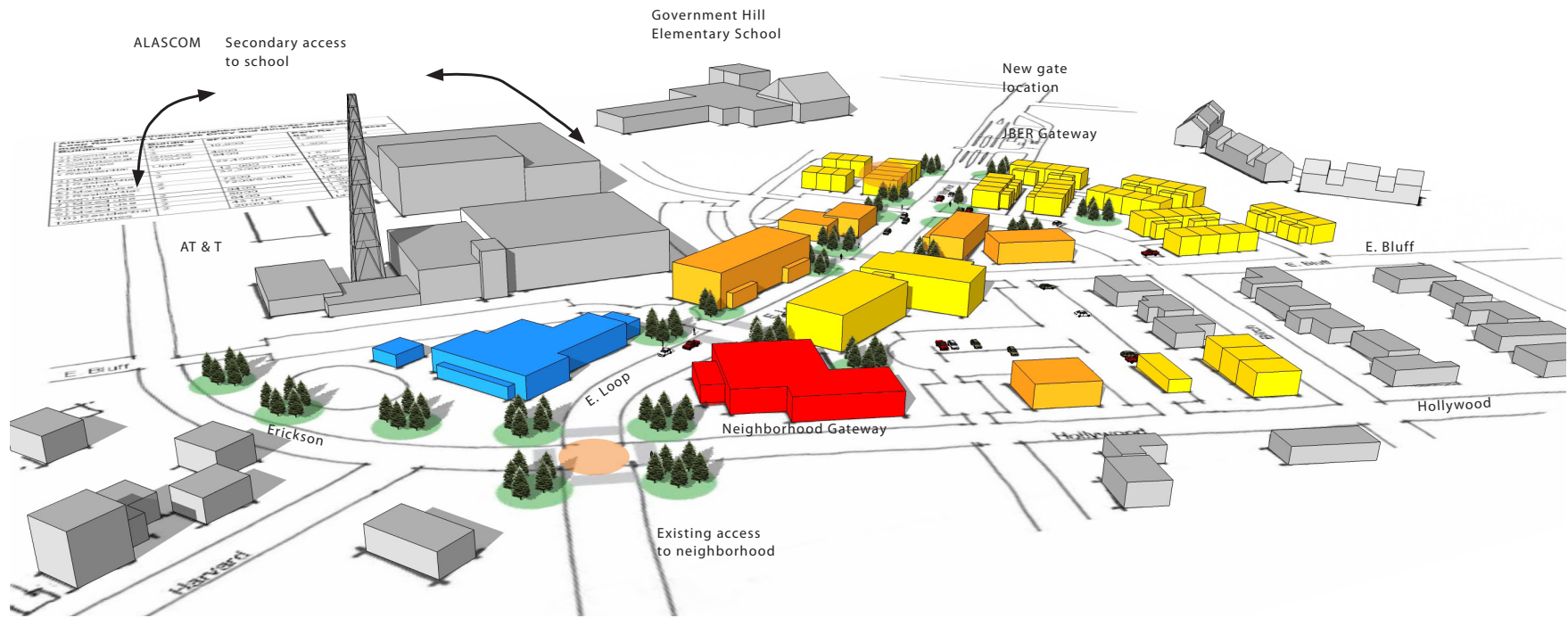
TWO BLOCKS OF MAIN STREET WITH MINIMAL STREET REALIGNMENT

The Scenarios in the plan are meant to present options for redevelopment of the commercial core. They reflect the vision set forth by the community during a series of public workshops. They are a visual representation of the type of development the community will actively be engaged in promoting. Until a specific scenario is endorsed by the Government Hill community, the scenarios will not have a regulatory affect per se, but they can serve to give interested developers an idea of the type of development the community would like. After a scenario is chosen by the community, the next step would be to create an overlay district that would become the regulatory tool to guide development applications presented to the MOA and PZC.

SCENARIO 2

This scenario yields a very strong two-block "Main Street" and a secondary commercial street (Hollywood) when completed. It can be phased, while waiting for KAC outcome. As such, the initial phase would be modest, but could be strengthened if an agreement with JBER is timely. One advantage is that the community hall could be a part of the KAC lid construction.





A. CONCEPT

- A solid, two-block long “Main Street” along E. Loop Rd.
- Secondary mixed-use street along Hollywood
- “Prime intersection address” at E. Loop Rd. and E. Bluff
- Additional “key intersection” mid-block along E. Loop
- Landscaped gateway entry experience along Erickson at E. Loop Rd. and Hollywood

B. KEY FEATURES

Parcels

- Two large parcels, facing E. Loop Rd.
- Two medium-sized parcels, facing E. Loop Rd. at entry to JBER, plus additional parcels with residential development

Intersections

- Redesign intersection at E. Loop Rd and Erickson/Hollywood
- Redesign intersection of Arctic Warrior and E. Bluff

Streets

- Realignment of E. Loop Rd. in the commercial core
- Extension of Birch connects to Arctic Warrior and continues to the school
- A later new residential street parallels the curve of the extended Birch St.
- Improved access to the school
- Easy east-west flow along Harvard to Hollywood
- Also relatively easy east-west flow along E. Bluff

Parking

- Major parking reservoirs along E. Bluff (less dependent upon KAC outcome)
- Between E. Loop Rd and Birch (also less dependent upon KAC outcome)
- On street

Pedestrian systems

- Improved sidewalks in neighborhood center
- Major crossing at E. Bluff and E. Loop Rd.
- Improved sidewalk/trail access to school

C. PHASING CONSIDERATIONS

General Development Phasing

- Phase 1: Development of Buildings 2, 3, 4 and 5
- Phase 2: Buildings 7, 8 and 9
- Phase 3: Building 1
- Phase 4: Residential edge next to JBER

Relationship to KAC

- Uncertainty about KAC could delay development of Building 1

Relationship to JBER

- Phase 1: Agreement for minor intersection improvement at E. Bluff and E. Loop Rd. (?)
- Phase 2: Agreement for additional land for buildings 7, 8 and 9 with related parking and related street
- Phase 3: None
- Phase 4: Agreement for additional land for housing



Scenario 2 with Phasing Detail

Scenario 2 Viewpoints "Two Blocks of Main Street with Minimal Street Realignments"





View looking north from intersection of Erickson and Loop Road



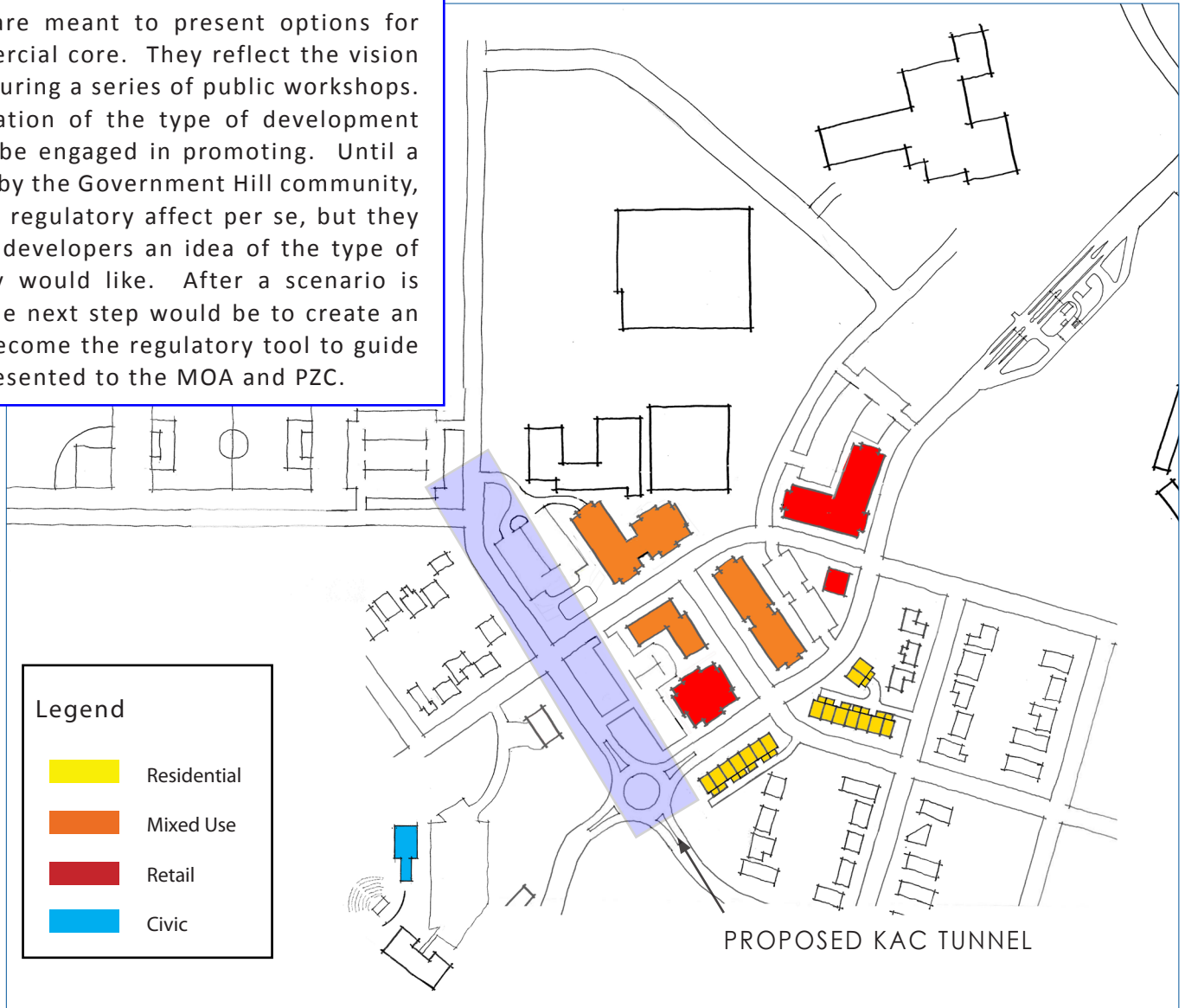
View looking south along Loop Road

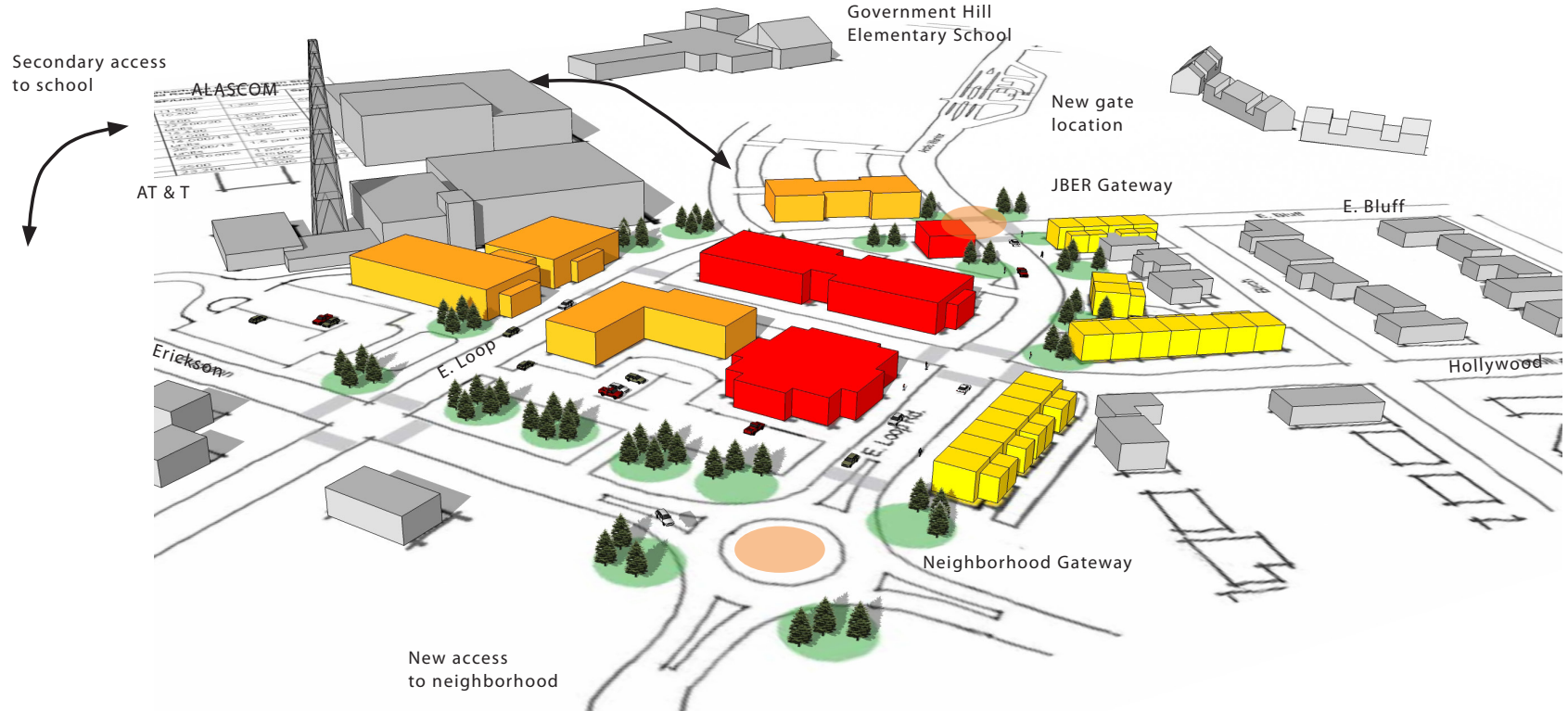
CREATING A VILLAGE CENTER

The Scenarios in the plan are meant to present options for redevelopment of the commercial core. They reflect the vision set forth by the community during a series of public workshops. They are a visual representation of the type of development the community will actively be engaged in promoting. Until a specific scenario is endorsed by the Government Hill community, the scenarios will not have a regulatory affect per se, but they can serve to give interested developers an idea of the type of development the community would like. After a scenario is chosen by the community, the next step would be to create an overlay district that would become the regulatory tool to guide development applications presented to the MOA and PZC.

SCENARIO 3

This scenario is dependent upon certainty of outcome for KAC, coordination with ADOT&PF and also requires an initial agreement from JBER for at least the road realignment. An initial phase could yield a modest commercial center, but the strength of the concept does not appear until later phases are in place.





A. CONCEPT

- Two key (parallel) neighborhood center streets
- Pedestrian-oriented, “Main Street” feel along Hollywood between Harvard and E. Loop Rd.
- Secondary mixed-use streets along Harvard and E. Loop Rd.
- “Prime intersection address” at E. Loop Rd. and Hollywood/ Erickson
- Additional “key intersection” mid-block along E. Loop (at Bluff)
- Landscaped gateway entry experience along Erickson at E. Loop Rd. and Harvard

B. KEY FEATURES

Parcels

- Two large parcels, facing E. Loop Rd. in initial phases
- Additional large (residential) parcel at JBER interface
- Smaller parcels along eastern edge

Intersections

- Redesign intersection at E. Loop Rd and Erickson (in conjunction with street realignment), possibly with a roundabout
- Redesign intersection of Arctic Warrior and E. Bluff

Streets

- Realignment of E. Loop Rd. in the commercial core
- Realign Harvard to connect with E. Bluff
- Parallel flow from commercial center to JBER entry on two-way streets
- Improved access to the school (with direct road off of Harvard/E. Bluff)
- Easy east-west flow along Harvard and Hollywood

Parking

- Major parking reservoirs along Erickson; potential festival lots (in the potential lid area)
- Along E. Bluff and Arctic Warrior
- On street

Pedestrian systems

- Improved sidewalks in neighborhood center
- Improved crossing at E. Bluff and Arctic Warrior
- Major pedestrian crossing at E. Loop Rd. and Harvard, at Hollywood
- Improved sidewalk/trail access to school

C. PHASING CONSIDERATIONS

This concept requires major street revisions, and later portions of redevelopment are dependent upon certainty of KAC.

General Development Phasing

Phase 1: Development of Buildings 6, 7 and 8

Phase 2: Major mixed use development of Buildings 1, 2 and 3 (abutting lid area)

Phase 3: Residential development along the eastern edge of the neighborhood center



Scenario 3 with Phasing Detail

Relationship to KAC

- Concept works with, or without, the tunnel
- Uncertainty about KAC could delay development of Buildings 1, 2 and 3

Relationship to JBER

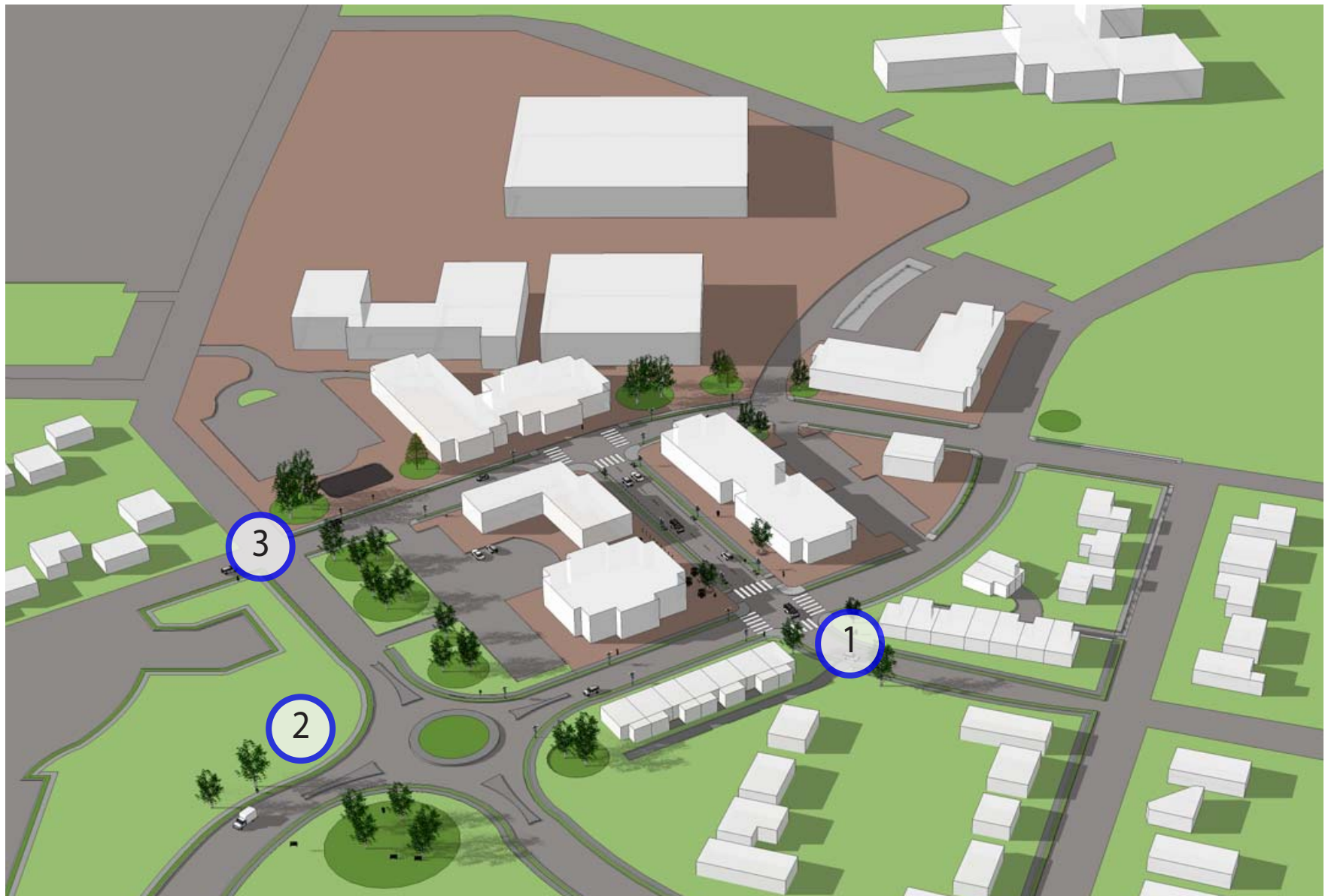
Phase 1a: Agreement for intersection improvements at Arctic Warrior and E. Bluff

Phase 1b: Agreement for additional land for Building 8 and related parking

Phase 2: None (focus is on western edge of neighborhood center)

Phase 3: None (focus is on eastern edge of the center)

Scenario 3 Viewpoints "Village Center"





View looking west along the new Main Street



View looking north on new north - south street



View looking north from intersection of Erickson and Loop Road

URBAN DESIGN POLICIES

The illustrations in this chapter reflect urban design policies present in the Anchorage Bowl Comprehensive Plan (Anchorage 2020), as well as design policies specific to the Government Hill neighborhood. The overarching design policies from Anchorage 2020 were used to guide the development of the more specific neighborhood design policies presented in this plan.

The intent is to demonstrate that the policies specific to the Government Hill Neighborhood Plan are a reflection of not only recent public planning efforts related to the GHNP, but also encompass a much broader planning base spanning over a decade of city-wide planning efforts.

ANCHORAGE 2020 URBAN DESIGN POLICIES

POLICY #	ANCHORAGE 2020 DESIGN POLICIES
41	Land use regulations shall include new design requirements that are responsive to Anchorage’s climate and natural setting.
42	Northern city design concepts shall guide the design of all public facility projects, including parks and roads.
43	Plans for major commercial, institutional, and industrial developments, including large retail establishments, are subject to site plan review.
44	Design and build public improvements for long-term use.
45	Connect local activity centers, such as neighborhood schools and community centers with parks, sports fields, greenbelts, and trails, where feasible.
46	The unique appeal of individual residential neighborhoods shall be protected and enhanced in accordance with applicable goals, policies, and strategies.
47	Provide distinctive public landmarks and other public places in neighborhoods.

URBAN DESIGN ELEMENTS AND IMPLEMENTATION POLICIES, CONTINUED

DESIGN ELEMENT	POLICY #	GHNP POLICY	OPTIONAL DESIGN RECOMMENDATIONS (PRIORITY & ADVISORY) Priority = Recommended Advisory = Not mandatory
STREETSCAPE DESIGN	UD-4	Reduce negative impacts on the neighborhood's livability and redevelopment potential from proposed transportation projects.	<ul style="list-style-type: none"> • Phasing transportation projects and/or improvements • Use appropriate design and streetscape amenities • Regularly maintain roads • Involve the community in pre-design meetings including the context sensitive design phase
PUBLIC ART & HERITAGE CELEBRATION	UD-5	Incorporate public art in outdoor use areas, at building entrances and in parks. Include art in heritage interpretation schemes as well, and provide a series of historical markers to convey the history of Government Hill.	<p>Advisory</p> <ul style="list-style-type: none"> • Provide a focal point in public spaces. (Examples include public art, water feature or distinctive plant arrangement) • Include historic interpretive themes in art installations • Include historical artifacts in heritage interpretation. • Link interpretive markers among public trails, in parks and streetscapes
SITE DESIGN	UD-6	Locate buildings to define the street wall along a block and to frame outdoor use areas. Locate parking to the side and the rear and link them internally. Clearly define pedestrian ways through the site.	<p>Priority</p> <ul style="list-style-type: none"> • Buildings are designed to anchor a corner site • Landscaping used to define the street edge where there is no building • Define walkways with lighting, textured paving and landscaped material. <p>Advisory</p> <ul style="list-style-type: none"> • Use an entry plaza to lead pedestrians from parking to the street • Open space is shared by abutting buildings • Plan for rooftop use • Divide parking areas into smaller pods • Link parking lots internally

KAC SPECIFIC DESIGN POLICIES

The design of the proposed KAC cut and cover, access roads and associate project issues such as access into and out of the neighborhood, frontage streets, disruptions to the neighborhood during construction, noise, visual impacts, pollution, and land use impacts shall meet all applicable requirements and standards associated with municipal, federal and state regulations outlined in the following documents:

Municipal Policies

- 2035 Metropolitan Transportation Plan, 2012
- Official Streets & Highways Plan (OSHP), 2005
- Anchorage 2020 -- Anchorage Bowl Comprehensive Plan, 2001
- Anchorage Bicycle Plan, 2010
- Anchorage Bowl Park, Natural Resource, and Recreational Facility Plan, 2006
- Design Criteria Manual (DCM), 2008
- Anchorage Pedestrian Plan, 2007

State and Federal Policies

- A Policy on Geometric Design of Highways and Streets, 6th Edition (AASHTO) 2011
- Manual on Uniform Traffic Control Devices (MUTCD) FHWA 2009
- Guide for the Development of Bicycle Facilities (AASHTO) 2011
- Alaska DOT&PF Preconstruction Manual (PCM) 2005
- Alaska Traffic Manual (ATM) ADOT&PF 2005
- Roadside Design Guide (AASHTO) 2006

In addition, the specific KAC Design Policies on the following page shall be included in the plan as elements to help mitigate KAC impacts on the neighborhood.

KAC SPECIFIC DESIGN PRINCIPLES

ISSUE	PRINCIPLE #	DESIGN PRINCIPLE
CIRCULATION	KACDP-1	Create and maintain a safe, convenient continuity of circulation between east and west sides of the neighborhood.
WINTER CITY DESIGN	KACDP-2	Create landscaping that serves as a signature element (using Winter City design principles.)
PUBLIC SPACE	KACDP-3	Create public park space.
PARKING LOTS	KACDP-4	Create landscaped parking lots that will serve adjoining uses.
COMMUNITY SPACE	KACDP-5	Include space for a recreational facility, such as an ice rink, and a community facility. Include a space for a community garden.
KAC INFRASTRUCTURE	KACDP-6	Ensure that site work (such as retaining walls, noise walls and planters) is compatible in design and materials with the historic character of the neighborhood.
KAC CUT & COVER	KACDP-7	<ul style="list-style-type: none"> a) Maximizing the length of the lid should be considered in the design of the cut and cover in order to minimize the impact of bridge traffic through the neighborhood. b) The lid of the tunnel should be an amenity for the community, and should serve as a compatible transition from eastern to western areas of the residential neighborhood. c) The lid should help reduce noise, exhaust fumes and visual impacts resulting from KAC traffic. d) The lid should not divide the park. e) The lid design should include consideration of extending under Sunset Park to maintain the viability and use of this valued park community. f) The lid should be a visual asset, helping to connect the neighborhoods and providing civic uses. g) If the KAC tunnel is constructed it should be designed to allow construction of amenities and community spaces to be feasible on its surface after completion.

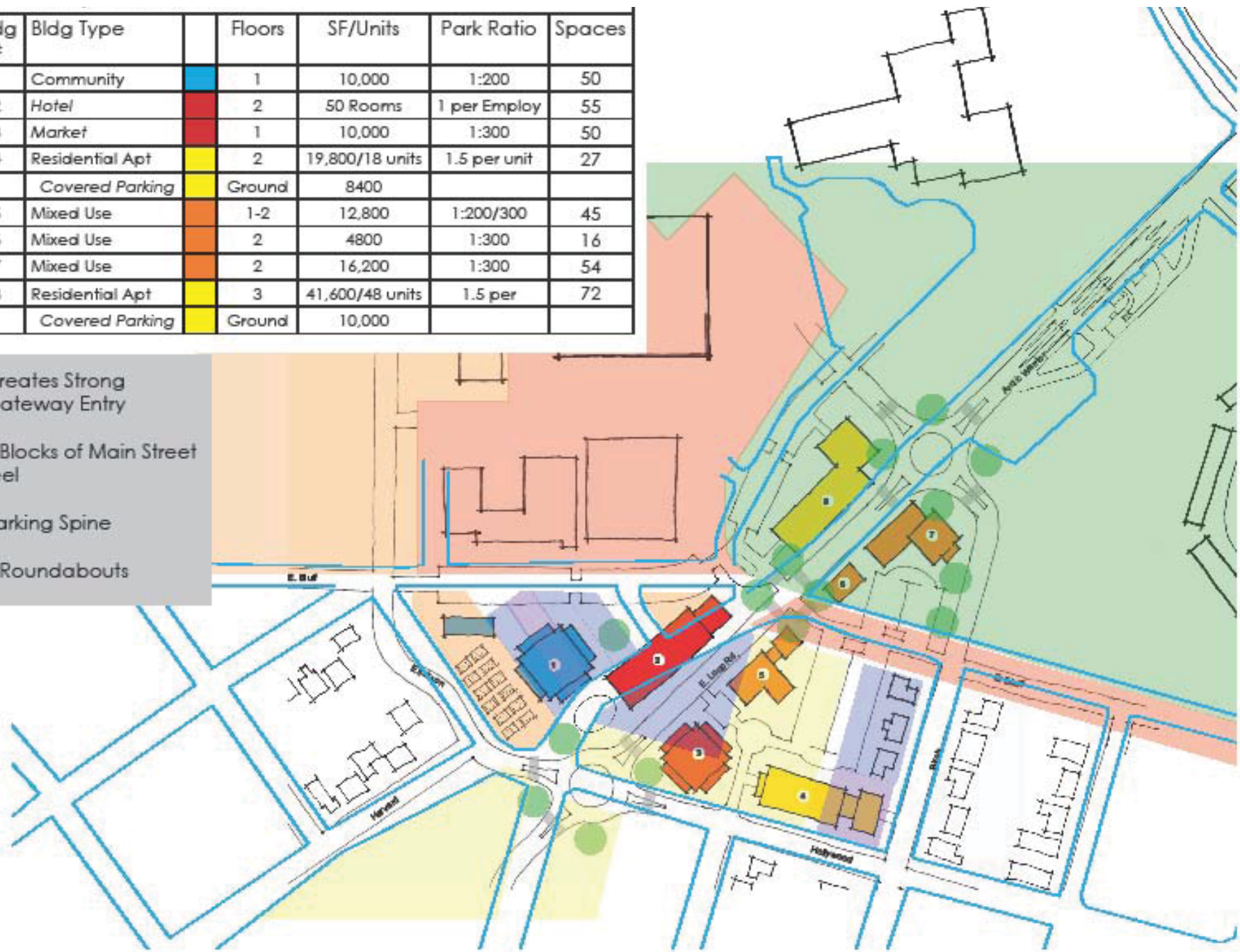
Bldg #	Bldg Type	Floors	SF/Units	Park Ratio	Spaces
1	Community	1	10,000	1:200	50
2	Hotel	2	50 Rooms	1 per Employ	55
3	Market	1	10,000	1:300	50
4	Residential Apt	2	19,800/18 units	1.5 per unit	27
	Covered Parking	Ground	8400		
5	Mixed Use	1-2	12,800	1:200/300	45
6	Mixed Use	2	4800	1:300	16
7	Mixed Use	2	16,200	1:300	54
8	Residential Apt	3	41,600/48 units	1.5 per	72
	Covered Parking	Ground	10,000		

Creates Strong Gateway Entry

2 Blocks of Main Street feel

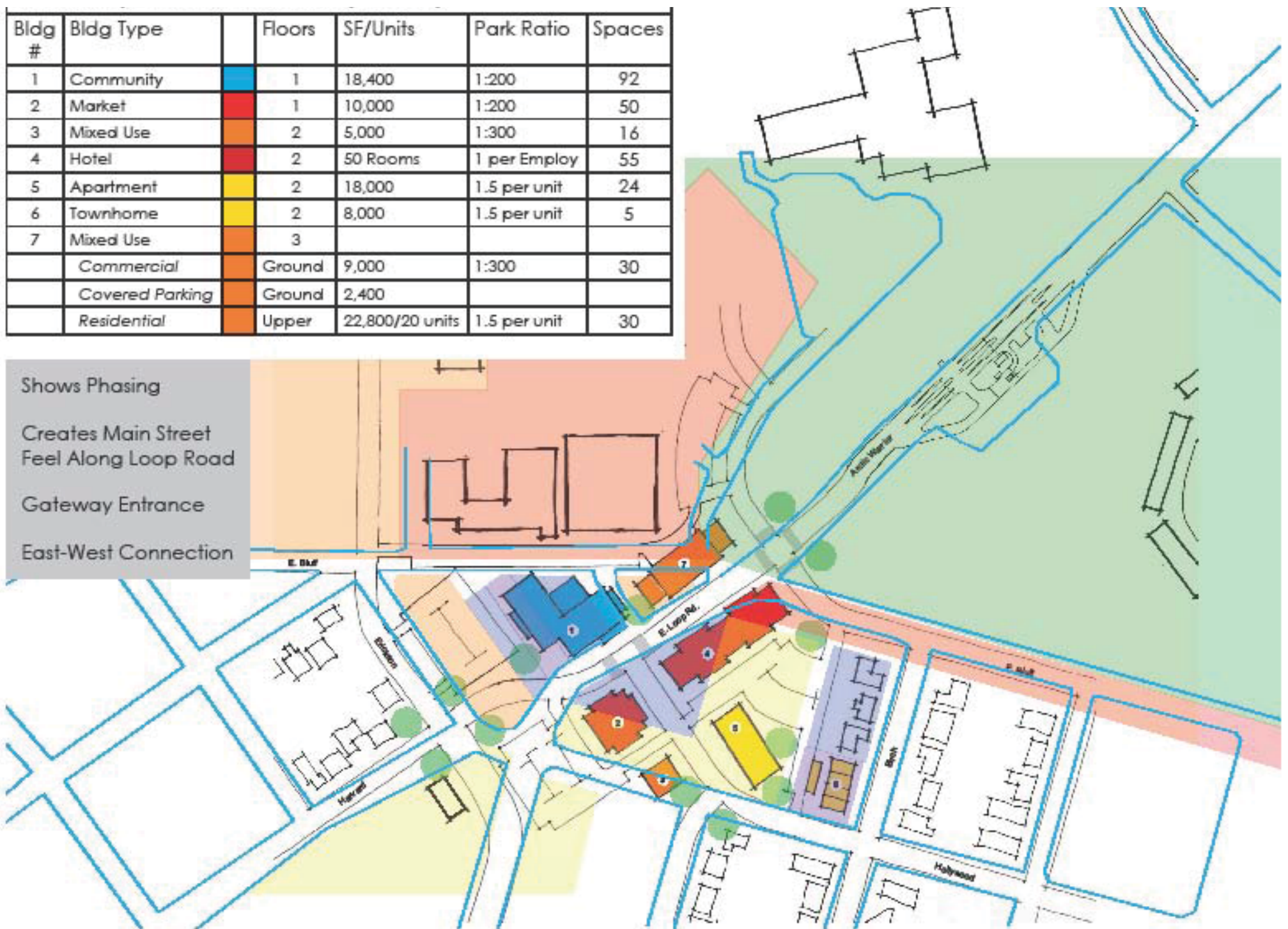
Parking Spine

2 Roundabouts



Bldg #	Bldg Type	Floors	SF/Units	Park Ratio	Spaces
1	Community	1	18,400	1:200	92
2	Market	1	10,000	1:200	50
3	Mixed Use	2	5,000	1:300	16
4	Hotel	2	50 Rooms	1 per Employ	55
5	Apartment	2	18,000	1.5 per unit	24
6	Townhome	2	8,000	1.5 per unit	5
7	Mixed Use	3			
	Commercial	Ground	9,000	1:300	30
	Covered Parking	Ground	2,400		
	Residential	Upper	22,800/20 units	1.5 per unit	30

Shows Phasing
 Creates Main Street
 Feel Along Loop Road
 Gateway Entrance
 East-West Connection

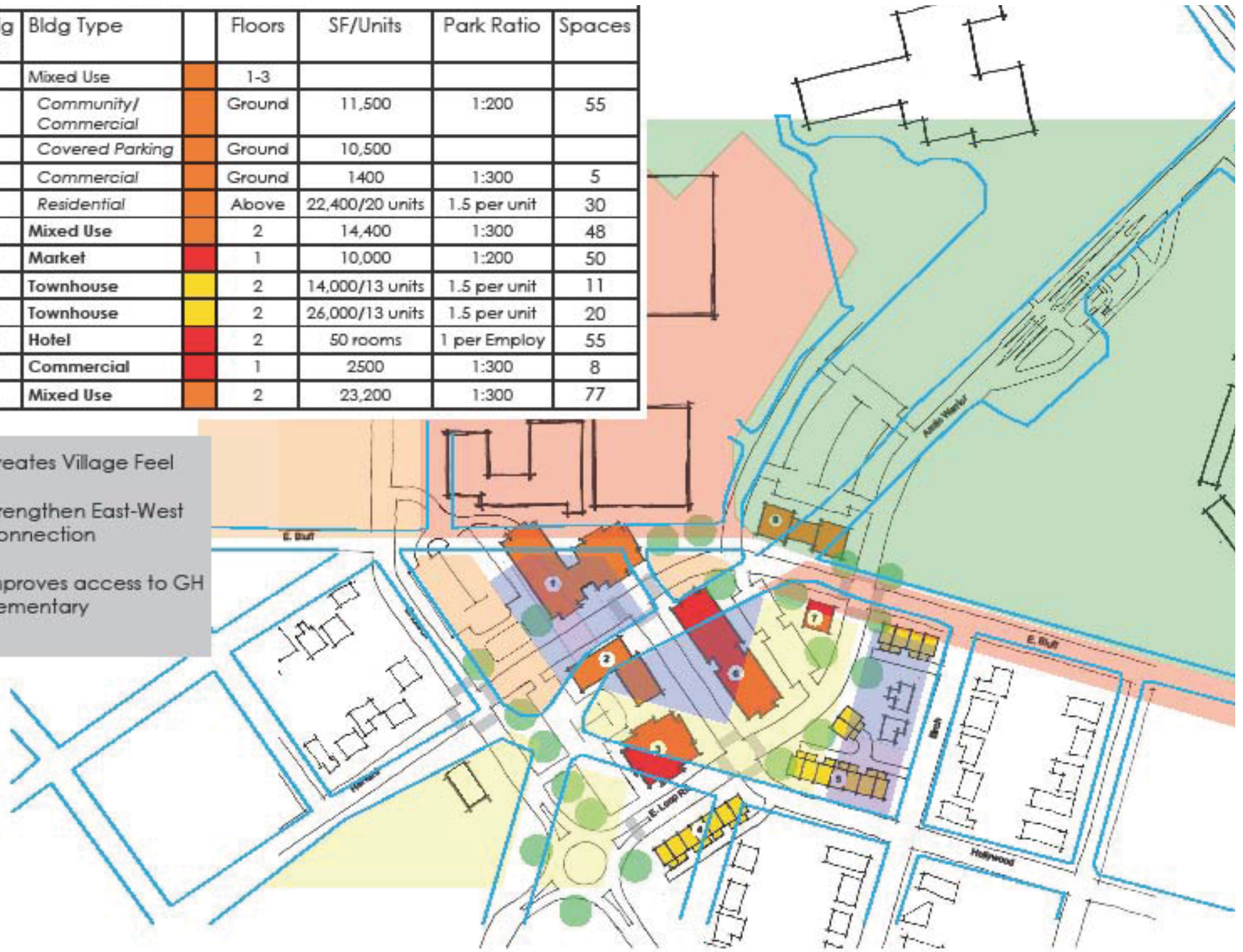


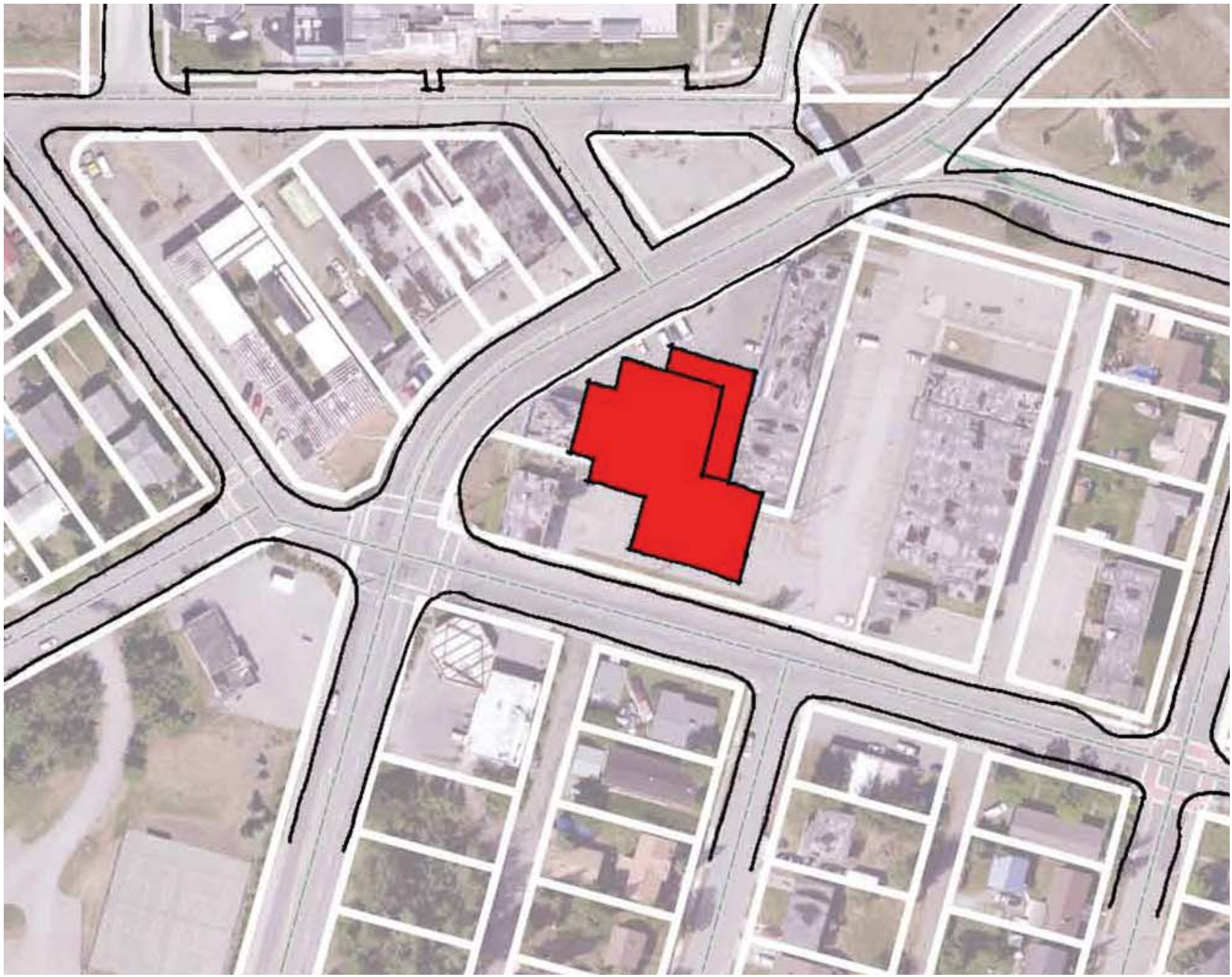
Bldg #	Bldg Type	Floors	SF/Units	Park Ratio	Spaces
1	Mixed Use	1-3			
	Community/ Commercial	Ground	11,500	1:200	55
	Covered Parking	Ground	10,500		
	Commercial	Ground	1400	1:300	5
	Residential	Above	22,400/20 units	1.5 per unit	30
2	Mixed Use	2	14,400	1:300	48
3	Market	1	10,000	1:200	50
4	Townhouse	2	14,000/13 units	1.5 per unit	11
5	Townhouse	2	26,000/13 units	1.5 per unit	20
6	Hotel	2	50 rooms	1 per Employ	55
7	Commercial	1	2500	1:300	8
8	Mixed Use	2	23,200	1:300	77

Creates Village Feel

Strengthen East-West Connection

Improves access to GH Elementary





Government Hill Neighborhood Plan

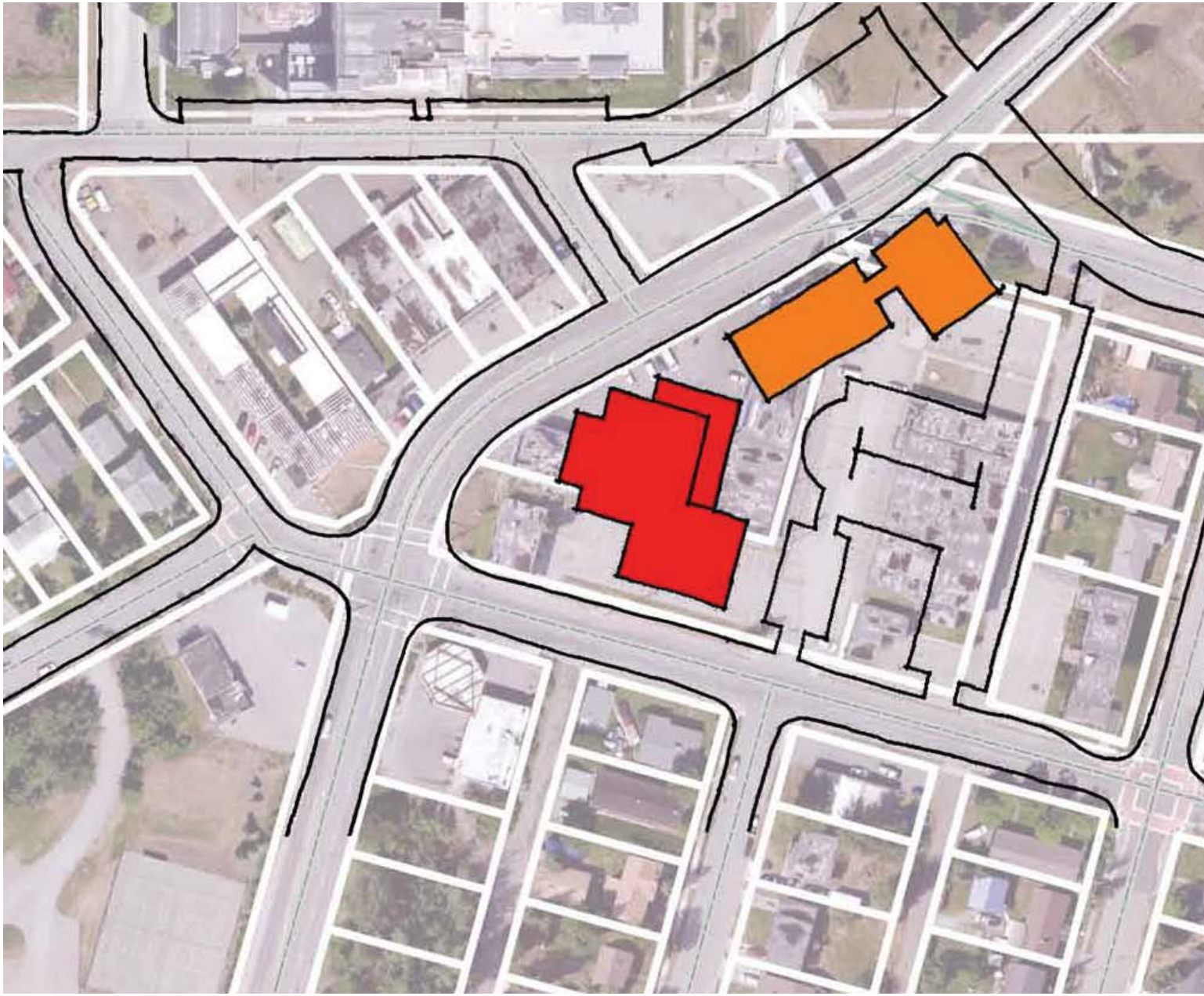
Phasing Analysis Scenario 2 - Phase 1a

- Key
- Property Line
 - Curb Line
 - New Building



Scale





Government Hill Neighborhood Plan

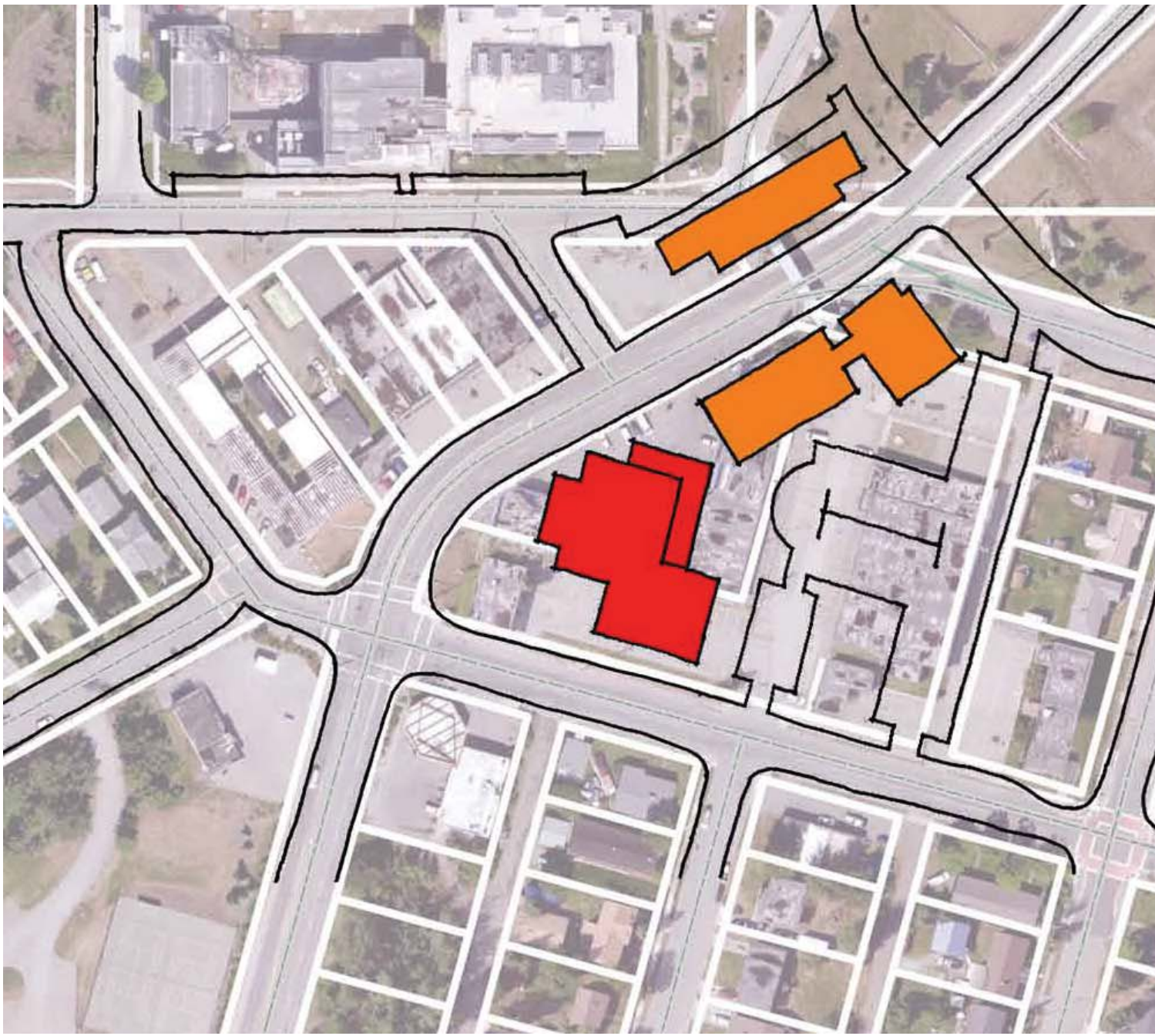
Phasing Analysis
Scenario 2 - Phase 1b

- Key
- Property Line
 - Curb Line
 - New Building



Scale

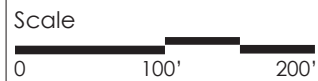


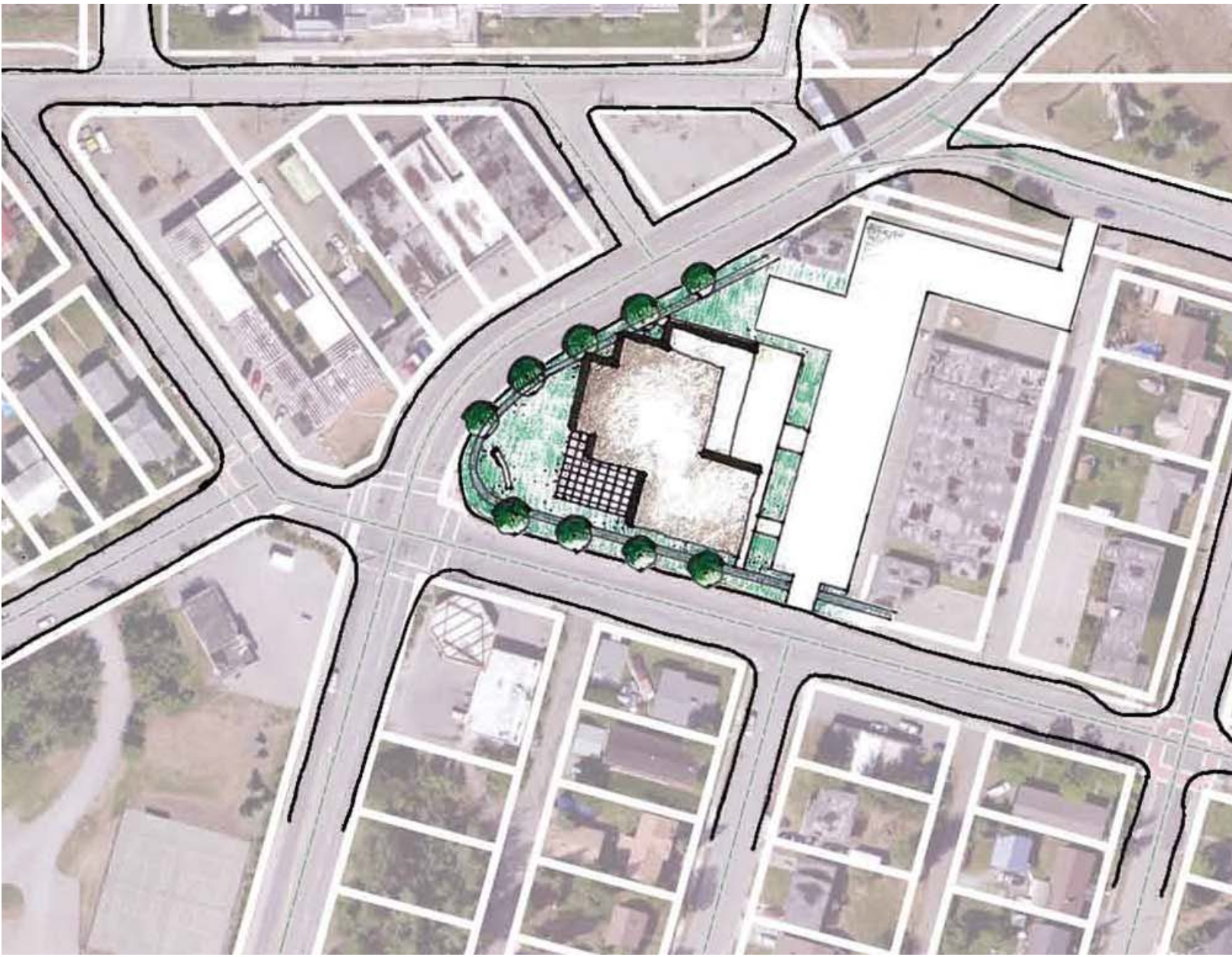


Government Hill Neighborhood Plan

Phasing Analysis
Scenario 2 - Phase 1c

- Key
- Property Line
 - Curb Line
 - New Building





Government Hill Neighborhood Plan
Phasing Analysis
Scenario 2 - Phase 1a - Illustrative

Key

- Property Line
- Curb Line
- New Building

North



Scale

