



Chapter 4:

Priority Actions

This chapter outlines a short-term framework for the City, detailing specific priority actions – identified by stakeholders as those action items most desired to be accomplished in the District in the near-term – that should be undertaken immediately or completed in a short period of time. They address the most high-priority issues in the District and are the first steps that the City should take to move toward the residents’ vision.

Chapter 5 (starting on page 46) includes a complete list of recommended strategies and actions to implement the Plan.

Priority Actions:

1. Adopt and implement the East Anchorage District Plan
2. Initiate a small area planning process for the old greenhouse site at Muldoon and DeBarr
3. Make East Anchorage safe for walking and biking year-round
4. Create a catalyst development program
5. Implement existing plan recommendations



1. Adopt and implement the East Anchorage District Plan.

DESIRED OUTCOME

The East Anchorage District Plan is adopted and serves as a guide for future land use and development decisions. The East Anchorage District Plan includes a land use map and policies that will provide guidance for future development decisions by East Anchorage neighborhoods, developers, the Planning and Zoning Commission, Platting Board and the Assembly. Draft implementation policies and strategies are outlined in **Chapter 5**. The land use map (described below) becomes the Comprehensive Plan Map for the East Anchorage District.

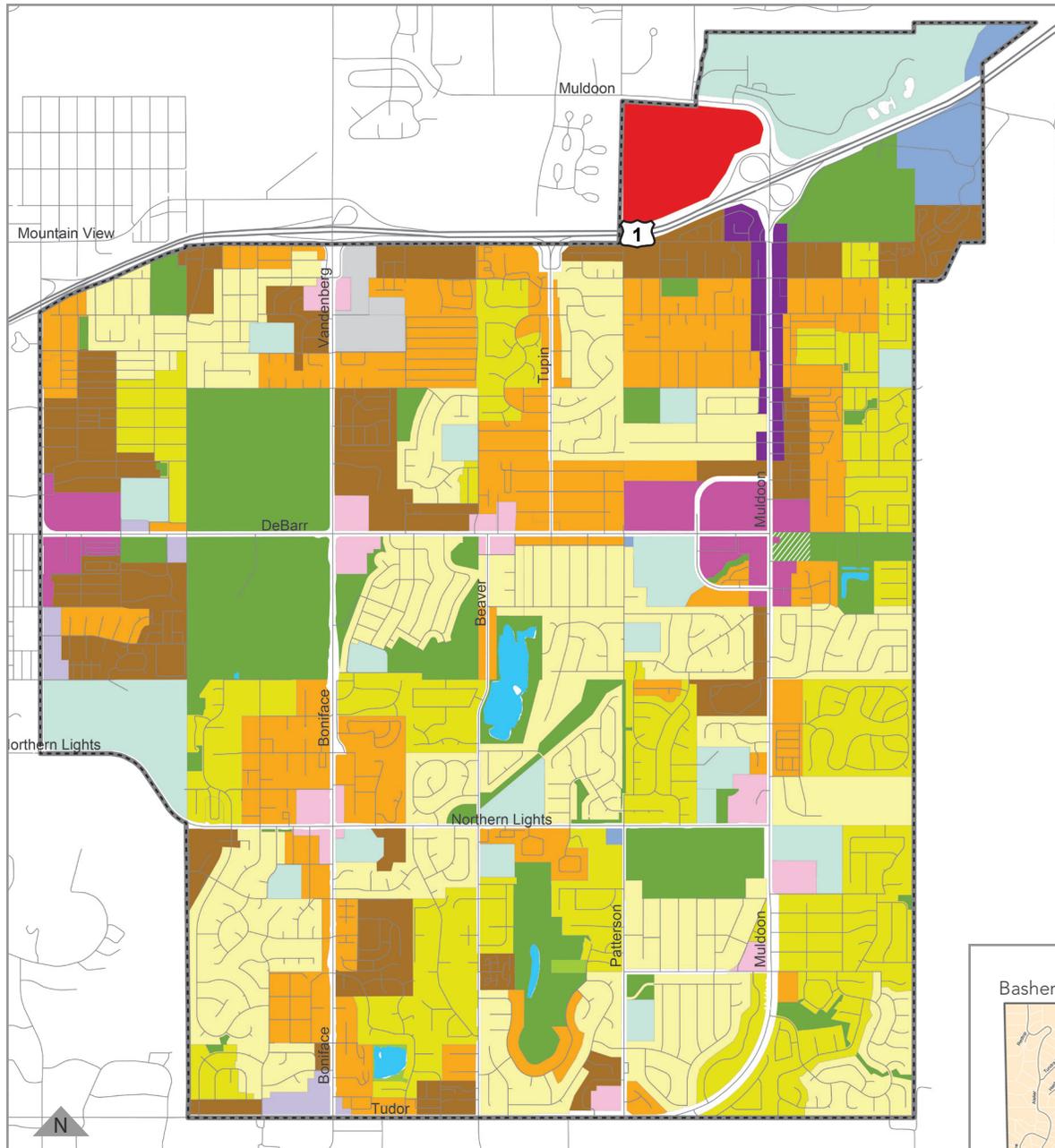
WHAT NEEDS TO BE DONE?

Adopt the East Anchorage Land Use Map. Staff, engineers, developers, Planning and Zoning Commission, Platting Board and the Assembly should use the East Anchorage Land Use Map

and associated policies as a guide when making land use and infrastructure decisions in the East Anchorage area. The land use map will serve as the basis for rezoning actions that are to be consistent with the map and the intent of each designation.

EAST ANCHORAGE DISTRICT LAND USE MAP

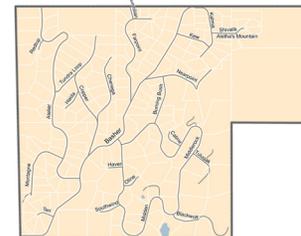
The District Land Use Map is based on the East Anchorage District Vision Map, which reflects the goals and desires of district residents and stakeholders. The land use designations are based on the Comprehensive Plan Policy Map, and include similar terminology used in the West Anchorage District Plan, such as Town Center and Muldoon Corridor District. The District Land Use Map is a visual guide that directs future growth and development, aligned with policies from *Anchorage 2020: Anchorage Bowl Comprehensive Plan*, and serves as a basis for future zoning and other discretionary actions in the District. Highest and best use determinations were used in land use designation decisions to some degree in order to balance commercial growth versus loss of residential acreage.



East Anchorage District Land Use Map

- Study Area
- lakes
- Limited Residential
- Low-Intensity Residential (detached single family)
- Low-Intensity Residential (attached and detached single family)
- Low- to Medium-Intensity Residential
- Medium-Intensity Residential
- Town Center
- Neighborhood Center
- Muldoon Corridor District
- Special Study - TBD by Master Plan Process
- Office Low Intensity
- Industrial / Commercial
- Regional Commercial Center
- Parks and Natural Resources
- Other areas that functions as Parks, Recreation and Natural Resources
- Public Utility/Facility
- School and Community Institutional

Basher (not to scale)





Limited Intensity Residential

Intent: The Limited Intensity Residential designation provides for large-lot, semi-rural residential neighborhoods in areas where natural conditions and distance to services preclude more intensive development.

Description: The predominant land use consists of detached houses on lots one acre or larger in size. The intended overall density for development is less than one housing unit per gross acre. This type of development results from a combination of preferred lifestyles, a lack of public infrastructure, remoteness and environmental constraints. Lot size, setbacks, the variety of custom housing designs and the presence of natural vegetation help retain the semi-rural and natural environment. This designation is implemented by the R-6, and R-10 zones.



Low Intensity Residential (Attached and Detached)

Intent: The low intensity residential attached and detached residential designation provides for a variety of single-family attached, and two-family residential neighborhoods.

Description: The predominant land use consists of conventional single-family detached and attached houses on lots generally between 2,000 and 20,000 square feet or more in size. The building scale, landscaped setbacks and low traffic volumes on local streets contribute to a low intensity living environment. This designation is implemented by the R-1, R-1A and, R-7 and R-2A and R-2D zones.



Low / Medium Intensity Residential

Intent: The Low / Medium Intensity Residential designation provides for a range of single- and multi-family housing in neighborhoods that offer a compatible diversity of housing choices.

Description: Residential uses include standard detached houses and small-lot, single-family homes, attached single-family homes, duplexes, cottage housing, townhouses and low-density, multi-family units. The intended overall density range is eight to fifteen housing units per gross acre. New single family development is intended to be relatively compact and mixed with other housing types to enable the efficient use of land and public infrastructure. This designation is implemented by the R-2 districts.



Medium Intensity Residential

Intent: The Medium Intensity Residential designation provides for a compatible mix of multi-family and attached housing choices and an efficient use of residential land near community services and Town and Neighborhood Centers. It is also intended to provide for an attractive, walkable living environment with amenities for residents.

Description: Predominant land uses consist of 2- to 4-story multi-family complexes and townhouses at an intended overall density of 20 to 35 housing units per gross acre. A critical mass of housing at this density threshold supports a diversity of housing choices, efficient provision of public infrastructure and more frequent transit service. New, higher density development should allow for amenities such as public or private open space, snow storage and recreation areas. This



designation may accommodate additional density of up to 40 housing units per gross acre adjacent to designated Town Centers except for those at the neighborhood scale. Qualifying projects should provide “town center” oriented urban design features as defined in the land use regulations. This designation is implemented primarily by the R-3 zone, although the R-2M zone may be appropriate in transition areas. B-1A may also serve this land use at certain locations.



Town Center

Intent: The Town Center designation provides for areas that serve as a focus of community activity. They are intended to include a mix of retail shopping and services, public facilities, and medium to high-density residential uses.

Description: Predominant land use consists of a core that is a mix of community-serving retail, mixed use commercial, office and residential, public services, and public/civic facilities, surrounding by medium-high-density residential development. Necessary to their design is an efficient pedestrian-access network connecting the core uses, residential neighborhoods, and transit facilities. Town Centers lend themselves to being located at major intersections, with high visibility, and access to major roadways and transit lines. This designation is implemented by the B-1A, B-3, and R-3 zones.



Neighborhood Center

Intent: The Neighborhood Center designation provides for small to medium size commercial convenience centers that serve the surrounding neighborhood or cluster of neighborhoods.

Description: Predominant land uses consist of small scale, non-obtrusive convenience retail and personal services, such as food markets, drug stores, restaurants, and professional services oriented to the needs of the surrounding residential population. The largest centers may be anchored by a full-sized grocery store. It is important that the scale, appearance and function of new development be compatible with adjacent residential uses, and designed with a goal of reducing vehicle trips and driving distances, and minimizing traffic impacts. This designation is implemented by the B-1A and B-1B zones.



Muldoon Corridor District

Intent: The Muldoon Corridor District designation provides for a mixed use corridor distinct to the Muldoon neighborhood, along Muldoon from Glenn Highway to DeBarr. It is intended to include a mix of community serving retail and services, public facilities, and medium to high density residential that creates a destination corridor, which serves as a focus of community activity for the east side of the District.

Description: Predominant land use consists of single-story retail, 2-4 story mixed-use retail, office and residential along the Muldoon Road corridor, surrounded by medium- to high-density residential neighborhoods. Necessary to the design is an efficient pedestrian-access network connecting the corridor uses, residential neighborhoods, and transit facilities. The corridor is a major arterial



and transportation route for automobile traffic, transit and pedestrians. As such there is high visibility, and access to major roadways and transit routes. This form of development takes advantage of Muldoon's north-south orientation to capture upper-floor mountain views and southern exposure. This designation is implemented by the B-1A, B-1B and possibly B-3 zones.

This corridor coincides with the Transit Corridor outlined in Anchorage 2020 with the general principle of achieving a residential density of at least eight dwelling units per acre within a quarter mile of the road. Another potential implementation tool for this corridor designation is an overlay district.



Office – Low Intensity

Intent: This designation provides for situations where a range of office uses may be appropriate, but not a broad spectrum of commercial retail uses.

Description: Predominant uses consist of small- to medium-sized office buildings with business, professional and medical services. Low Intensity means 3- to 4-story maximum building heights, landscaped setbacks and an employment density generally less than 15 employees per gross acre. This designation is implemented primarily by the RO zone.



Industrial/Commercial

Intent: The Industrial / Commercial designation provides for a variety of employment and economic development opportunities in an industrial-type setting.

Description: This allows a variety of industrial and industrial-related commercial uses, including office industrial parks. Single commodity bulk retail sales and building supplies and services are allowed. Other commercial uses that are supportive to industrial functions and character may occur, but are limited in intensity to maintain adequate industrial development opportunities. Development is compatible with adjacent residential areas in terms of physical scale, intensity of activities, and through buffering and transitions. This designation is implemented by the I-1 zone.



Regional Commercial Center

Intent: The Regional Commercial Center designation provides for conglomerations of large-scale commercial uses that serve the wider community, function as focus centers of commercial activity, and are allowed and encouraged to evolve as mixed-use centers.

Description: Major malls with clusters of large, retail establishments anchor Regional Commercial Centers, serving an area up to an hour travel distance and significant out-of-town traffic. Supporting uses include low- to medium-rise offices, hotels, transit hubs, entertainment uses and housing. Overall gross employment density is lower than that of Major City Center designations. This is a hybrid designation that allows some land-intensive and/or auto-oriented uses that may not be appropriate for more compact Town Centers. This designation is implemented with the B-3 and applies primarily to Tikahtnu Commons.



Parks and Natural Resource Uses

Intent: The Park and Natural Resource designation provides for active and passive outdoor recreation, conservation of natural areas and trail corridors that connect neighborhoods.

Description: Uses include neighborhood and community parks, natural resource use parks, special use parks, golf courses, greenbelts, and other municipal open spaces that are dedicated or designated by an adopted plan for parkland or natural conservation. Other municipal lands with high natural value that are environmentally unsuitable for development are also included. Special purpose facilities such as sports complexes or interpretive centers that support park, recreation and natural resource functions may be allowed subject to special reviews defined in the Title 21 Land Use Regulations. This designation is implemented by the PR and PLI zones. Most other zones may also be compatible implementation zones for non-dedicated park and recreation lands.



Public Utility / Facility

Intent: The Public Utility / Facility designation provides for public facilities and infrastructure that are industrial in character.

Description: Predominant land uses consist of public utilities including sewer and water treatment plants, power generation plants, industrial yards, water tank reservoirs, pump stations and facilities for maintenance or fleet services. The designation also applies to facilities such as fire stations not oriented to on-site customer service. This designation is implemented by the PLI, I-1 and I-2 zones.



School and Community Institutional

Intent: The School and Community Institutional designation provides for small- to medium-scale institutions that can integrate into the scale of the local neighborhood and provide a community service or focus for the surrounding area.

Description: The most common use consists of public and large private schools with outdoor campus recreation facilities, including primary and secondary schools. Religious campuses ten acres or larger in size and/or containing large school functions also fall within this designation. Other community institutions include such uses as community centers, museums, cemeteries and public libraries that serve the immediate area or that are similar to neighborhood serving institutions in terms of physical scale and external impacts. This designation also allows for not-for-profit administrative offices uses. This designation is implemented by the PLI zone.

2. Initiate a small area planning process for the former greenhouse site at Muldoon and DeBarr and complete a development plan for appropriate uses of this site, including a park. Secure a formal park dedication upon completion.

DESIRED OUTCOME:

A new park at Muldoon and DeBarr provides an activity and open space amenity to residents within the East Anchorage District and nearby neighborhoods. Input regarding the importance of parks and open space in East Anchorage is clear – these are assets worth protecting and enhancing. The vacant parcel situated on the southeast corner of the intersection of Muldoon and DeBarr, adjacent to the Town Center, presents an important opportunity to create an activity and open space amenity. The site was purchased by the Municipality and remains in their ownership, with the exception of one small private lot on the northwest corner. Muldoon Park is located on the eastern portion of the site, providing passive recreation opportunities and natural vegetation along Chester Creek. The Municipality acquired this parcel, in part, as a means of restoring the main branch of Chester Creek for fish passage and to reduce flood hazards in the process.

Participants in the Plan’s development process voiced strong opinions regarding the potential for this recently acquired land with Muldoon frontage to become part of the existing park.

Specifically, people were concerned that the site might host auto-

oriented strip-commercial if the property were to be sold and that such a commercial landscape would be detrimental to the District. Other participants indicated that neighborhood- and park-serving retail uses, such as coffee and equipment rental shops, could be appropriate. Driving east on DeBarr offers a tree-lined view of the property frontage and the foothills behind. Many participants want to protect this site view; therefore, designs for the site should consider the aesthetic nature of the location. Creating compatible and complimentary activities within the Muldoon road frontage portion of this site would likely elevate the value of the park for its users and should be considered. Areas within the parcel’s south western quarter should also be reserved for a restored section of Chester Creek and an associated greenbelt tract.

WHAT NEEDS TO BE DONE?

Develop a small area plan. Given the strong and diverse opinions expressed about the park, additional study through a small area planning process is necessary to determine appropriate uses and design of the park. Small area planning is a partnership between the City and its residents, businesses, builders and developers, institutions and other government entities. While Anchorage 2020 and this Plan articulate overarching ideas and strategies, this site requires specific strategies tailored to address many of its individual characteristics. Therefore, a small area planning process is recommended to take the broad ideas from this Plan down to the appropriate site-specific strategies and actions.

Further community-level studies can assist in determining how it develops, the types of uses included on the site, funding opportunities, and how to best integrate the new park into the community. A public engagement process is a critical component in small area planning and is a valuable tool for gathering input when identifying and refining the programming, design and financing for the future park site.

The process should include:

- **A stakeholder advisory group** that represents community interests. Representation should include a range of stakeholders within the area, including community councils, nearby residents and business owners, and advocates representing interests such as housing, recreation and the natural environment.
- **A technical advisory group** made up of representatives from public agencies that have an interest in the park area or will be called upon to implement the outcomes of the small area plan.
- **A public outreach program** to bring greater numbers of people into the decision making. A public workshop or design charrette is recommended along with one or two open houses. A design competition should be considered as well.

The advisory groups, along with the public, should advise municipal staff at key intervals throughout the project.

As part of the process, discussions should include the benefits of a full park parcel versus partial commercial, retail or service frontage on Muldoon. Given the site's location on the Muldoon corridor, there are potential development opportunities at the road frontage. Depending on how these are developed and designed,

such uses should benefit and support the park site as well as the commercial corridor and the Town Center to the west. It is clear, and the Plan acknowledges that traditional strip commercial land use is not an option at this location.

Potential Site Uses

Examples of potential uses for the site that were shared with the community during the Plan's development process.



Concept A:
Entire site is a park.



Concept B:
Corner area is used for small-scale retail, café, or recreation-oriented amenity.



Concept C:
A larger portion of the corner area is used for small scale retail, café, or recreation-oriented amenity.

3. *Make East Anchorage safe for walking and biking.*

DESIRED OUTCOME

Continue implementing transportation safety enhancements along Muldoon, Tudor and other major thoroughfares.

Safety measures may include improving access management and making pedestrian, bicycle and vehicular conflict areas safer through signage, roadway and sidewalk enhancements, maintenance and other traffic control mechanisms.

Roads with multiple wide lanes, large intersections, and relatively few pedestrian amenities are not conducive to walking, biking, or access to transit. These facilities continue to foster a land development pattern that is completely dependent on automobile access. Efforts to improve the existing streetscape along Muldoon and Tudor should balance the roadway's function as a thoroughfare with the development of a pedestrian friendly environment. Improvements should maintain the existing travel capacity, but increase the livability and safety by calling attention to special intersections through wider sidewalks, improved crosswalks and signals, fewer curb cuts, and more curb extensions to reduce

overall crossing distances for pedestrians. Safety enhancements for pedestrians and cyclists also result in creating a more attractive area for residents and a stable environment for businesses.

WHAT NEEDS TO BE DONE?

- **Continue maintenance and upgrade of current roadways** with a combination of light fixtures, signs, sidewalks, and multi-use trails to make the Municipality's roads unique, and to help residents and visitors navigate the District on foot and by bike.
- **Implement the Anchorage Pedestrian Plan** to create continuous, safe, ADA-accessible sidewalks along major thoroughfares.
- **Enhance major crosswalks**, especially in town centers and commercial areas, to improve the pedestrian environment. Ensure that signals are timed for the pedestrian to allow safe crossings.
- **Inventory distances between marked crossings on Muldoon and Tudor.** Consider mid-block crossing improvements where signalized crossing are spaced more than 300 feet apart and make recommendations for additional crossing locations.
- **Implement Anchorage Bicycle Plan improvements** and include bike route signage that will not be obstructed by snow and ice.
- **Continue coordination with Municipal staff, AMATS and Alaska Department of Transportation (ADOT/PF) to prioritize sidewalk, curb ramp and crosswalk rehabilitation** when implementing road improvements.
- **Coordinate with ADOT/PF and Street Maintenance groups to ensure maintenance includes removing snow from sidewalks, shoulders and bike lanes** on a timely and consistent basis.
- **Implement the short-term projects** found in the Municipality's 2035 Metropolitan Transportation Plan.
- **Coordinate with MOA, ADOT/PF and Town Center developers to create new sidewalk and pedestrian use area designs** that maximize separation between pedestrians and travel lanes.

Metropolitan Transportation Plan Short-Term Projects (2011-2023)

#	Project Name/ <i>Type of Improvement</i>
507	DeBarr Road - Orca to Turpin/ <i>Separated path, north side</i>
511	Muldoon Road - Northern Lights Blvd to Glenn Hwy/ <i>Reconnaissance study, bicycle facilities</i>
512	DeBarr Road - Boniface to Muldoon/ <i>Sidewalk upgrade</i>
525	Duben Street - to Muldoon Elementary/ <i>Sidewalk, crossing</i>
529	Muldoon Road - Boundary to Bartlett High School/ <i>Sidewalk</i>
530	East High School - Bragaw @ 20th/ <i>Connecting walkway, stairway</i>
573	Boniface Parkway - Glenn Hwy to Northern Lights Blvd/ <i>West side sidewalk</i>
574	Northern Lights Blvd - Wesleyan to Muldoon/ <i>Separated path</i>

**CHALLENGES AND OPPORTUNITIES FOR PEDESTRIANS IN THE DISTRICT**

Muldoon Road at DeBarr Road has the highest incidences of pedestrian and bicycle crashes within the East Anchorage District, followed by three other intersections along Muldoon Road - at 6th Avenue, Duben Avenue and 12th Court. (The traffic signal at the 12th Court intersection has been relocated one block north to 11th Avenue to facilitate and enhance access to neighborhoods and new business development in the area.) Although recent projects within the Plan's study area boundary were conceived, in part, to address pedestrian and bicycle safety, more improvements should be made. Recent projects include the medians installed on DeBarr Road between Boniface Parkway and Beaver Place and between Bragaw Street and Hoyt Street and the Muldoon Road safety project south of DeBarr Road, which removed the center two-way left turn lane and replaced it with raised medians, additional signalized crossings of Muldoon Road and defined turning lanes.

However, safety concerns remain along Muldoon Road north of DeBarr Road to the Glenn Highway. Along this stretch of road there is still a daunting, center two-way left turn lane, and the Muldoon Transit center – located on both sides of Muldoon Road – encourages unsafe pedestrian crossings across the wide street to access northbound and southbound buses. Pedestrians along Tudor also face a wide street with limited places for safe crossing.

Providing mid-block crossing improvements as well as implementing enhancements at existing signalized intersections will increase the safety of pedestrians and promote more walking within the District. Generally, if a pedestrian is forced to go more than 150 feet out of their way to access a safe street crossing, they will choose to cross the road at their own convenience, increasing their risk for accidents with motorized vehicles.

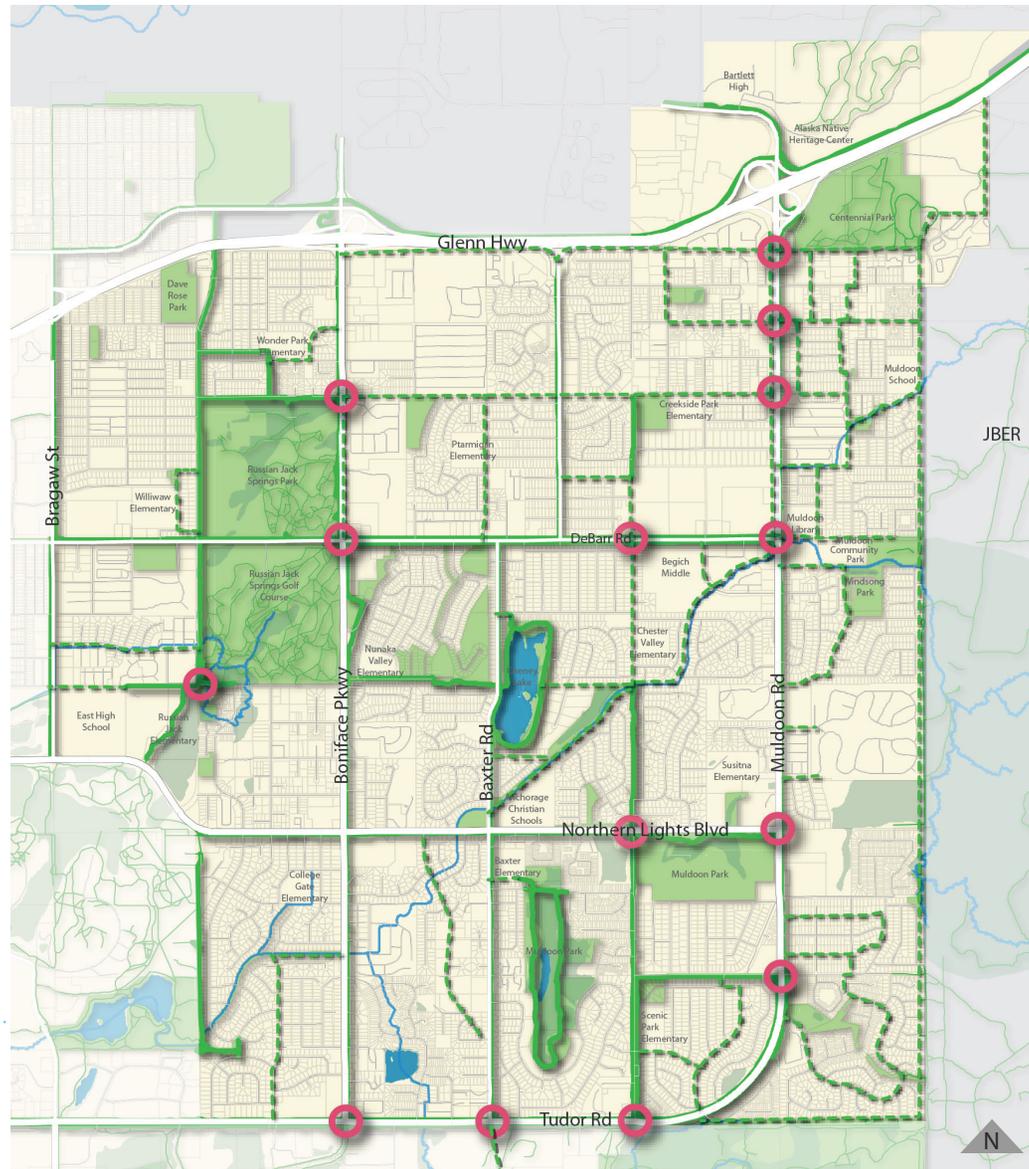
It is important to note that improvements involving the major routes in the District require concurrence from ADOT/PF.

Partnering with the State is recommended to develop any safe crossing strategies.

The Municipal Public Transportation Department continues to plan for and explore options for a new location for a Muldoon Corridor Transit Hub. Ideal locations are not established but the Muldoon Center provides a reasonable location for this new facility.

Recommended Pedestrian Improvements

-  Proposed intersection improvements
-  Proposed trails
-  Existing trails



The following crosswalk enhancement options for pedestrians crossing multiple lanes of traffic would provide safer pedestrian crossing facilities along wide, high-traffic corridors.



Curb Extensions and Colored or Textured Crosswalks

Curb extensions narrow the road, reducing the distance pedestrians must cross, therefore reducing exposure to moving motor vehicles. Textured surfaces or painted crosswalks are treatments used to make the crosswalk surface more visually attractive, and to enhance their visibility to motorists. These are more likely on smaller adjacent streets rather than major arterials.



Pedestrian Refuges

A pedestrian refuge is a raised island at the center of the roadway where pedestrians can pause or rest before finishing crossing the road. In instances of a wide street with several lanes of traffic, the pedestrian refuge allows a safe harbor after crossing one direction of traffic while waiting for a gap in traffic from the other direction. The pedestrian only needs to look for traffic travelling in one direction, which reduces exposure and risk of injury. It is important to ensure that trees, bushes or snow do not obstruct visibility for pedestrians or motorists.



Signals

Warning signs and flashing yellow lights can alert motorists to the presence of pedestrians crossing the street in areas with fewer driver distractions. Mid-block pedestrian signals that are used in conjunction with a marked crosswalk prove effective in increasing pedestrian visibility to motorists. Signals may include signage with flashing lighting at crosswalks or overhead flashing lights that are activated by a pedestrian push button. For cyclists, it is possible to increase the sensitivity of detectors to change traffic signals, by placing push-buttons that activate crosswalk signals close enough to the roadway for bicyclists to reach without dismounting.

CHALLENGES AND OPPORTUNITIES FOR BICYCLISTS IN THE DISTRICT

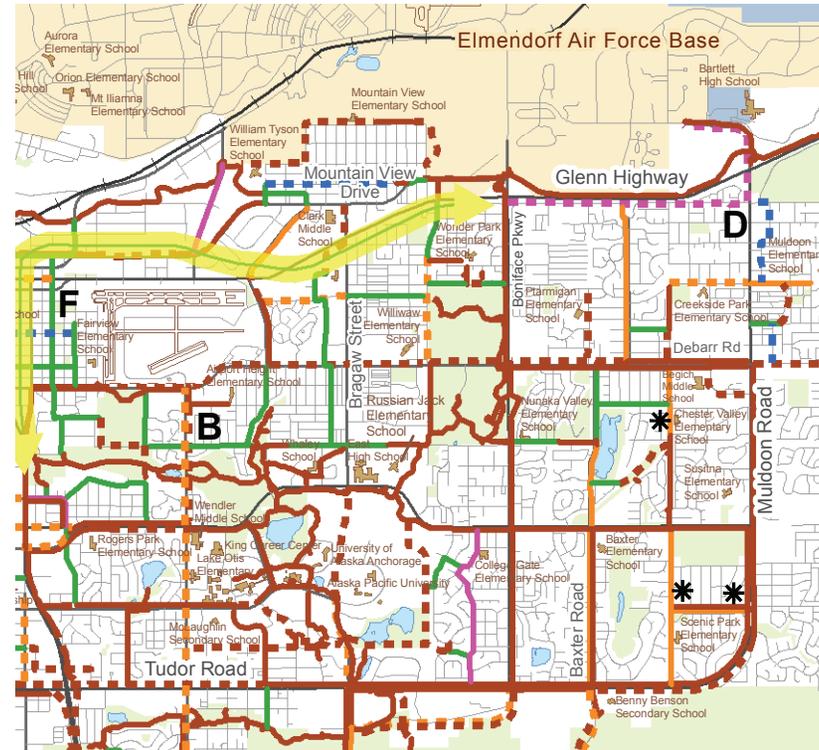
Bike riders in East Anchorage face many of the same challenges described for pedestrians above, including long distances between safe crossings, long signal phases at intersections and a lack of wayfinding signage. Additionally, bicyclists also face separated pathways, disconnected street grids and gaps in the bike network which force riders onto inconvenient, unfamiliar or unsafe roads for bike travel. Wintertime snow storage along bike lanes and road shoulders is another major issue facing bicyclists. This means cyclists cannot rely on the limited bike lanes or large shoulders to be available year round for safe cycling and are forced to share a travel lane with automobiles.

According to the Anchorage Bicycle Plan, bicycle lanes, more than any other on-street bicycle facility, have the potential to increase bicycling in Anchorage. Another proposed in-street facility are bike boulevards, a shared roadway for which design has been optimized for through-going bicycle traffic and are typically local streets with low traffic volumes that could be used as parallel, alternative routes to arterials. Grand Larry Street, running parallel to Muldoon, is identified in the Bicycle Plan as a potential bike boulevard. The Proposed Bicycle Network from the Anchorage Bicycle Plan below outlines the potential changes within the District.

Consideration should be given to the following priority bicycle network improvements included in the Anchorage Bicycle Plan.

- **DeBarr Road** – Orca Street to Turpin Street: *separated pathway*
- **DeBarr Road** – Muldoon Road to Crosse Pointe Loop: *separated pathway*
- **Muldoon Road Bypass** – Boston Street, State Street, Valley

Anchorage Bicycle Plan's Proposed Bicycle Network Map - Inset



Proposed Bicycle Network

Anchorage Bowl

On Street Facilities

- Bicycle Lane
- Proposed Bicycle Lane
- Paved Shoulder Bikeway
- Proposed Paved Shoulder Bikeway
- Shared Use Roadway
- Proposed Bicycle Boulevard

Off Street Facilities

- Existing Separated Multi-Use Pathway
- Proposed Separated Multi-Use Pathway
- * Facility eligible to be signed and striped
- Alaska Railroad
- Conceptual Highway to Highway Corridor (to be Proposed Separated Multi-Use Pathway)

Special Study Areas

- A** Government Hill
- B** Lake Otis Parkway
- C** Midtown
- D** Muldoon Road
- E** Dowling Roundabouts
- F** Ingra/Gambell
- G** Diamond & Victor

Note: The bicycle lane is the preferred facility. Use of bicycle lanes is contingent on identifying a plan for funding and maintenance.



Street, Grand Larry Street, 2nd Avenue:
bicycle boulevard

- **Muldoon Road Bypass** – 10th Avenue to 6th Avenue along Creek: *separated pathway*
- **Muldoon Road** – Boundary Avenue to JBER gate: *bicycle lane*
- **Muldoon Road** – Northern Lights Boulevard to Glenn Hwy: *reconnaissance study*

Types of bicycle enhancements include:

Bicycle Lane

A portion on the right side of the roadway designated for one-way bike travel, with striping and pavement marking.

Bicycle Boulevard

A low volume neighborhood street that serves as a parallel route to major corridors marked with a special bike symbol (sharrow) on the pavement.

Shared Roadway

Shared roadway is similar to a bicycle boulevard but without the pavement markings. It is a low-speed neighborhood roadway marked with bike route signs.

Bicycle Box

Enables the cyclist to get in front of the traffic at signalized intersections so they may be more visible before turning left or going straight.

Separated Pathway

Paths or trails available for use by pedestrians and cyclists and separated from roadways.

Bike Parking

Ensure there is adequate bike parking at destinations to encourage cycling to locations along Muldoon, Tudor and other major corridors.

Ongoing Maintenance

Snow removal on sidewalks, bike lanes and road shoulders used for bicycle travel should be a top priority. Additionally, gravel and sand from winter months needs to be removed from bicycle lanes.

Bike Network Signage

Signage includes network route signs, signs to mark the beginning and end of bike lanes, shared lane signs, pavement markings to indicate bike boulevards, and wayfinding signage to help riders connect to other parts of the network.



4. Create a catalyst development program.

DESIRED OUTCOME

Develop a catalyst housing project or a mixed-use building project to demonstrate that diverse housing opportunities can be economically viable opportunities.

The Plan highlights the benefits of mixed-use buildings, housing near commercial areas and residential projects that contain a mix of housing types. Additionally, the public and District stakeholders have expressed a desire for an expanded palette of building and development types. However, for East Anchorage, many of these are new housing types without a track record, which developers, bankers or officials can examine to make a financially based decision on whether or not to pursue.

As a starting point, the planning team used prototype modeling and current market analysis to test the financial feasibility of these desired new uses and building types. The results indicate financial potential for new development at targeted sites within the District. The next step forward is the selection of potential demonstration projects (built examples) of these development types. Demonstration projects are an excellent tool for proving financial feasibility, illustrating potential design concepts and showcasing neighborhood improvements that can be realized throughout the District with their introduction.

Since new or unfamiliar building types are often more difficult to finance and build, the first demonstration projects often need creative funding mechanisms to implement. Once a development



Example of a mixed-use development in Portland, Oregon.

type proves successful, they frequently generate momentum for similar development to follow and it becomes easier to secure private funding and development review. To catalyze this process, creating public-private partnerships for initial demonstration projects is a good way of jump-starting new development types and encouraging financiers and developers to follow through with more investment in East Anchorage.

Using incentives to encourage desirable prototype projects fosters partnerships between developers and the Municipality of Anchorage, and accomplishes a mutual objective of getting these new buildings on the ground. Chapter 5 delves into locations where there are development and redevelopment opportunities in the District.

WHAT NEEDS TO BE DONE?

1. Form a demonstration project

team with a project manager from the Planning Department, private sector partners and foundations or non-profits.

2. Identify potential development

sites for catalyst housing and mixed-use buildings to demonstrate the economic and urban design benefits of redeveloping aging commercial strips and residential uses based on the following criteria:

- » Consistency with desirable initial development types: Adaptive reuse of existing structure(s); 3- to 5-story mixed-use residential building; small-lot, cottage home, townhome neighborhoods; 2- to 3-story main street development
- » Property owner interest
- » Coordination of location in areas with on-going/concurrent city reinvestment and revitalization.
- » Location in area where additional infill development can begin soon after demonstration project is complete.

3. Explore public-private partnerships to fund initial redevelopment projects.

4. Create a public-private partnership plan for the demonstration project that includes an agreement with the developer and a list of Municipal resources and incentives that will be committed to the project. This plan should include at a minimum:

- » Staff liaisons for each project
- » Development code review and interpretation; amendments as needed
- » Expedited permitting
- » City subsidy, if needed
- » Tax incentives and other financial incentives

5. Work closely with the project developers and provide coordination/ liaison services.

6. Annually evaluate (Municipality and developers) the performance of the project. Report lessons learned, potential process improvements and recommend zoning, policy, and other changes to further streamline the development process.

7. Adopt recommendations based on the lessons learned from the evaluation report.

8. Educate the business and finance communities on the commercial values of such projects.



Examples of the kind of townhome and main street development that is desirable within the District.

The following elements should be emphasized when designing and developing catalyst projects. Once tested, these guidelines should be considered for integration into the Title 21 design standards for mixed-use areas.

DESIGN ELEMENTS

The guidelines in this section provide recommendations for enhancing new development in the town centers, neighborhood centers, and Muldoon Corridor District. They offer direction for future design decisions in the neighborhood to ensure new development best matches the Vision. For instance, the creation of an active mixed-use area relies on more than simply the placement of buildings of different uses in proximity to each other. It is essential that easy access is designed between the buildings and that they relate to the surrounding streetscape. In certain locations and circumstances, commitment and partnership from the public sector via roadway upgrades is necessary to achieve street-facing orientation. Basic design elements include:

Site Layout and Orientation

Site layout and building orientation should activate pedestrian use of the street and allow for walking between destinations.

- Locate commercial, retail, and mixed-use buildings at or near the sidewalk in pedestrian-focused areas to activate the pedestrian environment – either long the street or along small parking areas.
- Orient building entrances toward streets, plazas, small parking areas or side areas that are connected to the street with sidewalks.

- Design driveways and parking access to minimize pedestrian and bicycle conflicts.
- Connect key destinations with a clear network of streets, driveways, bicycle thoroughfares and pedestrian pathways.

Street Edge and Building Character

The building-to-street relationship should engage the pedestrian and provide a comfortable and safe experience.

- Provide engaging, pedestrian-scaled building features and articulation along sidewalks and key pedestrian routes.
- Incorporate inviting pedestrian entrances, windows and high-quality exterior finish materials on street-facing commercial, retail, and mixed-use building frontages.
- Include attractive, functional and visible ground floor features such as awnings, signage and other pedestrian-scaled elements in mixed-use and commercial buildings.



BEFORE



AFTER

Prototype Visualization

This example shows what possible new development could look like on Muldoon at 6th Avenue and is for visualization purposes only. The actual redevelopment sites will depend on the desire of the property owner to redevelop, the market, and the potential for developing private-public partnerships to see the first projects get off the ground. The intent of these demonstration projects is to show what can feasibly be developed to meet the desires of East Anchorage residents and stakeholders when these conditions exist.

5. Implement existing plan recommendations.

DESIRED OUTCOME

Recommendations in adopted plans that are relevant to the East Anchorage District are implemented to achieve improved connections and amenities.

Previous planning efforts in Anchorage addressed similar land use, bicycle, pedestrian and transit goals as identified in the East Anchorage District Plan. Recommendations from the following adopted plans that further the goals in the East Anchorage District Plan should be implemented in the short term.

- Anchorage 2020
- 2007 Anchorage Pedestrian Plan
- 2010 Anchorage Bike Plan
- Anchorage Trails Plan

Anchorage 2020 introduced the concept of Neighborhood and Town Centers in the Land Use Policy Map. The East Anchorage Plan details specific building types and design elements to consider when adding new development and improvements to Neighborhood and Town Centers.

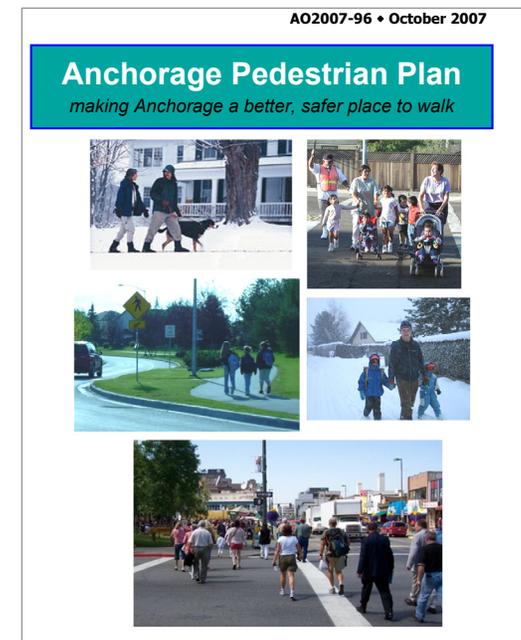
The purpose of the **Anchorage Pedestrian Plan** is to establish a 20-year framework for improvements that will enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation. Sidewalks are more likely to be discontinuous in East Anchorage than other areas of Anchorage. Despite the obstacles, walking is a significant means of transportation in Anchorage, particularly East Anchorage. According to the results of the 2002 Anchorage Household Travel Survey, conducted by the Municipality of Anchorage, walking trips represent about 5.7 percent of all trips by residents, 6.6 percent in East Anchorage.

Actions to support the following goals from the Anchorage Pedestrian Plan are recommended for short-term implementation in East Anchorage:

- **Goal 1:** Create a safer, more walkable city that will encourage winter pedestrian activity and make walking a safer and more attractive activity.
- **Goal 4:** Improve community connectivity by providing safe, convenient, year-round pedestrian routes within and between neighborhoods, commercial centers, schools, and public facilities as well

as between major employment centers and adjacent residential neighborhoods.

- **Goal 6:** Encourage development patterns that increase and enhance pedestrian use.



The intent of the **Anchorage Bicycle Plan** is to integrate bicycle travel into the overall transportation planning process and promote the use of the bicycle as a legitimate means of transportation. Overall goals in the Bicycle Plan are two-fold – to increase overall utility bicycling and to increase public awareness and safety. Four of the eight corridors with the highest number of bicycle-vehicle crashes are in East Anchorage; Northern Lights Boulevard, Tudor Road, DeBarr Road, and Muldoon Road.

The Bicycle Plan identifies specific areas for improvements or future study that align with recommendations in the East Anchorage Plan. Consistent with the East Anchorage Plan, the segment of Muldoon Road from Northern Lights north to Bartlett High School is a corridor recommended for future study. This corridor contains a proposed neighborhood center and town center, and provides a major north south connection for anticipated continued growth in the area. As a short-term remedy before completion of the special study, a separated parallel bicycle route that uses local roads has been identified east of Muldoon Road, on Grand Larry Boulevard.



This route will be a combination of bicycle boulevards and separated pathways. Coordination with ADOT/PF is important in this section since a new interchange is being planned at Muldoon and Glenn Highway.

The **Anchorage Trails Plan**, currently under development, is the third and final element of the Non-motorized Transportation Plan and will replace the former 1997 Areawide Trails Plan. The Anchorage Trails Plan will

primarily concentrate on recreational trails, including greenbelt trails and specialized trails used for activities such as cross-country skiing, horseback riding, dog mushing, skijoring, and snowmobiling, as well as recreational bicycling.