

APPENDIX A

SUMMARY OF PUBLIC INVOLVEMENT

Public Involvement Summary and Supporting Documents

A public process was established to secure integrated public input and feedback on the three project elements: 1) Eagle River Urban Design Study; 2) Pedestrian and Bicycle Circulation Plan; and 3) Eagle River Commons Park Master Plan. Key components of this public involvement process included:

- Three open public meetings;
- Formation of a Citizen's Advisory Committee which met three times;
- Informal meetings and presentations by the consultant to organizations and at local public forums;
- A three page survey to provide input on planning and design alternatives. This survey was available to the residents of Eagle River over a three week period at the Eagle River Library in conjunction with a graphic display.

These public process elements constituted a good faith effort to secure wide representation of community interests in order to effectively plan *with* community leaders and citizens to improve the future of Eagle River's urban fabric. **Documentation of these meetings, and the survey and survey results follow this summary in chronological order.**

Of note, the Citizen's Advisory Committee is to be commended for their strong commitment to the outcome of this project and to improving their town center. This group had a total of seventeen members representing a cross-section of local interests. While this Committee had no specific voting or decision making powers, as a body it was extremely valuable for volunteering input on existing conditions, community needs and desires, and for bringing to the project an understanding of what will work in the local community. Committee members showed a strong commitment to revitalizing Eagle River's urban core to improve its appearance, safety, and ability to support civic and business activities (many had previously played a strong role in building community support for the Commons Park bond). These community members will need to keep momentum going after this planning process is completed in order to build support for implementation of the plan's specific elements. Key members of this group have demonstrated a capacity to make things happen, and have shown how a relatively young and growing community without a classic "main street" can have a strong sense of identity, and a drive to create a civic and business center to match the quality of its spectacular natural setting.

**Eagle River CBD Revitalization Plan
Citizen's Advisory Committee Meeting**

**30 November 1999, 7 - 9 p.m.
Parks and Recreation Conference Room, Eagle River, Alaska**

The first Citizen's Advisory Committee meeting was held in Eagle River to gain input on existing conditions for the initial data gathering phase, and to gain a sense of the community's needs and desires for the Commons Park. In particular, discussion focused on the potential for additional park land acquisition; perceived under- and over-representation of Commons Park Committee members on the CAC; an interest in co-locating Municipality services (specifically the Eagle River Library) with the Commons Park; and the need for community-wide comprehensive transportation planning to deal with safety and aesthetic issues on the Old Glenn Highway.

In attendance: CAC Members: Jim Gorski, Eagle River Commons Committee; Susan Gorski, Eagle River Chamber of Commerce; Lexie Hill, Eagle River Parks and Recreation Board of Supervisors and local musher; Charlie Horsman, Alternate Eagle River Road Board; George Malekos, North Slope Restaurant (Old Glenn) Business Owner; Ann Newbury, Birchwood Community Council; Carl Waters, Eagle River Community Council; Jim Yeargan, Eagle River Commons Committee (members not in attendance: Tim Finley, Eagle River Commons Committee; Jim Palmer, Eagle River Commons Committee). CAC Advisory Members: Anna Fairclough, Assembly Member; Dan Kendall, Assembly Member; Moe McGee, Public Library Director. MOA Project Staff: Sharon Ferguson; Planning Department, John Rodda, Eagle River Parks and Recreation; Rachel Sunnell, Department of Parks and Recreation. Land Design North (Project Consultant): Terry Schoenthal, Partner-in-Charge; Dwayne Adams; Sara Wilson Doyle.

Agenda: 1. Introductions; 2. Project Overview and Schedule; 3. Related Projects Overview: Business Boulevard, Old Glenn Highway, Eagle River Loop Road, Eagle River Road; 4. Citizen's Advisory Committee - It's Role and Responsibilities; 5. Meeting Objective - Committee input on specific project tasks as follows:

Task 1: Develop a Master Plan for Commons Park

The consultants provided a general description of existing conditions within the project area, and asked specifically for feedback on the Commons Park site conditions, park programming, and desired amenities.

The desired park activities defined by the CAC are as follows: an expanse of grass for a variety of activities; a skateboard park, festival space/community fair space; perimeter ski/walk track; covered picnic tables in view of children's playground/play area; dog mush race start point; utilization of the hill for amphitheater, views, and young kid's sledding; and use of berms or some measure to protect nearby homeowners from park noise.

The CAC members also voiced a strong interest in using the existing bond money for the purchase of additional park land based on the concern that property is becoming scarcer and more expensive in Eagle River's urban core, and as a community with growing recreational needs, Eagle River needs to plan for its long-term future. Related to this was the concern that the voters need to see some results and benefits from this first bond in order to create support for future bonds. At a minimum, some expressed the need to use bond funds to provide grading, grass seeding, irrigation and electric hook-ups for the existing Commons Park before or in addition to purchasing additional property.

Task 2: Pedestrian/Cyclist Circulation

The consultants provided a general description of missing pedestrian links within the project area, and asked for elaboration or suggestions on additional needed links. The following is their list of desired pedestrian/cyclist links:

- Old Artillery Road link (under road) to provide school access and a direct link to the New Glenn Highway Trail.
- A bridge over Eagle River to connect the Eagle River Campground with downtown (this could provide a permanent Iditarod crossing point and would be good for local business and recreation)
- Links from the Eagle River Meadow Creek area to Homestead, Ravenwood, Alpenglow Schools and the new Wal-Mart
- A grade-separated pedestrian crossing over the New Glenn (perhaps in conjunction with a road for local traffic) to provide access between Commons Park and Powder Ridge
- Provide a second connection to Fire Lake in a loop fashion that connects with nearby Heritage Land Bank's land which could be dedicated to recreational use
- Outlet mall area/detention basin
- Eagle River Commons to Schroeder Park
- Cronquest Corners (snowmachine shop)

The CAC was also asked to outline the critical pedestrian/cyclist safety issues within the project area. Discussion largely focused on the Old Glenn Highway, all through the project area, and the safety issues associated with the multiple intersections, 5 lanes of traffic,

and winter road and sidewalk conditions. Suggestions were given by CAC members to slow traffic to a 25 mph speed limit (with very strict enforcement), 5 or 6 more stoplights, and to perhaps limit large truck traffic through town.

Specific problem areas for pedestrians and cyclists include Monte Rd. ("Suicide Hill"); South Old Glenn (past Carrs) to Business Boulevard; Eagle River Road (it is treacherous for cyclists, especially at the corner of Old Glenn even if it is fine for pedestrians). A strong concern was voiced at the number of kids currently crossing the New Glenn Highway on foot, and the fact that Commons Park improvements and new trail links will exacerbate this extremely dangerous activity.

Task 3. Urban Design Study

The consultant provided a general description of the project area, and of urban design and planning tools that could help improve the appearance and pedestrian safety in the core commercial area of Eagle River. The CAC provided feedback on key issues and areas to improve as follows:

- "The Old Glenn is too wide and too fast (and ugly) to promote business activity and provide a safe and pleasant pedestrian experience. Long-term, community-wide through traffic solutions should be considered, and a workable plan developed so that the road doesn't simply get busier and wider in the future."
- "Ingress and egress (curb cuts) on the Old Glenn creates a greater danger to pedestrians, and is less attractive, but it will be extremely difficult to change given business owner's interests"
- "The community wants amenities on Old Glenn to match planned improvements on Business Boulevard."
- "Visual continuity is desired for urban Eagle River through use of amenities/design elements based on a local theme, i.e. "alpine village," bear paws, eagles, etc."
- "Parking for events and local shopping is needed."
- There is a need for "coordinated planning and designs reinforced by local ordinances".
- North / South "Gateways" would help draw attention to the entry into the urban area
- "Bury powerlines/relocate the power station downtown."
- "Rooftops viewed from the Old Glenn are a visual eyesore."
- "Snow removal costs are a big concern—what about removable flower planters and medians?"

Additional CAC member issues raised at the meeting:

In addition to the feedback above, specific to the three project elements, there was significant discussion around the following issues:

- DOT's project on Eagle River Rd. is still at least three years from construction—a very long time given the new traffic generated by Wal-Mart
- Participation on the CAC is too limited: there are many people in the community who want to play a role in planning the community's future, especially surrounding the Commons Park development.
- Because the three project tasks necessitate a wide cross-section of CAC participation (and the CAC must be limited in number) three working groups could be formed to include all interested participants by task.
- Perhaps a website can be used to get information out to more people in the community.

**Eagle River Central Business District Revitalization Plan
Public Meeting #1**

**Thursday, December 16, 1999, 7 - 9 pm
11901 Business Blvd., Suite 203**

The first Public Meeting was held in Eagle River to present the findings for the initial data gathering phase, including feedback from the Citizen's Advisory Committee. Input was specifically solicited on community needs and desires for the Commons Park. Also discussed was an interest in co-locating Municipal services (specifically the Eagle River Library) with the Commons Park; and the need for community-wide comprehensive transportation planning to deal with safety and aesthetic issues on the Old Glenn Highway.

In attendance: (Sign-In Sheet):

MOA Project Staff: Sharon Ferguson, Planning Department; John Rodda, Eagle River Parks and Recreation; Rachel Sunnell, Division of Parks and Beautification. Land Design North (Project Consultant): Terry Schoenthal, Partner-in-Charge; Dwayne Adams; Sara Wilson Doyle.

Name:	Address:	Phone:	Email:
Jim Yeargan	11334 Lower Sunny Circle	694-2571	
Susan Ross	18040 Hillcrest Drive	696-7677	
Larry Shane	Box 77-1081	694-2472	
Diana Rigg	DOT&PF	269-0515	
Mary Williams	ER Library/PO Box 774396	688-2123	
Charlie Horsman	11224 L. Sunny Circle	694-6502	sign-ord-charlie@juno.com
Larry Thomas	Mile 15.5 Old	694-2472	Duckpondduo@juno.com
Carl Waters	16245 Copper Mntn. Circle	696-8886	
Mary Alice Cook	19328A Monastery	696-0277	Macook@gci.net
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Kurt Johnson	17636 Hillcrest Drive	696-8513	kurt@alaskamuseum.org
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Jodi Stephens	Alaska Star	694-2727	akstar@micronet.net

Scott Bailey	PMB # 417 Muldoon Rd. Anchorage, AK 99517	696-7250	Smbailey@mtaonline.net
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Agenda / Key Feedback:

- 1. Introductions:** Consultant - Land Design North; Client/Project Manager - Sharon Ferguson, MOA Planning Department , Rachel Sunnell, MOA Department of Cultural and Recreational Services (Parks and Beautification Division); Other Participating Agencies: Diana Rigg, DOT planner.
- 2. Project Overview and Schedule:** (See attached).
- 3. Related Projects Overview:** Business Boulevard - Land Design North, Terry Schoenthal; Old Glenn Highway - DOT, Diana Rigg; Eagle River Loop Road - DOT, Diana Rigg; Eagle River Road - DOT, Diana Rigg. Public Feedback and Questions:

Question: Will the DOT be considering or placing new traffic lights on the Old Glenn at Monte, Farm Road, or at other intersections that currently pose a great danger both for motorists and pedestrians?

Answer (Diana Rigg): Transportation data is required to support the installation of traffic lights. Future planning (DOT and MOA) can consider this option.

Question: Can't there be greater use of Business Boulevard Improvements on the Old Glenn Highway? It needs a lot more than just repaving.

Answer (Diana Rigg): The Old Glenn Highway Project is intended to provide paving, and limited improvements in the right-of-way. There is time to include some of the Business Boulevard amenities, however there is limited right-of-way.

Question: Isn't it a waste of effort and money if the DOT does any improvements and beautification to the Old Glenn now given that within 5 or 10 years something more drastic needs to be done that would probably mean pulling out improvements that were just completed?

Answer (Terry Schoenthal): The answer is yes; this is why comprehensive and coordinated transportation planning is needed at a community-wide level. (Sharon Ferguson): Some of the planned improvements such as banner posts, fencing, and pedestrian lighting are removable and can be reused.

4. Public Involvement Process & Opportunities for Input:

- Explanation of the Citizen's Advisory Committee
- Future Public Meetings
- Future Open House
- Ongoing presentations and information provided on demand

Public Feedback and Questions:

Question: Is it possible to have more advanced notice and a chance to look at the proposed alternatives over several weeks before the next public meeting?

Answer (Sara Wilson Doyle): Yes, it is possible to provide more notice (advertisements were placed a week in advance of this meeting in the Eagle River Star and the Anchorage Daily News).

Question: Can the Citizen's Advisory Committee's names be posted in the library along with a display giving an overview of the project?

Answer (Sara Wilson Doyle): If the library is amenable to this, yes, we can set up a display and provide project information.

5. Meeting Objective - "Community Input on Specific Project Tasks":

Task 1. Develop a Master Plan for Commons Park: Explanation of consultant findings to date based on data gathered and input from the Citizen's Advisory Committee. Specific questions from the public:

Public Feedback and Questions:

Question: "Has the Golden Wheel Amusement Company been contacted regarding how much flat area they desire for the Bear Paw Festival, or regarding the Carousel (Claire Morton's project)?"

Answer (Terry Schoenthal): Not to date, but we will be happy to contact them.

Feedback: The citizens of Eagle River passed the park bond over a year ago and want to be kept closely informed. They also want to see progress.

Task 2. Pedestrian Cyclist Circulation Plan: Explanation of consultant findings to date based on data gathered and input from the Citizen's Advisory Committee.

Public Feedback and Questions:

Question: Who is going to be responsible for maintaining the sidewalks downtown, and specifically along Business Boulevard? Eagle River residents are sensitive about having their taxes raised to cover such services, even though they are necessary.

Answer (John Rodda): The Eagle River Parks Department will do what it can given available resources.

Feedback: An abutment exists above the Eagle River Campground (walk upstream and you will see it).

Feedback: The pathway behind Garcia's originated when the library was located in this building, which was a much more vibrant and convenient place for the community to access the library.

Task 3. Urban Design Study: Explanation of consultant findings to date based on data gathered and input from the Citizen's Advisory Committee.

Feedback: It would be very useful to have alternatives developed that the community can choose from representing sample downtown business signs, and also urban design themes (i.e. Alpine Village, or western). It is easier to provide feedback if we can visualize different approaches.

Feedback: The new development on the Old Glenn is a Wendy's fast food restaurant.

**Eagle River CBD Revitalization Plan
Citizen's Advisory Committee Meeting**

**8 February 2000, 7 - 9:30 p.m.
Parks and Recreation Conference Room, Eagle River**

The second Citizen's Advisory Committee Meeting was held in Eagle River to review and get public feedback on alternative concepts for the Eagle River Commons Park Master Plan, the Pedestrian and Bicycle Circulation Study, and the Urban Design Study for the Central Business District. Because of strong public opinion, discussion concentrated on whether to use existing Commons Park bond money (or some portion) to pay for park improvements, and/or to use the funds to purchase vacant land adjacent to the existing undeveloped site. Additionally, discussion was focused on the issue of the Old Glenn Highway's high traffic volumes and the existing vehicular circulation. Strong concern was voiced by many members that without solving the large-scale traffic and circulation problems, many of the proposed alternatives would only produce a band-aid effect.

In attendance:

CAC Members: Mary Alice Cook, Eagle River Commons Committee; Sara Eliassen, Resident; Jim Gorski, Eagle River Commons Committee; Susan Gorski, Eagle River Chamber of Commerce; Lexie Hill, Eagle River Parks Board/Local Musher; Charlie Horsman, Road Board; George Malekos, North Slope Restaurant Owner; Ann Newbury, Birchwood Community Council, Jim Yeargan, Eagle River Commons Committee. Other attendees: Dave Wacksmuth, Kurt Johnson. Members not in attendance: Tim Finley, Eagle River Commons Committee; Jim Palmer, Eagle River Commons Committee; Sue Ross, Eagle River Commons Committee; Carl Waters, Eagle River Community Council. **CAC Advisory Members:** Moe McGee, Public Library Director. Not in attendance: Anna Fairclough, Assembly Member; Dan Kendall, Assembly Member; Sabra Reid, Alaska Museum of Natural History. **MOA Project Staff:** Sharon Ferguson; Planning Department, John Rodda, Eagle River Parks and Recreation; Rachel Sunnell, Department of Parks and Recreation. **Land Design North** (Project Consultant): Terry Schoenthal, Partner-in-Charge; Sara Wilson Doyle.

Agenda: 1. Introductions 2. Project Update / Schedule 3. Meeting Objective - Discuss Alternatives & Concepts: A. Commons Park Master Plan, B. Pedestrian Cyclist Circulation, C. Urban Design Study 4. Additional Opportunities for Public Feedback (Library Display).

Feedback: **Task 1: Develop a Master Plan for Commons Park**

- Sarah E.–Add residential property lines to show potential "build out" density
- Question– "How much is the parks bond and how much is currently committed?"; Answer (John R.): One million approximately is left of the bond, and on "the good end" \$700,000 is available which could break down into something like \$300,000 for seeding and grading improvements and \$400,000 for negotiating a land purchase of some amount with an option to purchase more land in the future.
- Anne N.–All alternative maps should show a green space for the private greenbelt that is owned by the residential Homeowners' Association since it cannot be developed.
- Jim Y–Develop a new alternative based on Alternative One that demonstrates a phased approach.
- Jim G– Eagle River should purchase the maximum amount of additional land with bond money (and replat nearby 6.1 acre lot) for trail and additional land, as is affordable to +/- 400,000 (and use the rest for improvements).
- Question– "Will using an option to buy really hold the property?" Answer– It should be possible to make term option arrangements of say three to four years.
- Question–"Is it possible that MOA could buy library land using an area-wide bond? Would this be hard to sell in Anchorage?"
- Rachel S.– We need to clear up the issue of property purchase surrounding the library. Land reserved or purchased as "parkland", under the MOA Parks and Recreation Department cannot be used for the library–there needs to be a replatting or some other measure and special Municipal ownership and purchase arrangements for a library or Municipal services site.
- Moe M.– The community could purchase an option on additional land with bond funds for a library/Municipal services site, and perhaps a 2001 or other future library bond would pay this back and develop the site.
- Jim G– We need to remember that it is hard to pass bonds. We need to spend enough on improvements to gain support to buy more land. Perhaps use of some portion of the bond funds for putting in grass/grading, and meeting the most basic development needs (+/- 300,000). Remember when we asked people to support the bond, we asked "Parkstrip or Wal-Mart." We need to let people see what the potential is before we go back to them with another bond.
- Sarah E.–Land improvements now [on existing Commons Park] will simply raise the value of all surrounding land and make it unaffordable for the community while putting money in the pockets of landowners and speculators.
- Question: "Could you show an Alternative or sketch for a gateway, and some amenities such as a trailhead near the new Glenn Highway trail." Answer (Terry S.: This was considered early on and a schematic done, but based on strong community interest in acquiring more land adjacent to the Commons Park, and not so much in the purchase of land along the New Glenn Highway, we [the consultants] did not develop an alternative based on this concept.
- Question: "How exactly will the decision and offer to buy or not buy the land be made? It seems like most are in favor of buying the land and now it is just down to horsetrading." Answer– Support will be required by different levels of administration. After

Assembly approval of the project, and given public support, the proposal will go forward. MOA representatives would package and send it forward. There is a person in the Municipality who conducts all property purchase negotiations.

- John R.– It is not my call to approve, but in all likelihood, in order to gain support for future bonds there will need to be some degree of improvements to create something the community sees.
- George M.–You haven't shown any alternatives for the purchase of land on the other side of Regency.
- Charlie H.– The library and Municipal Offices are not something that the park bond would be used for, given that the resources will only go so far.
- Terry S.– At this point we are only trying to define the potential connections and use of space for the Master Plan. We are simply showing what kind of property would be needed to accommodate the opportunity.
- Lexie H.–Create a better link in Alternative One between the trail and library.
- Sarah E.– I would feel more comfortable if we could attempt to lock in the adjacent property at its current price.
- Jim Y.- If we purchase the maximum amount of land and develop a dream, using drawings and the Master Plan, people will support us.
- Charlie H– The edge of the wood extended over the property line is misleading since it could be developed.
- Question–Would you need an Army Corps permit for a bike path across the Class C wetland area? Answer-Yes, however a more passive, recreation oriented use such as a trail would probably be easier to gain support for. In Anchorage many of the trails are developed through these "developable wetlands" because these consist of the only property left.

Task 2: Pedestrian/Cyclist Circulation

- Question–"On Recommendation #1, would the walking trail still exist after a bike lane is developed?" Answer–Yes.
- Question–"On Recommendation #4, isn't it possible to make this alternative cheaper by using a lower access point up river or, use the old bridge footings." Answer–This may be possible.
- Question–"The land behind Wendy's Restaurant is on a gentler slope. Wouldn't that be preferable for #6?" Answer (Terry S.)– Given the current heavy foot traffic down the steeper slope, there is a clear indication that this link is preferred.
- Question–"What is the liability issue of obtaining a public trail easement behind a private business. Won't this raise the price of the Alternative?" Answer (Rachel S: To clarify, it is not possible to use MOA funds to develop (a trail, or such improvements) on private land. There would have to be an easement purchase. Liability would also have to be dealt with through special arrangements.

- Lexie H.-#4 is a low priority because there are built-in sidewalks, and it is relatively easy to move across the bridge. I do it frequently by bike.
- Question—"Where is the money coming from for these paths—bonds?" Answer: No, the money would generally be federal funding, provided through AMATS. The "priority" approach to developing alternatives will help so that when funding becomes available there is an understanding of which projects should be funded first.
- Charlie H.— It would be nice to move the dangerous intersection around the south interchange to swing off of the ramp directly onto Eagle River Road (near the VFW and Firestation). This may require moving some apartments, but would make a huge difference in safety terms.

Task 3. Urban Design Study

- George M.—We have already tried medians in Eagle River; they will only make traffic problems worse (many CAC members expressed agreement with this).
- Question—"Can't you use a hard surface instead of plants in the median? They won't survive because of all the salt and snow maintenance, and at least a Bomanite median you could still drive on to get out of the way." Answer: This will be considered.
- Jim Y.-Medians will make the traffic problems on the Old Glenn around Monte, Coronado and Eagle River Loop Road much worse because turning lanes back up so much that you need the fifth lane clear so regular traffic can move. Also, to turn south onto the Old Glenn from Coronado would be impossible without that extra lane to turn into (it is very dangerous now). Maybe if there was a traffic light at this intersection, it would work.
- Susan G.—Monte is the natural termination of the bicycle trail. Maybe you could have a short median which is simply a "safety zone", so it is short enough not to block the turning lane.
- Question—"Why not put in a bridge at Monte?"
- Anne N.—It would be best if you put fences like on 5th and 6th in Anchorage between the road and the pedestrian, not between the parking and pedestrians.
- Charlie H.—We need a transportation plan. Everything being proposed is just a band-aid to the bigger problems. We need the transportation data available on what the effects of different alternatives will be and future growth in order to do this right.
- Question—"Don't you think that where you took out the sidewalk just above Carrs that people will walk there anyway, rather than try the dangerous crossing back and forth? Answer—That is a good point. We were trying to create more space for landscaping and to block the view of rooftops.

- George M.–How much right-of-way will DOT take on the Old Glenn? Answer: The DOT needs better information on this, but in most cases it is not much, maybe six inches to three feet.
- Question—"When you see DOT tomorrow ask them if it is possible to do the studies to get a warrant to have traffic lights at both Monte and Coronado?"
- Question—"Do we have the traffic volume to have lights (now traffic cuts through Sunny Circle, which is dangerous given the elementary school).
- Question—"Can't we have pedestrian right-of-way crossings in a few key places like they have in other parts of the country?"

**Eagle River CBD Revitalization Plan
Public Meeting**

**15 February 2000, 7 - 9:30 p.m.
Parks and Recreation Conference Room, Eagle River**

The second Public Meeting was held in Eagle River to review and get public feedback on alternative concepts for the Eagle River Commons Park Master Plan, the Pedestrian and Bicycle Circulation Study, and the Urban Design Study for the Central Business District. As with the Citizen's Advisory Committee, because of strong public opinion, discussion concentrated on whether to use existing Commons Park bond money (or some portion) to pay for park improvements, and/or to use the funds to purchase vacant land adjacent to the existing undeveloped site. There were twenty-five people in attendance in addition to the consultants, project staff, and DOT staff.

Agenda: 1. Introductions 2. Project Update / Schedule 3. Meeting Objective - Discuss Alternatives & Concepts: A. Commons Park Master Plan, B. Pedestrian Cyclist Circulation, C. Urban Design Study 4. Additional Opportunities for Public Feedback:

Feedback:

Task 1: Develop a Master Plan for Commons Park

- George Lockner –In Alternative Two you have an auto entrance from Business Boulevard with access to our Credit Union (which now does not exist). Would it perhaps be possible to design this so it could also be used for our customers (we inquired the same of the previous owner)?
- Charlie Horseman (CAC member): [Question to George Lockner]–If you could get an exit on to the park access would you be willing to give up one of your curb cuts on Business Boulevard?
- George Lockner: [In response to Charlie Horseman]–We need two outlets, one way or another.
- Question– "Will it be possible to develop a trail and/or library on the wetland? Answer: A permit would have to be acquired, but the land is designated as a Class C "Developable" Wetland. The designation system is currently under review, so this designation could change. From our review of the site (aerial and winter on-site), it looks as if it would be feasible, but further study would be required to say for certain (and what the costs would be if there is a lot of peat, etc.).

- Question– "What about tying the whole park together by using the vacant corner as a Veterans' Park and bringing in an F-15? The Heritage Land Bank has deep pockets and could probably do a land swap to make this happen."
- Question– "Can't you use the vacant building north of the Rotary Park for a library and the new museum?"
- Opinion –"It is hard to give feedback without more information, especially on the financial aspect."
- Question– "Do the Alternative prices include the price of obtaining easements all the way out to the New Glenn?"
- Opinion –This is just one person's opinion, but there is a prime missed opportunity if you don't buy the additional park land now. I have two teen-age boys and the kids need a park sooner, but I would still chose to purchase land now instead of develop the existing property.
- Opinion–If the parcels surrounding the existing parkland are developed as residential, the park will start being considered a neighborhood park, and not a community/public park.
- Opinion –When the parks bond was passed we promised the community a Parkstrip vs. Wal-Mart. We need to at least spend the money to make the existing land blend in with the Rotary Park.
- Opinion –The Commons Park needs to provide a place for the kids who end up at the duck pond. They have no where to go. The park should be a diverse place where not one group takes over.
- Opinion –In the past, the rezoning of business to residential lands have been easily passed by the Assembly. We need to acquire as much land as soon as possible so as not to end up with the park surrounded by housing.
- Opinion –The current landowner of the 6.1 acre adjoining site bought land not as a developer, but as a speculator, so it is doubtful that he would turn the land over for residential development in the near future.
- Moe McGee–The library is interested in knowing where people in the community want their library—we invite your feedback. We consider that we will need around 16,000 square feet for permanent facilities.
- Opinion –"Can you buy land from Hickel (in the Sunshine Mall) for the library?"
- Opinion –"If land for additions to the park is here in the future, it will certainly be more expensive."

Task 2: Pedestrian/Cyclist Circulation

- Question–"Is it possible on Recommendation #9 to do a culvert under the road instead of a bridge (which is more expensive)?
Answer–This looks unfeasible given the site conditions. Follow-up Question– "What if the bridge were moved several hundred feet, one way or another?" Answer–It may be more feasible, but it is hard to say if kids wouldn't still run across because the new connection might be less convenient.

- Opinion –"Perhaps all residential areas across the New Glenn Highway could be connected to town via a frontage road that connects in with the proposed Outlet Mall."
- Opinion [in direct response]: "The land across the New Glenn is military, and it may be impossible to get a road through there."
- Opinion –"Tie whatever happens in Eagle River to across the New Glenn Highway."
- Opinion –"The link from the Old Glenn to Commons Park [#6] is very necessary."

Task 3. Urban Design Study

- Opinion –The Artillery off-ramp is a very confusing and dangerous situation that needs to be addressed. Will the Old Glenn Highway project deal with this
- Diana Rigg, DOT planner [in response]: The project will consist of doing a rehab to the road and picking up design features from Business Boulevard in order to create the feel of a cohesive downtown. The first design public hearing will be sometime in the next 6 weeks.
- Question–[To Diana Rigg] "How much right-of-way will you be taking"
- Diana Rigg, DOT planner [in response]: The right-of-way issue needs to be resolved through a survey, although in most cases it is a very small amount of land.
- Charlie Horseman (CAC member)–Raised medians won't fly in this community, especially given growing traffic needs. Flush bomanite medians may work if people can still turn across the center lane. What we really need in the short term are: reduced speeds, signalization at Monte and Coronado, and significant Artillery/interchange improvements (such as moving the off ramp south, through the apartments). Another issue is the Catholic Church on Sundays, which is very dangerous.
- Opinion–"We really are at the point where we need to slow down in Eagle River. It is not just that elderly need someone to walk them across the street, they need someone to drive them because it is safe for no one to walk."

**Eagle River CBD Revitalization Plan
Citizen's Advisory Committee Meeting
Minutes of Meeting 12 April 2000**

Attendance:

CAC: Don Poulton, Charlie Horsman, Jim Yeargan, Moe McGee, Susie Gorski, Jim Gorski, Dan Kendall, Dave Wachsmuth

Staff: Sharon Ferguson, Rachel Rourke Sunnell

Consultant: Terry Schoenthal, Dwayne Adams

Terry introduced the consultant team and the staff and discussed the project status. He explained that we are nearing completion of the planning portion of the project and are moving toward park design work which means that Rachel will be taking on more oversight. Terry also mentioned that he had met with ADOT&PF who indicated that they are willing to consider inclusion of a “fair” amount of amenities in their work for the Glenn Highway. Terry then began presentation of the three components of the project.

Commons Park

Terry explained that he met with Larry Houle of HLB with Rachel and Moe McGee. Larry Houle indicated that HLB will match any funds that Eagle River puts up for park acquisition. This would increase the ability to purchase the remaining 6.1 acres to the north of the existing parcel. This may provide the ability to purchase the property and make some improvements.

Terry reviewed the Phase I package of park improvements. The package would include the following:

- Excavate and prepare sub-base for multi-use hard surface area and a portion of the meadow
- Provide asphalt paving in the hard surface area
- Place berm along the property boundary
- Topsoil and seed lawn areas
- Provide irrigation for lawn areas
- Acquire the adjacent 6.1 acre site
- Electrical connections

A question was asked regarding funding versus budget. It was explained that we would be out of available monies after the Phase I construction and acquisition.

Terry then reviewed the Phase II and Phase III packages.

Phase II

- Install all walking paths within the 8 acre park
- Install playground
- Grade the amphitheater and hill
- Install the stage
- Install the small pavilion and the stairs to the hilltop overlook
- Provide the bike path connection to the New Glenn Highway trail

Phase III

- Construct a new parking area
- Construct the picnic shelter, playground and tot-lot
- Excavate and install the pond
- Construct additional walkways
- Install landscaping and lawn areas
- Replace asphalt paving in the hard-surface area with textured concrete

Questions and Discussion:

QUESTION: What about the city offices and library?

ANSWER: A consultant from LDR, a nationally-experienced firm in community planning, strongly recommended against a location that was not in the core of “downtown”. It needs to be where the “action” is. There should be a site-selection study to determine the appropriate location.

QUESTION: Will the hill be turfed?

ANSWER: Yes, but not in Phase I.

QUESTION: Are the trees to stay?

ANSWER: Yes

QUESTION: What about using the Valley River Center for the library?

ANSWER: It is a possibility. It provides ground-floor access, but would still be a leased space. The library needs to be at a focal point of the community and needs to be in a permanent home.

QUESTION: Can some of the work be done via local community donated efforts?

ANSWER: Yes, as an example, picnic tables could be constructed, or assembled, and placed by local labor.

QUESTION: Will there be electricity in Phase I?

ANSWER: There will be basic service only. The full price is \$100,000 and even if we had the money, there is not enough time to get a design package together for bidding within the next month if full electrical service were to be provided.

Rachel commented that everyone should remember that there is not full money for Phase I unless HLB does come up with the matching money. The schedule is very compressed to meet construction by the Bear Paw Festival. She emphasized that absolutely nothing can slip. There is only a 3-week period for design. Also, while we can push ahead on construction documents for the park design, we will have to recognize other parts of the project such as the trails work and the design guidelines will be put off until June.

QUESTION: Will there be some improvements in place by the Bear Paw Festival?

ANSWER: That is what the Phase I project will do.

QUESTION: How much time and money is available?

ANSWER: \$300,000 is available for Phase I. The gravel work alone is a \$129-150,000 cost. There are 3-weeks available for design, 2 days for purchasing review, and a need to get to the Municipal Assembly by the 25th of May. This is all feasible, but nothing can slip.

QUESTION: What are the obstacles?

ANSWER: Anything unforeseen would be a problem. As an example, Caren Mathis (PD Director) is leaving this weekend and we must have approval to change the contract prior to giving direction to LDN. Regardless of whether the timing did not work, or

someone decided that the construction should wait, the work on the construction documents would still be usable for work at a later date, thus the effort would not be wasted.

QUESTION: The Chamber would be concerned about a large expenditure simply to stabilize a hillside and provide a hard surface. Can this work be separated out?

ANSWER: Yes, but there would be savings to contracting the work as a whole package.

QUESTION: Accepting that we go ahead with the design effort, can we get the additional land? Also, wasn't the bond sold specifically targeting acquisition?

DISCUSSION: There was discussion about the intent of the Eagle River Parks and Recreation Board of Supervisors ERPRBOS with respect to acquisition. There were 3 options presented to the board and their desire was to; 1) purchase half of the property, 2) build out Phase I, and 3) hope that the developer can be worked with for acquisition of the rest of the property. The library was a question however. HLB willingness to share in the acquisition may also change the possibility of purchasing the full parcel. Assuming that \$550,000 is available in total, participation by HLB would provide enough for the acquisition and the construction of Phase I. Charlie Horsman felt his understanding of the bond proposition was to provide acquisition and that the construction was a separate priority, after the acquisition.

There is a timing issue with respect to the Assembly, because their approval is necessary to move forward. Dan Kendall mentioned that approval of the ERPRBOS is not needed. Rachel said that was not her understanding.

Terry mentioned that based on the response of the public and his understanding, additional acquisition was secondary to park development.

Dan Kendall said he was still concerned that the remaining property will get built-out if some action is not taken immediately.

There was discussion that it was important not to let the seller know that \$800,000 would be available via the HLB agreement; only \$450-\$500,000 was currently available. If this new HLB policy were advertised, it could greatly inflate negotiated prices. Also, caution should be exercised since the policy was stated verbally, not in writing.

Terry stated, that regardless, one month was available till bidding, thus if the desire was to pull out of the construction and direct money to acquisition, there was still time to do that—the documents would still be valid.

Question: Is there a way to pick and choose which parts to build?

Answer: Additive alternates could be configured to offer a range of prices for selection, depending on how negotiations with property owners came out. Another alternative is to select how much to build, then whatever is left would go to acquisition, and that would be how much is acquired.

Rachel asked if the Bear Paw Festival timing was really a critical issue. If not, the timing might be stretched to allow an easier and better solution. Jim Gorski mentioned that moving quickly may help force the hand of the landowner in the acquisition process.

Pedestrian Corridors

Dwayne Adams presented recommendations for pedestrian improvements. For that area outside of the CBD, the recommendations included the following:

- Provision of signage at the corner of Brooks and Old Glenn Highway for bicyclists and other trail users looking for the connection to the New Glenn Highway.
- A paved trail on the northeast side of Brooks with a barrier curb separating the trail from traffic. This trail would connect the existing trails located on the Old and New Glenn Highways.
- A kiosk should be installed at the intersection of the proposed Brooks trail and the existing trail located halfway between the Old and New Glenn Highways. The kiosk would have a “You Are Here” sign and other area-wide information.
- A trail should be built on the outside of Centerfield Drive to provide a connection from the existing trail and the CBD. It would serve multi-family housing and address a safety issue for safe pedestrian travel along Centerfield.

Dwayne then presented recommendations for development of pedestrian travel ways in the CBD:

- Provide a connection between the Business Boulevard/Centerfield Drive intersection to the alley/road behind Carrs via a walkway between Carrs and the U.S. Post Office.
- Provide a sidewalk along the alley to connect to the Valley River Cinemas.
- Close the existing parking area between Peking House and the Valley River Cinemas and convert it to a pedestrian “Gateway” Plaza. This would provide a connection to the front of the Cinemas, would define the CBD pedestrian area, would provide opportunities for flea markets, etc., and would allow for outdoor dining.
- At the other end of the CBD, provide a connection from the Commons Park to the shops on the interior via a sidewalk.

- Provide a wide promenade running east-west with urban improvements and possibly recreational features such as volleyball and basketball courts.
- Establish a “Town Hall” with a library, municipal offices, meeting rooms, and Boys and Girls Club. This would be the “heart” of the community and would provide connections throughout the CBD area. It would include an elevator to allow an accessible change in elevations between Old Glenn Highway and the lower CBD area.

Question: What would be the square footage?

Answer: We don’t have that with us but we do have the numbers in the office.

Question: The Gateway Plaza would remove parking, but more importantly cut off a through-traffic route. How would we address that?

Answer: The alley would be improved to an urban standard to be more presentable as a roadway. Connection would be provided to a parking area that would serve the theaters, which is where most of that traffic would be headed anyway.

Question: Is all of the parking for the Town Hall below the facility?

Answer: Yes, we would not want to impose more turning traffic on the Old Glenn Highway and would like to have a strong forecourt to the Town Hall.

Question: Right-of-way on Centerfield is only 30 feet. How would you work in a sidewalk?

Answer: An urban standard road would be 24 feet wide. That would leave room for a six-foot sidewalk. Regardless, a sidewalk is needed in a neighborhood with high density and that has a need for a connection to an adjacent shopping area.

Question: How would you fund the improvement for the sidewalks?

Answer: Either through TEA-21 via AMATS Enhancements money or through bonding.

Urban Design Issues

Terry presented information on urban design issues:

1. Traffic considerations should include:
 - Complete a Transportation Plan for Eagle River/Chugiak that addresses the many changes currently in the works.
 - Increase the number of pedestrian crossings of the Old Glenn Highway
 - Control speed through speed limit reduction, better enforcement, or traffic calming.

2. Improvements within the Right-of-Way
 - Maintain coordination with ADOT&PF to incorporate improvements as part of the upcoming Old Glenn Highway projects.
 - Improvements to Old Glenn Highway should include:
 - Landscaping
 - Sidewalk improvements
 - Screening of lower Carrs parking area
 - Screening of the electric substation
 - Banner posts
 - Screen fences
 - Gateway features

3. Improvements outside of the Right-of-Way
 - Consolidate parking and driveway access points.
 - Set parking back a consistent distance from the right-of-way
 - For new businesses, allow only 50%-70% of parking to be in the front.
 - Consolidate signage and reduce clutter
 - Utilize natural materials such as stained or clear-finished wood and stone that can be found locally

Question: Will there be pedestrian-actuated crossings?

Answer: Yes, that is what the warrants indicate.

Question: Where will the crossings be located?

Answer: Appropriate locations appear to be Monte, the Boys and Girls Club (which corresponds with our proposed Town Hall), and Coronado.

Response: There used to be one at Coronado, but it was a disaster—be careful with that one.

Question: The speeds on Old Glenn Highway are too high. How can that be addressed?

Answer: The tools are enforcement, speed limit reduction, and traffic calming. We can discuss the second two. Speed limit reduction is a matter of the 85th percentile of the existing traffic. That number is used to be sure that you have a realistic speed limit, recognizing how traffic actually moves. Traffic responds to the road design. If you have a large road, you feel like you need to travel faster. The 85th percentile responds to this. If you don't recognize that issue, then you are mixing slow and fast-moving traffic, which can be dangerous. The second issue, traffic calming, can be addressed through more signalization and through some design features.

Question: How will driveways be removed?

Answer: To be honest, removal after the fact, to quote Don Hilderbrandt of LDR, is “virtually impossible”. The Eagle River corridor isn't really that bad—there are no major issues beyond the driveways themselves. It should be approached on a business by business issue, trying to resolve each individually, or with their adjacent neighbor.

Terry presented drawings that identified approaches to dealing with signage including sign consolidation. He also suggested dealing with signage through color, graphic style, and awnings.

Question: Could a screen structure be put on top of the buildings?

Answer: Yes, that could help the appearance of the structure.

Question: What about electronic signs?

Answer (Sharon Ferguson): Some communities such as Seattle and Portland are prohibiting some types.

Implementation

Terry suggested that the best way to implement design guidelines would be through a Business Improvement District similar to that in downtown Anchorage. Another tool might be to establish a demonstration project using 2-3 businesses on Old Glenn Highway. It

was mentioned that wouldn't be too difficult since there are only a couple of landowners for a couple of the full blocks. Terry also discussed the need to stay close to ADOT&PF via CRW Engineering, Earthscape, and Andrea Morton at ADOT&PF.

Jim Yeargan mentioned the need to provide a checklist for implementation. It should include who-what-when, etc.

Other strategies mentioned include a joint work session with the Eagle River/Chugiak Chamber of Commerce and the Eagle River Community Council. Also, it is important to include Hickel Investments and Safeway in the discussions at some point in the near-future.

The meeting adjourned at 9:40.

**Eagle River CBD Revitalization
Public Meeting
Open House
April 19, 2000, 6:00pm
Ernest Greuning Middle School**

Attendance:
31 on Sign-Up List

MOA Staff: Sharon Ferguson/PD, Rachel Rourke-Sunnell/CRS
ADOT&PF: Diana Rigg/Planning
Consultant: Terry Schoenthal/LDN, Dwayne Adams/LDN

Terry opened the meeting with introductions of staff and consultants. He explained that the purpose of the meeting was to present work to date and to gain input.

Old Glenn Highway Project

Diana Rigg/ADOT&PF presented information on a planned upgrade of the Old Glenn Highway. She explained that the project was in its early planning stages. A consultant had been hired and a public process would be provided as part of that project. There was time for community input for determination of appropriate amenities.

Q: Is the Old Glenn Highway on the Governor's priority list?

A: The Glenn Highway from McCarry to Airport Heights is, but to her knowledge, the Old Glenn Highway is not.

Q: How do citizens influence the priorities?

A: Through the AMATS process, via Lance Wilber in MOA/PD.

Q: Will the Artillery Road intersection be redone?

A: Only with minor improvements.

Q: Will there be an overall transportation plan for Eagle River?

A: In some future project, but not in the immediate future.

Q: Have you been coordinating with AWWU?

A: Yes.

Commons Park

Terry then made a presentation on the Commons Park. He explained the proposed improvements for each phase of work and what the funding level was. He explained that the first phase was relatively small, approximately \$250,000. The rest of the money left from the bond proposition would go to parkland acquisition.

Q: Will there be a bandshell in Phase 1?

A: No, it requires classified fill, which is expensive. They can take a look at the possibility of something though.

Q: Is there a library location?

A: Location of the library in the 8 acres doesn't make sense. The full 14 acres might provide a possible site. Still, use of back streets for access might be problematic. A location on Business Boulevard might make more sense, possibly in the Eagle River Center. The consultant team is recommending a site location study be provided.

Q: Didn't the bond proposition require everything to go to acquisition? Another person asked if the bond required all money to go to construction of facilities.

A: Our direction is to get something built, then acquire land.

Q: Will the asphalt work without getting destroyed?

A: Yes, the asphalt is different mix design from that used for driveways and is more like a street.

Q: Will the pond be an attractive nuisance?

A: Not if designed properly with shallow slopes, appropriate bottom, and shallow depth.

Q: What are the phases and costs?

A: The full project is for approximately \$1.5 million in improvements. Nothing is definite yet since the plan is somewhat liquid. We are several years out from full improvements.

Q: Will parking be provided? It is a problem not having parking during the Bear Paw Festival.

A: No, the site is too small to dedicate space to parking.

Q: What about acquisition of the parcel on the upper right of the map? That is badly needed.

A: We have talked with the Heritage Land Bank about acquisition issues, but no specific discussion of that parcel. It is a very good idea though.

Bicycle/Pedestrian Issues

Dwayne made a presentation on the Pedestrian/Bicycle Plan. He discussed the overall plan for Eagle River, reviewing priorities listed on the graphic. He then focused on the Business Boulevard area and the CBD.

Q: Why are you proposing a median in front of the Boys and Girls Club? That was removed not too long ago.

A: It is one of the few areas where traffic is not executing a left hand turn, thus providing for a safer pedestrian environment. Also, it would direct pedestrians directly from centers of employment to restaurants and services across the street.

Q: Could you use the gravel roads near Johnson Tire to connect directly from the existing bike trail termination to the new beginning at the corner of Brooks Road?

A: It provides very narrow right-of-way, if dedicated at all, would impact adjacent businesses, and would not get bicyclists into the CBD readily.

Q: The alley behind Carrs is proposed for traffic. How can you do that given the truck traffic?

A: It appears that the western area could provide for some urban improvements without significantly mixing trucks and pedestrians. The rest of the alley is a bit problematic and would require further study to see if it would work. This is especially relevant since we are showing a parking lot that would empty into the alley. Most importantly though, it is important to address a demonstrated traffic pattern. Kids are using the existing narrow corridor between Carrs and the U.S. Post Office and some definition of that area and safety improvement is appropriate.

Q: How are you addressing winter city issues?

A: A lot of that would be resolved during the design process—this is only a planning level effort. It would be appropriate to look at a zoning process that would remove snow from the core, allow stockpiling at the edge with some limited hauling, and would allow storage on the shoulder for areas not directly in the CBD. We are recommending placing the walkway against the curb in some areas so that we can “wing” the snow off the walk along roadways in some locations, such as Brooks Road.

Urban Design Issues

Terry presented information on the Urban Design Issues. He discussed possible implementation strategies such as a Business Improvement District (BID) and tax incentives.

Most discussion centered around implementation. It was mentioned that tax credits may be a good tool, but assuming you are balancing your budget, someone has to make up the difference for the lessened tax provided as a result of the incentive.

Business Improvement Districts were discussed with some reservations. Some felt that it would be difficult to get everyone to join. Terry mentioned that in Denver the requirement to join the BID was legislated and was initially met with reluctance, but that it has proven to be very popular after implementation.

There was further discussion of snow plowing issues. There was general feeling that it was a significant issue in Eagle River. There is no equipment for handling the pedestrian areas, let alone the roadways.

The meeting was adjourned at 9:20pm.

Eagle River CBD Revitalization Plan
Tally of responses from the “Alternatives Feedback Form”

(In total, 26 responses were received. The feedback form was distributed to the Citizen’s Advisory Committee, attendees at a Public Meeting, and was also available to the public over a three-week period at the Eagle River Library).

I. COMMONS PARK MASTER PLAN ALTERNATIVES

Alternative One: Adjacent Property Acquisition / No Immediate Park Improvements

A. Please indicate if you think this alternative should NOT be a priority, should be given a LOW Priority, MEDIUM priority, or HIGH priority: Not – 0; Low – 1.5; Medium – 1.5; High – 22; (no response – 1)

B. What three things do you like best about this alternative? Responses: "Preserves land"; "Prevents residential development"; "Acquisition of land"; "Get the land while it is available"; "Get the land while costs are low"; "Can get volunteer help later to develop"; "If you don’t get the land now, it may not be available in the future"; "Do it right the first time"; "Acquire land now while available"; "Control land use around the Park"; "Guaranteed access to trails"; "Acquire land now"; "It is important to acquire additional land prior to private development"; "Acquires property before it is too late"; "Parks for our kids-must look down the line to the future"; "Will be best overall"; "We can get work crews together too"; "Implications for future--best park"; "More space"; "Purchase the land while it is available--and at today’s prices rather than future escalated"; "Park possibilities"; "New library home"; "Bike path improvement"; "Guarantees the land for public use as ER develops and it is centrally located. Possible development of the land or cleaning up can be done through local commerce and civic groups, i.e. Girl/Boy Scouts, Lions, Elks, etc."; "We would have more land that cannot be developed"; "Municipal offices (especially library) could be placed on land"; "Ensures large public space in E.R."; "Future potential"; "Obtain property while still possible"; "Access to the highway trail"; "Allows for Municipal building with Library etc. to be built in the future".

C. What three things do you like least about this alternative? Responses: Lack of development; People must be patient; Postpones development of Parks; Cost of park building will be more in future; Money may not be available to develop park in a few years; None-the above is the best alternative; No money for improvements; Spending local \$ for Municipal facilities rather than Total Municipality G.O.B.\$; No ability to use the park--we have told people that there would be some development with their bond money soon; Wait for funding; No visible improvement; No park improvements.

D. Other comments: Responses: "Right now land is more important than amenities"; "I like the possibility of purchasing wetland area with option to purchase the rest of the parcel. The option, however would need to be a minimum of 7 to 10 years would be optimum"; "Minimize maintenance costs of projects"; "We ran the end campaign last year with the slogan "Parks for Our Kids". We didn't say "Parks for Us". This was a long-range issue. We want to provide for the future, not necessarily the present. The whole idea was to tie up the land now while it is still available. I don't see this as a political issue at all. I don't feel we need to appease anyone with a middle of the road approach to park development"; "Obviously this will never be one of the great parks of the world, but if we let it be encircled by high density housing on three sides it will never be a city park at all. It will just be another pocket park for the overcrowded neighborhood. This piece of land is our last, best hope to have some truly common ground that is accessible to various groups of people. Limiting its size now will limit its usefulness and will nullify Eagle River of ever having any type of place to truly gather. In a town of 60,000 in ten years, I have no fear that we will be able to afford to develop this park into the vision we would like it to be. I look around at the results of volunteerism within the user groups to see what they have done over the years for their parks, the baseball fields, the soccer fields, the ski trails. It wasn't simply bond monies that made these places desirable. It was countless hours of dedicated effort on the part of those that found value in their use. Just last year alone the National Guard and the Chugiak Eagle River Nordic Ski Club added wonderful value to the bond monies we voted on. We can do this right. Now is not the time to be timid with our dreams; Dirt work etc. may possibly be donated by local contractors and military units looking for practice projects"; "Land will never be cheaper and may not be available. I'd sooner have 14 acres of weeds and work to develop over time. Local groups can take on multiple small projects to develop the park but there is no way to generate a large number of dollars to purchase additional land"; "Anything we can do to make Eagle River look better gets my vote"; "Permanent home for the library vs. public funding burden. Perhaps these two can balance out in the long run financially."

Alternative 2. Acquire Portion of Adjacent Property / Limited Park Improvements

A. Please indicate if you think this alternative should NOT be a priority, should be given a LOW Priority, MEDIUM priority, or HIGH priority: Not – 8; Low – 4; Med – 7.5; High – 4.5; (no response – 2)

B. What three things do you like best about this alternative? Response: "Demonstrated development that we can see—keep people energized about this project and engaged. If they see no progress we lose credibility"; "More immediate functional use of the open space"; "We need public use areas now"; "Easy compromise; Easy to sell to the public"; "Half-and-half trade off- might please more people overall up front"; "The compromise of land acquisition and development."

C. What three things do you like least about this alternative? Response: "Allows no land for future building"; "Slow down on Parks"; "Need non-developed open space"; "Expense"; "Don't trust limited definition: "connection and some improvement"; "Doesn't achieve any goals to their fullest potential; Some portion of the required land may not be available or would be priced higher at a later date"; "Not looking out for future kids/need of the community; Minimization of future needs"; "Temporary solution to a larger problem"; "Short-sighted"; "The long-term needs of the many will outweigh the needs of the few short-term"; "The development of a parking lot next to Mystem's condominiums".

D. Other comments: "Hope my comments can be considered"; "Prefer Alternative 1"; "Of the dozen or so people I've talked to about this problem, all except one said we should buy land and worry about development in the future"; "Development later; compromise is a good solution. Explore getting more funds from Heritage Land Bank and/or Library/City administration or tax incentives for businesses and individuals who donate \$ or labor for development."

Alternative 3. Trail Easement Acquisition / Immediate Park Development

A. Please indicate if you think this alternative should NOT be a priority, should be given a LOW Priority, MEDIUM priority, or HIGH priority: Not – 14; Low – 5; Med – 4; High – 1; (no response – 2)

B. What three things do you like best about this alternative? Response: "High amount of development"; "The first and best Alternative includes this option; Development [should come] later"; "Provides immediate return on bond investment"; "None—developer profits from the development of small park"; "Immediate park improvements".

C. What three things do you like least about this alternative? Response: "Possible loss of land acquisition"; "Might not have land in the future"; "Do things right in the first place – Alternative 1"; "It is selfishly short-sighted"; "Does not address future needs"; "Worst plan proposed as far as what Eagle River needs"; "Provide for the future not addressed"; "The small park limits the amount of activities that can be done. A larger park area as in Alternative 1 can provide a larger playing field area or other activities"; "No future potential"; "Expense"; "Allows no land for future building"

D. Other comments: Response: "Time you save \$ again, these will need to be improved/replaced. Not cost affective"; "Not a good alternative. As long as the land is there it can be fully developed and will be [developed eventually] with all of our volunteer and community group resources"; "Easement not best way to solve access. We have money and we should try to buy the land with [it] if

possible"; "A creative fun place for all ages as an example—shuffle board courts, skate board arena, band shell serving both Business Blvd. and the park."

II. PEDESTRIAN/BICYCLE CIRCULATION PRIORITIES

A. Please indicate if you think the following Recommended Projects (currently not funded) should NOT be a priority, should be given a LOW Priority, MEDIUM priority, or HIGH priority:

- 1. Bike Lane on Eagle River Road:** Not – 1; Low – 4; Medium – 5; High – 12; (no answer – 4)
- 2. Glenn Highway Bike Trail Connection:** Not – 3; Low – 5; Medium – 9; High – 5; (no answer – 4)
- 3. Link from the New Glenn Highway Trail to Commons Park:** Not – 2; Low – 2; Medium – 6; High – 12; (no answer – 4)
- 4. Eagle River Crossing to the Campground:** Not – 2; Low – 8; Medium – 3; High – 9; (no answer – 4)
- 5. Regrade Trail/Road Intersections on Eagle River Road:** Not – 3; Low – 5; Medium – 11; High – 3; (no answer – 4)
- 6. Pedestrian Link from Old Glenn Highway to Commons Park:** Not – 1; Low – 5; Medium – 10; High – 6; (no answer - 4)
- 7. North Interchange Bike Route:** Not – 3; Low – 12; Medium – 4; High – 3; (no answer - 4)
- 8. Commons Park to Schroeder Park:** Not – 2; Low – 11; Medium – 7; High – 2; (no answer - 4)
- 9. Grade-Separated Pedestrian Crossing of the Old Glenn Highway:** Not – 5; Low – 6; Medium – 8; High – 3; (no answer - 4)

B. Other Comments: "New Glenn to Commons will encourage use of Eagle River for groups, gatherings. Safe and easy access by trail to the heart of Eagle River *Best idea*"; "A bike path needs to be built all the way up Eagle River Road to the Visitor Center. Right now there are safety concerns because riders are forced into the middle of the road"; "The Glenn Highway Bike Trail Connection is nice to have but too expensive. Build trail along roads. People use this route (if they know where they are going). There is a stop light with a dedicated pedestrian crossing and little traffic on the side roads"; "I walk all over this town and the pedestrian

link from Old Glenn Highway to Commons Park is the one project that would tie the central core together. Coupled with the link from the New Glenn Highway to Commons Park it would provide an east-west pedestrian route all the way through town"; "The Pedestrian link from the Old Glenn to Commons Park will be extremely difficult to design for winter users, but even if it is available only six months of the year it would still be great"; "As more people move into this area [across the New Glenn Highway], this or a limited ped/vehicle overpass will become more critical. If we have \$1.75 million I'd sooner use it here rather on a Glenn Highway Bike Trail connection or an Eagle River crossing to the campground"; "The most important thing to consider is that sidewalks/paths etc. are wonderful, but if they are covered by six feet of snow they aren't much good. When the weather is bad and you need to walk, you want to be separated from traffic. Unfortunately this [winter] is when the pedestrian routes are at their worst and people walk in the streets. I walk about five miles a day throughout Eagle River and seldom use the sidewalks (even after they are plowed), since each curb cut for a driveway is an automatic slippery slope. Traffic wears down the ice on the roadway, but the walks remain a rutted glacier until spring. I have no answers for this problem and do not oppose sidewalks, etc. I'd just like to use them more often. From March to October they are great!"; "Connecting the town through pedestrian access is a good thing"; "Eagle River Road is in need of a safe trail connection and bike lane"; "[I am] not a major biker/pedestrian so I have no real opinion on these".

III. URBAN DESIGN ISSUES

A. Please indicate if you think the following approaches should NOT be a priority, should be given a LOW Priority, MEDIUM priority, or HIGH priority:

- **Use of Gateways to define the entrance to Eagle River & encourage speed restriction:** Not – 1; Low – 3; Med – 9; High – 10; (no response – 3)
Comments: "We need to reinforce our identity"; "Don't forget the whole when designing"; "Reported 130 mph this year".
- **Strategic use of medians to provide pedestrians with a "safety zone" in the middle of the Old Glenn:** Not – 1; Low – 5; Med – 7; High – 10; (no response - 3) Comments: "Traffic is normally so bad that if you have a half-way sanctuary you can get across".
- **Speed control measures: reduced speed limit; increased traffic speed enforcement:** Not – 2; Low – 6; Med – 8; High – 7; (no response - 3). Comments: "Depends on traffic volume – will this result in increased congestion?"

- **Pedestrian activated crossings at key location(s) along the Old Glenn Highway;** Not – 1; Low – 4; Med – 2; High – 16; (no response - 3)
- **Installation of a traffic light at Monte Rd. and Old Glenn:** Not – 2; Low – 5; Med – 4; High – 11; (no response - 4)
- **Installation of a traffic light at Coronado St. and Old Glenn:** Not – 7; Low – 6; Med – 6; High – 3; (no response - 4)
- **The use of site furnishings (decorative fences, banners, lights) similar to the improvements designed for Business Blvd. To provide visual definition and encourage speed restrictions:** Not – 0; Low – 3; Med – 7; High – 14; (no response - 2)
- **Voluntary reorganization of parking for private businesses in order to provide increased space for landscaping (this does not require a reduction in the number of available parking stalls):** Not – 0; Low – 9; Med – 6; High – 8; (no response - 3)
- **Strategic use of design guidelines and building criteria in the urban core to provide a more unified appearance (i.e. specifications for building facades, signage, etc.)** Not – .5; Low – 5.5; Med – 8; High – 9; (no response - 3)
- **Do you think that incentives should be given to businesses in order to gain compliance with design guidelines and building criteria?** Not – 1; Low – 4; Med – 9; High – 8; (no response - 4). Comments: "If businesses comply; this in turn will increase their sales and profit in kind!"; "Businesses should be “strongly encouraged” (rather than required) to follow design guidelines".
- **Voluntary consolidation of business driveways in order to reduce the number of curb cuts (which would improve auto and pedestrian safety, and provide space for additional landscaping)** Not – 2; Low – 3; Med – 8; High – 7; (no response - 6). Comments: "Fewer driveways are easier on pedestrians and snow removal"; "Some places have four to five driveways – too many".

B. To what extent do you think businesses in the core urban area should be required to follow design guidelines and building criteria to improve the appearance of Eagle River’s downtown and provide a more unified appearance? Strongly Agree – 10; Mildly Agree – 8; Undecided/Unsure – 2; Mildly Disagree – 2; Strongly Disagree – 1. Comments: "Voluntary and incentives are great"; "Many local businesses are operating on such a small profit margin that any additional costs could force them out of business".

C. Other comments: "The idea is to create a common theme for our area"; "If we each attract and keep an audience of tourists and residents, there has to be appealing design and cooperation for some uniformity in a plan laid out to capitalize on our location and appeal"; "Safe and appealing, pedestrian friendly is best for our future and raises community pride"; "Encouraging safe pedestrian traffic is an added health benefit for all residents"; "Anything to improve the community. We need more community involvement in our town. People need to pay attention to the number of kids in the community; The fancier and prettier we make it, the more people move in and traffic, pedestrians, problems, etc., result"; "We don't have a town. We have a strip. There has to be some coherence in appearance"; "Much needed improvements for the future of Eagle River if we are to capitalize existence here for the future"; "We are strongly in favor of a more beautiful Eagle River"; "Use public right-of-way to develop uniform site furnishings to tie community together"; "We have lived here for almost thirty years and remember the fields and woods where now Business Blvd, etc., exists. Plans to improve area are great, but I'm not sure where the money is coming from. Eagle River people are a "stiff-necked" lot and care must be taken to make it not seem like Anchorage, the state, Feds, or some other demon is telling us what to do. I think that the decorative fences are great."



Eagle River CBD Revitalization Plan

Alternatives Feedback Form - Return by April 1, 2000

Mail to : Land Design North
510 L Street, Suite 101
Anchorage, Alaska 99501



A. COMMONS PARK MASTER PLAN ALTERNATIVES

Alternative 1. Adjacent Property Acquisition / No Immediate Park Improvements

General Description: Acquire 6.1 acres of adjacent vacant property with existing bond money; no park improvements would be made until a new source of funding is available or a new bond is passed. The additional parcel could provide a trail connection to the New Glenn Highway trail, additional open and recreational space, and potentially a home for the Eagle River Public Library and/or other Municipal services.

Your feedback is important! Please provide us with your comments on this alternative.

A. Please indicate if you think this alternative should **NOT** be a priority, should be given a **LOW** Priority, **MEDIUM** priority, or **HIGH** priority (circle one):

No Lo Med Hi

B. What 3 things do you like best about this alternative?

1. _____
2. _____
3. _____

C. What 3 things do you like least about this alternative?

1. _____
2. _____
3. _____

D. Other comments

Alternative 2. Acquire Portion of Adjacent Property / Limited Park Improvements

General Description: Acquire some portion of adjacent vacant property for a trail connection to the New Glenn Highway and additional open space with existing bond money and provide limited improvements to the existing Commons Park. Immediate improvements would be limited to some grading, laying of top soil, and grass seeding.

Your feedback is important! Please provide us with your comments on this alternative.

A. Please indicate if you think this alternative should **NOT** be a priority, should be given a **LOW** Priority, **MEDIUM** priority, or **HIGH** priority (circle one):

No Lo Med Hi

B. What 3 things do you like best about this alternative?

1. _____
2. _____
3. _____

C. What 3 things do you like least about this alternative?

1. _____
2. _____
3. _____

D. Other comments

Alternative 3. Trail Easement Acquisition / Immediate Park Development

General Description: Acquire an easement for a trail connection to the New Glenn Highway. Use all available bond monies to provide immediate improvements to the existing Commons Park site.

Your feedback is important! Please provide us with your comments on this alternative.

A. Please indicate if you think this alternative should **NOT** be a priority, should be given a **LOW** Priority, **MEDIUM** priority, or **HIGH** priority (circle one):

No Lo Med Hi

B. What 3 things do you like best about this alternative?

1. _____
2. _____
3. _____

C. What 3 things do you like least about this alternative?

1. _____
2. _____
3. _____

D. Other comments



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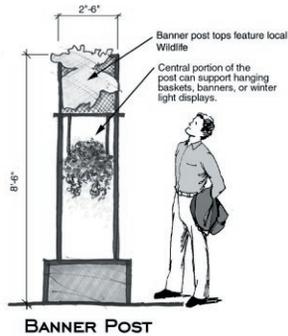


C. URBAN DESIGN ISSUES



Eagle River Gateway concept drawing

Your feedback is important! Please provide us with your comments on the following approaches to improving vehicular and pedestrian safety, and overall appearance (specifically along the Old Glenn between the North and South Interchanges, and concentrated in the core urban area from Monte Road to Farm Road).



Concept for Business Boulevard "Banner Posts" which can hold winter lights and summer flowers.



Sidewalk section showing possibilities of public/private cooperation.

A. Please indicate if you think the following approaches should **NOT** be a priority, should be given a **LOW** Priority, **MEDIUM** priority, or **HIGH** priority (circle one):

1. Use of Gateways to define the entrance to Eagle River and encourage speed reduction:

No Lo Med Hi

2. Strategic use of medians to provide pedestrians with a "safety zone" in the middle of the Old Glenn:

No Lo Med Hi

3. Speed Control Measures: Reduced speed limit; increased traffic speed enforcement:

No Lo Med Hi

4. Pedestrian activated crossings at key location(s) along the Old Glenn Highway:

No Lo Med Hi

5. Installation of a traffic light at Monte Rd. and Old Glenn:

No Lo Med Hi

6. Installation of a traffic light at Coronado Rd. and Old Glenn:

No Lo Med Hi

7. The use of site furnishings (decorative fences, banners, lights) similar to the improvements designed for Business Blvd. to provide visual definition and encourage speed reduction:

No Lo Med Hi

8. Voluntary reorganization of parking for private businesses in order to provide increased space for landscaping (this does not require a reduction in the number of available parking stalls):

No Lo Med Hi

9. Strategic use of design guidelines and building criteria in the urban core to provide a more unified appearance (i.e. specifications for building facades, signage, etc.).

No Lo Med Hi

10. Do you think that incentives should be given to businesses in order to gain compliance with design guidelines and building criteria?

No Lo Med Hi

11. Voluntary consolidation of business driveways in order to reduce the number of curb cuts (which would improve auto and pedestrian safety, and provide space for additional landscaping).

No Lo Med Hi

B. To what extent do you think businesses in the core urban area should be required to follow design guidelines and building criteria to improve the appearance of Eagle River's downtown and provide a more unified appearance?

- Strongly Agree
- Mildly Agree
- Undecided / Unsure
- Mildly Disagree
- Strongly Disagree

C. Other comments
