



1. NEIGHBORHOOD PROFILE

A. EXISTING CONDITIONS

Government Hill is the oldest neighborhood in Anchorage. In its earliest days, Government Hill was a home base for people moving to Alaska to work for the Alaska Railroad. Many of these newcomers lived in Quonset huts, which are unique half moon shaped structures, some of which still exist in the neighborhood today. The name “Government Hill” is derived from the fact that a number of Panama Canal workers moved up to Alaska to work on the railroad. The plateau above the railroad yards is said to have reminded these workers of a similar site called Government Hill in the Canal Zone. They nicknamed the plateau “Government Hill” and it stuck.

As Anchorage has grown and development has encroached upon the neighborhood, Government Hill has remained true to its origins and retained its unique heritage as Anchorage’s oldest neighborhood. Now flanked by the Port of Anchorage and Joint Base Elmendorf -Richardson (JBER), it stands as a key link to the heritage of Anchorage’s earliest beginnings. Government Hill has a spirit of tenacity, yet also is a place of change. In just under 100 years, it has accommodated changing populations, major environmental events, and numerous war efforts; and it has experienced different mixes of residential, commercial, and industrial uses. The neighborhood is framed with dramatic views, open space, trails, easy access to downtown, neighborhood commercial, and waterways. These resources are important to the quality of life for local residents and are key to the economic vitality of the community.

Residential Areas

The existing residential areas are located on the top of

Government Hill, above the industrial properties of the port and railroad. Housing consists of single-family and low-rise multifamily buildings. The majority of the single-family buildings are set within a traditional street grid. Several multifamily enclaves differ from this development pattern. They are accessed off of primary streets via a loop road.

Commercial Center

The commercial center, historically significant as the first strip mall in Anchorage, is located between two residential areas at the entrance to JBER. The center contains a handful of one-story buildings that face the street separated by parking that fronts the buildings. This area is laid out in a typical 1950s era strip mall style.

Industrial Areas

Three distinct areas make up the majority of the industrial context in the neighborhood. These are the Alaska Railroad, Port of Anchorage, and a corridor of industrial uses along upper Ship Creek. The railroad yards form the southern edge of the district while the port forms the western edge.

Historic Resources

Many properties in Government Hill are historically significant. These include three (3) potential historic districts in the residential areas, several individual properties, and some structures in the rail yard area. These properties were all found to be eligible to be nominated to the National Historic Register in addition to three properties already on the Register.

HISTORIC CONTEXT

Anchorage, Alaska has a unique history. It is a dynamic place, shifting to accommodate growth and change while hosting a collection of buildings, sites, and structures that convey its past. These survive amongst more recent development. This coexistence of historical vernacular with more modern influences is a unique feature of the Government Hill neighborhood.

Historic resources tell a story of the community, the city and the history and development of Alaska. They are important to the quality of life for local residents where buildings and places convey past associations and family histories. A more detailed description of the history of Government Hill can be found in the Historic Preservation Plan for Anchorage's Four Original Neighborhoods.

A Government Hill Timeline

1915

AEC cottages built in far western Government Hill

1935

Surveys established a grid pattern of blocks, lots, and streets that followed the location of existing buildings and structures, and the topography of Government Hill

1940s

ARR and ARC duplexes and the Brown's Point cottages built in the far west portion of Government Hill

WWII

ARR duplexes and houses built to house wartime employees

Post WWII

ARR employee owner-built housing and temporary Quonset and Loxtave buildings constructed in the east and west central portions of Government Hill

1948-1952

Post-war construction boom and Railroad Rehabilitation program, 150 prefabricated houses and a dozen houses built



First residence on Government Hill, 1915



AEC cottages, 1916



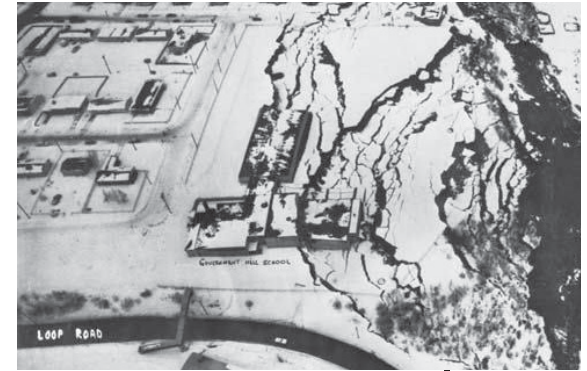
AEC railroad terminal yards, Government Hill in background, 1920



Aerial view, 1950



Quonset huts, 1950s



Earthquake damage, 1964

1951
Hollywood Shopping Center, Anchorage's first "strip mall" built

1953
U.S. Air Force began construction of the ACS building for telephone switching and a 200-foot high antenna tower

1956
Government Hill Elementary School built

1958-1963
Urban Renewal housing built in the eastern portion of Government Hill, approximately 65 single-story, ranch-style homes and duplexes were built on lots cleared of Quonset huts

1962, 1965
Sourdough Motel built

1964
Earthquake destroyed Government Hill Elementary School



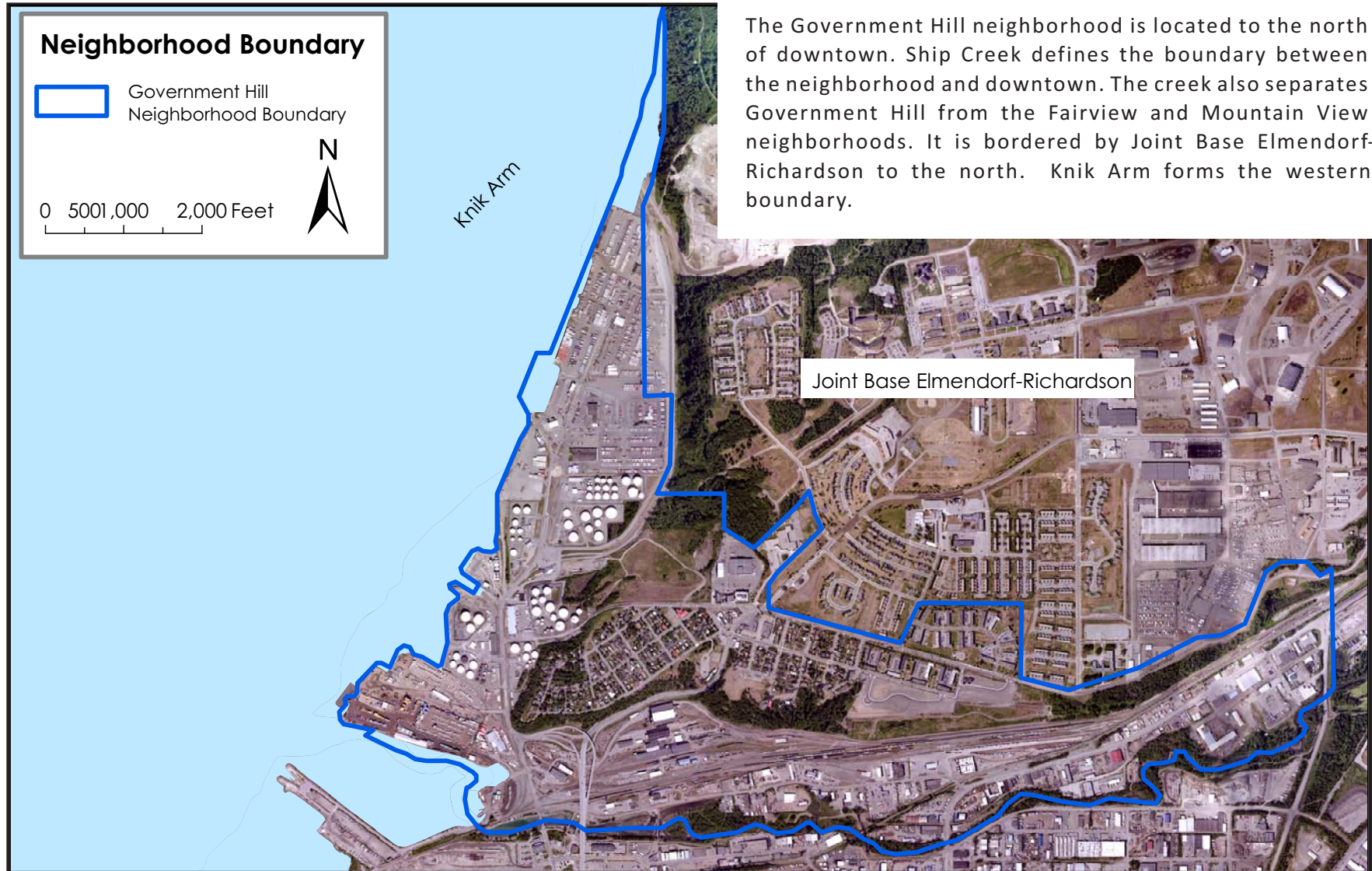
Hollywood Shopping Center, 1950s



Aerial view, 1960



LOCATION & STUDY AREA



DEMOGRAPHICS & ECONOMICS

The following is an overview of the demographic and economic characteristics of the Government Hill neighborhood (in 2012). This section discusses regional and local trends and projections in demographics, employment, and retail sales and spending.

To begin, we will review goals from the Anchorage Bowl Comprehensive Plan (Anchorage 2020) adopted in 2001, which establishes the overarching framework for this plan.

Anchorage 2020 - Anchorage Bowl Comprehensive Plan:

- Fewer young adults and young family households but more empty-nesters and seniors signal a shift in new housing demand from single-family homes toward multi-family dwellings.
- Accessory housing units are allowed in certain residential zones.
- New residential development provides a variety of lot sizes and housing types for a range of households and age groups.
- Mixed-density residential should maintain and improve functional and aesthetic characteristics of surrounding development.

- Medium- and high-density residential development, as well as commercial mixed use, is encouraged in aging and underutilized areas within and adjacent to Major Employment Centers.
- Encourage the maintenance and upkeep of existing housing in order to extend its useful life and neighborhood stability.
- Design attractive affordable housing that is suited to its environs.
- Encourage more affordable housing, including home ownership opportunities for low-income residents.

Area Demographic Change and Housing

Basic change in population and housing in Census tract 5 is shown in the table below:

Population and Housing	2000	2010	Change
Population	1,948	1,988	40
Households	937	948	11
Family Households	452	418	(34)
Non-Family Households	485	530	45
Average Household Size	2.07	2.08	0.01
Housing Units	981	999	18
Owner Occupied Units	159	150	(9)
Renter Occupied Units	778	798	20
Vacant Units	44	51	7
Median Age	33.3	32.3	(1)

Area population grew by 40 persons and households grew by 11. An important aspect of the growth that has taken place is the change by age group. This is illustrated in the table below.

Population by Age	2000	2010	Change
Age 0 - 4	150	169	19
Age 5 - 9	150	111	(39)
Age 10 - 14	111	98	(13)
Age 15 - 19	87	120	33
Age 20 - 24	163	196	33
Age 25 - 34	370	378	8
Age 35 - 44	330	222	(108)
Age 45 - 54	240	293	53
Age 55 - 64	151	218	67
Age 65 - 74	122	99	(23)
Age 75 - 84	67	61	(6)
Age 85+	7	23	16

The largest changes by age group are in the loss of persons between 35 and 44 years of age and the increase in persons between 45 and 64. To understand what this might mean, it is useful to look at households by age and housing type.

2000 Housing Tenure by Age	Owned	Percent	Rented	Percent	Totals	Percent
Under 35	10	6.3%	312	40.1%	322	34.4%
35 to 44	32	20.1%	183	23.5%	215	22.9%
45 to 64	71	44.7%	187	24.0%	258	27.5%
Over 65	46	28.9%	96	12.3%	142	15.2%
Totals	159		778		937	

2010 Housing Tenure by Age	Owned	Percent	Rented	Percent	Totals	Percent
Under 35	12	8.0%	315	39.5%	327	34.5%
35 to 44	17	11.3%	116	14.5%	133	14.0%
45 to 64	69	46.0%	284	35.6%	353	37.2%
Over 65	52	34.7%	83	10.4%	135	14.2%
Totals	150		798		948	

Change in Housing Tenure by Age	Owned	Percent	Rented	Percent	Totals	Percent
Under 35	2	1.7%	3	-0.6%	5	0.1%
35 to 44	(15)	-8.8%	(67)	-9.0%	(82)	-8.9%
45 to 64	(2)	1.3%	97	11.6%	95	9.7%
Over 65	6	5.7%	(13)	-1.9%	(7)	-0.9%
Totals	(9)		20		11	

When change over time is examined, the loss in 35-to-44-year-old households has been offset by the gain in 45-to-64-year-old households, indicating that the cohort that was between 35 and 44 in year 2000 may be aging in place, while that cohort is not being replaced by the younger cohort under 35. The percentage of under-35 households and over-65 households has remained relatively unchanged. Ownership has declined slightly while rentals have increased.

Another factor that meshes with this is the high rental rate versus ownership rate, which is the inverse of national averages. Household age and household size are together determinants of ownership. Where many households are small and also young, the trend is toward rental.

The presence of the air force base may contribute to these demographic trends, as there are a number of personnel who live off the base and are more likely to be young and single. The demographics of housing by household size are shown in the following tables. The major finding from these tables is that single person households are increasing, while all other household sizes other than four-person and seven-person or more are decreasing.

2000 Units by Household Size	Owned	Rented	Totals
1-person household	43	354	397
2-person household	63	234	297
3-person household	26	93	119
4-person household	15	55	70
5-person household	3	25	28
6-person household	6	11	17
7-or-more-persons	3	6	9
Totals	159	778	937

2010 Units by Household Size	Owned	Rented	Totals
1-person household	39	379	418
2-person household	60	228	288
3-person household	28	85	113
4-person household	11	59	70
5-person household	4	22	26
6-person household	5	12	17
7-or-more-persons	3	13	16
Totals	150	798	948

During the same time period, ESRI Business Information Services reports that area median household income rose from \$30,875 to \$51,458 an annual increase of approximately 7.6 percent annually. Taken together with the foregoing, this

may indicate that there is a population of younger cohorts that rises in income and moves as they age to be replaced by a new group of younger cohorts, while the older population is aging in place. If true, there will be a future market for better senior housing options and housing that appeals to the millennial cohort, and that there may be demand for more services such as restaurants and entertainment venues that appeal to younger people.

The Coming Wave

While the senior population will continue to grow as the current group in the 45 to 64 year old ages in place, the next wave of change in the future is the cohort born since the 1980s, often called the Millennial generation and also recognized as Generation Y. Currently, household size is declining, but as the Millennials age it is reasonable to expect household size to increase somewhat as they form families. According to recent research quoted in the Wall Street Journal regarding their preferences:

Kiplinger issued a report regarding living preferences of the Millennials:

The homes they buy will often be smaller, and on smaller lots, than typical. And no long commutes for them. Look for Millennials to seek close-in suburbs with a walkable urban center offering restaurants, shops and other gathering places. Some are even passing up car ownership altogether.

Housing Need for Seniors

All households over retirement age may have a need for smaller units. If the units are not available, the choice is to age in place

with increasing difficulty or move to assisted living. Seniors will have needs for accessible units, safety, and grocery shopping in proximity to their homes. Currently, Government Hill does not offer a wide range of units that would allow seniors to age in place without needing to drive a car.

Creating housing for this group, almost all of who have accumulated equity that could allow such a transition, requires smaller, quality units in a neighborhood matrix of services that are walkable. In 2010, the population over 65 was 18.6 percent of the total population but almost 33 percent of households. Creating choices for these senior households which are attractive, safe, and walkable would free up their existing units and lessen the need for the creation of more large-lot standard housing, thus improving the quality of life for the seniors and alleviating development pressure on land in the Urban Growth Boundary.

The census data makes a demographic case for smaller lot and unit housing at higher density than the existing housing stock would seem to indicate. Building complete neighborhoods with a variety of housing types makes a minimum net density of 8 dwelling units an acre for single-family detached units very achievable. Townhouse units can be created at 11 units per acre to over 20 units per acre and still be self-parking. Multifamily buildings can range in density up to 35 units an acre without parking decks. By using land efficiently, with a variety of product types for the differing incomes and preferences of households, it may be possible to meet the need for workforce housing without subsidy at a quality that maintains neighborhood standards.

Future Projections

Prior to the release of the new 2010 Census redistricting population data, providers of estimates and projections for Anchorage had to make assumptions based upon past trends. Despite the uncertainty, the projections presented in the most recent comprehensive plan for the city yielded estimates that were fairly close to the 2010 Census.

Based upon these projections, between 2010 and 2019 there should be an increase of approximately 11,200 households. The importance of this is that it confirms there will be a market for housing in the city. How many of these households the city wishes to accommodate within the Government Hill neighborhood is a policy question regarding capacity, density, and seismic concerns, but it is useful to understand the market will support future development if desired.

Future housing development needs to respond to the following needs:

- Rentals for new households and workforce households;
- Small lot, small-square-footage housing of high quality for first-time buyers and downsizing seniors;
- Multifamily units for seniors no longer able to take care of a house;
- Move-up housing at medium density for growing families to recapture 45-to-64-year-old households;
- Higher-density townhouses for empty-nester couples, double-income/no-children couples, and single women who have achieved financial stability; and
- Housing that is accessible to those with disabilities

It is possible to fulfill some of these goals in the study area. For a compact neighborhood design, this mix could include retail and service space, employment space, and institutional space such as a small post office, a church, a small healthcare clinic or medical offices, etc. In programming all of these uses together, the amount of retail should be governed by the local capacity to support it with some amount of drive-by business—the goal would be to offer enough services to make everyday life simpler but not to create a destination that is financially unrealistic. A jobs housing balance would suggest creating space so that those who live in the area could walk to work.

Aging in place is a trend driven by cost in part and by the desire of seniors, particularly baby boomers, to remain independent. Retiring boomers are looking for places with recreational opportunities and with a low cost of living and services within walking distance so that the inability to drive does not necessitate moving to some sort of assisted living.

Taken together with the Millennials' desire to walk and bike rather than drive, this offers a market opportunity for creating housing and amenities that appeal to the two largest demographic market segments in the country, and an opportunity to capture both segments. The current demographics indicate a housing market that was built at a time when the majority of households had children and were three persons or more. Now it is the opposite; over 70 percent of households are two persons or fewer, and the local housing market lacks the choices that would address this change.

Employment Overview

Employment in Anchorage has suffered from the national downturn as have most cities. The trends in employment for the city are shown in the table below.

Employment in the Government Hill Area	2003	2006	2009	Change 03 to 09
Agriculture, Forestry, Fishing and Hunting	0	0	1	1
Mining, Quarrying, and Oil and Gas Extraction	0	0	9	9
Utilities	22	0	71	49
Construction	1	1	9	8
Manufacturing	21	38	7	-14
Wholesale Trade	39	59	111	72
Retail Trade	18	23	354	336
Transportation and Warehousing	1466	1557	941	-525
Information	237	235	48	-189
Finance and Insurance	14	11	31	17
Real Estate and Rental and Leasing	0	1	13	13
Professional, Scientific, and Technical Services	35	32	77	42
Management of Companies and Enterprises	0	0	7	7
Administration, Waste Management, Remediation	79	114	48	-31
Educational Services	18	20	10	-8
Health Care and Social Assistance	44	41	157	113
Arts, Entertainment, and Recreation	0	0	11	11
Accommodation and Food Services	5	10	54	49
Other Services (excluding Public Administration)	28	31	26	-2
Public Administration	0	0	0	0
Totals	2027	2173	1985	-42

Source: Local Employment Dynamics, US Census

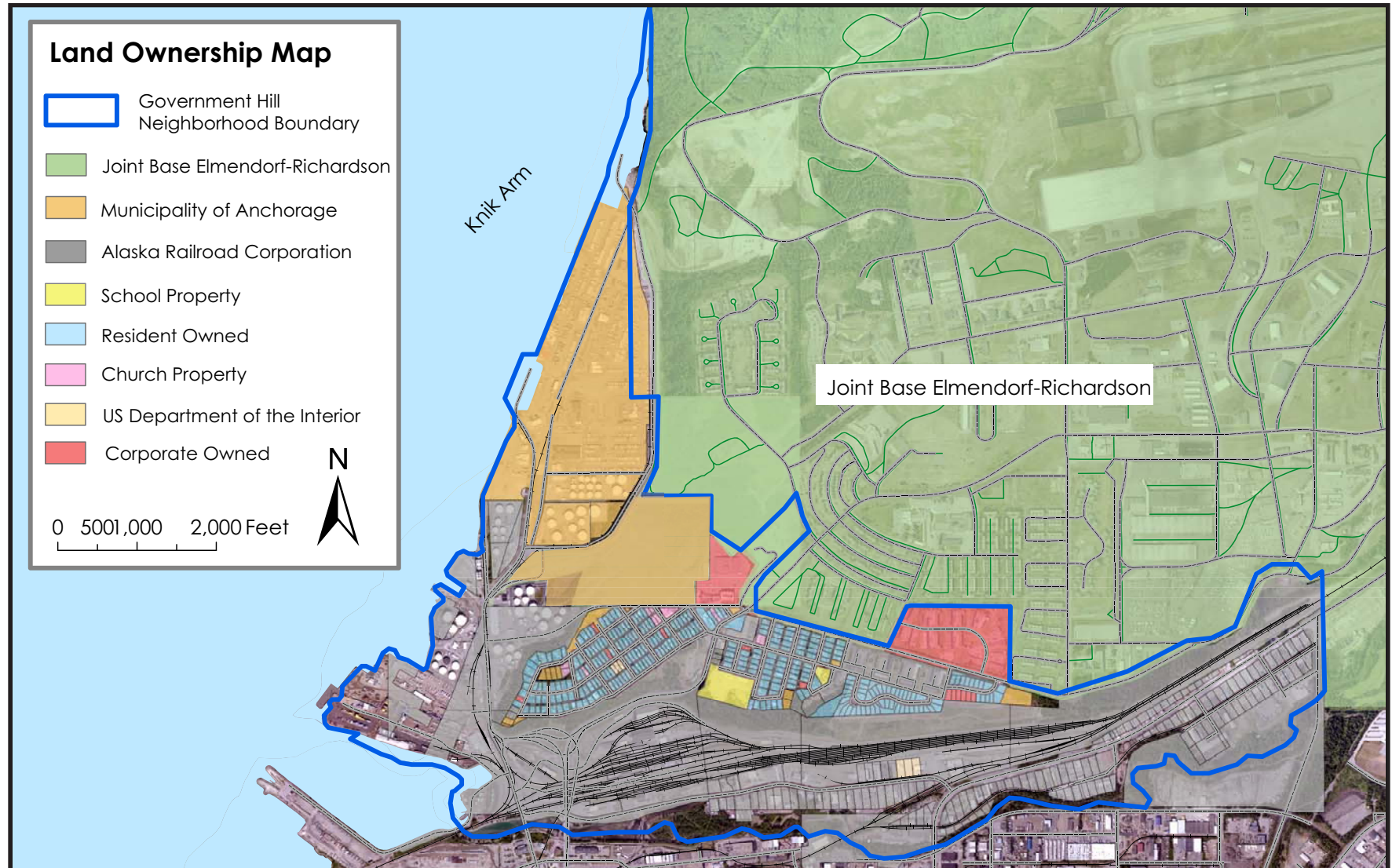
While this area has not entirely recovered from the downturn, it is on the way back up. The loss in employment is in four sectors: Transportation and Warehousing, Information, Manufacturing, and Administration.

In planning new nodes for residential, employment and retail service uses, an examination of where people live in relation to where they are employed can reveal wider area trends in employment and enable an evaluation of whether new employment space within the area is likely to attract employees and businesses. To understand this, consider data from the US Census Local Employment Dynamics on the inflow and outflow of the labor force locally. This is shown in the following table:

Labor Force and Work Location	2009
Employed in the Selection Area	1,985
Employed Persons Living in the Selection Area	1,529
Living and Employed in the Selection Area	58
Living in the Selection Area but Employed Outside	1,471

This analysis shows that of the jobs in the area, only 58 people who live in the area are employed within the area. As the planning proceeds, this issue will be explored more thoroughly by looking at the sectors of the economy and discovering whether some of the uses that do employ neighborhood residents could find an advantage in locating where their employees live.

LAND OWNERSHIP



The majority of land on Government Hill is owned by the Alaska Railroad Corporation and the Port of Anchorage. Home ownership is high among the residents of Government Hill, with the majority of Government Hill residents owning their homes outright. Alascom and Richardson Vista LTD Partnership are the major corporate property owners. Other property owners in the neighborhood include various church groups, school groups, the Municipality of Anchorage, and the U.S. Department of the Interior.

LAND USE

Existing land use within the Government Hill neighborhood is defined by three primary uses: Industrial, Transportation, and Residential. Several pockets of commercial are also located within this area.

Anchorage 2020-Anchorage Bowl Comprehensive Plan, also identifies these areas as having potential for infill or redevelopment opportunities. It sets forth a goal of increasing density in established areas.

Where Anchorage 2020 policies are highlighted in this document, the GHNP reinforces these policies through specific plan goals, visioning documents, and implementation strategies.

Anchorage 2020-Anchorage Bowl Comprehensive Plan

Future Land Use:

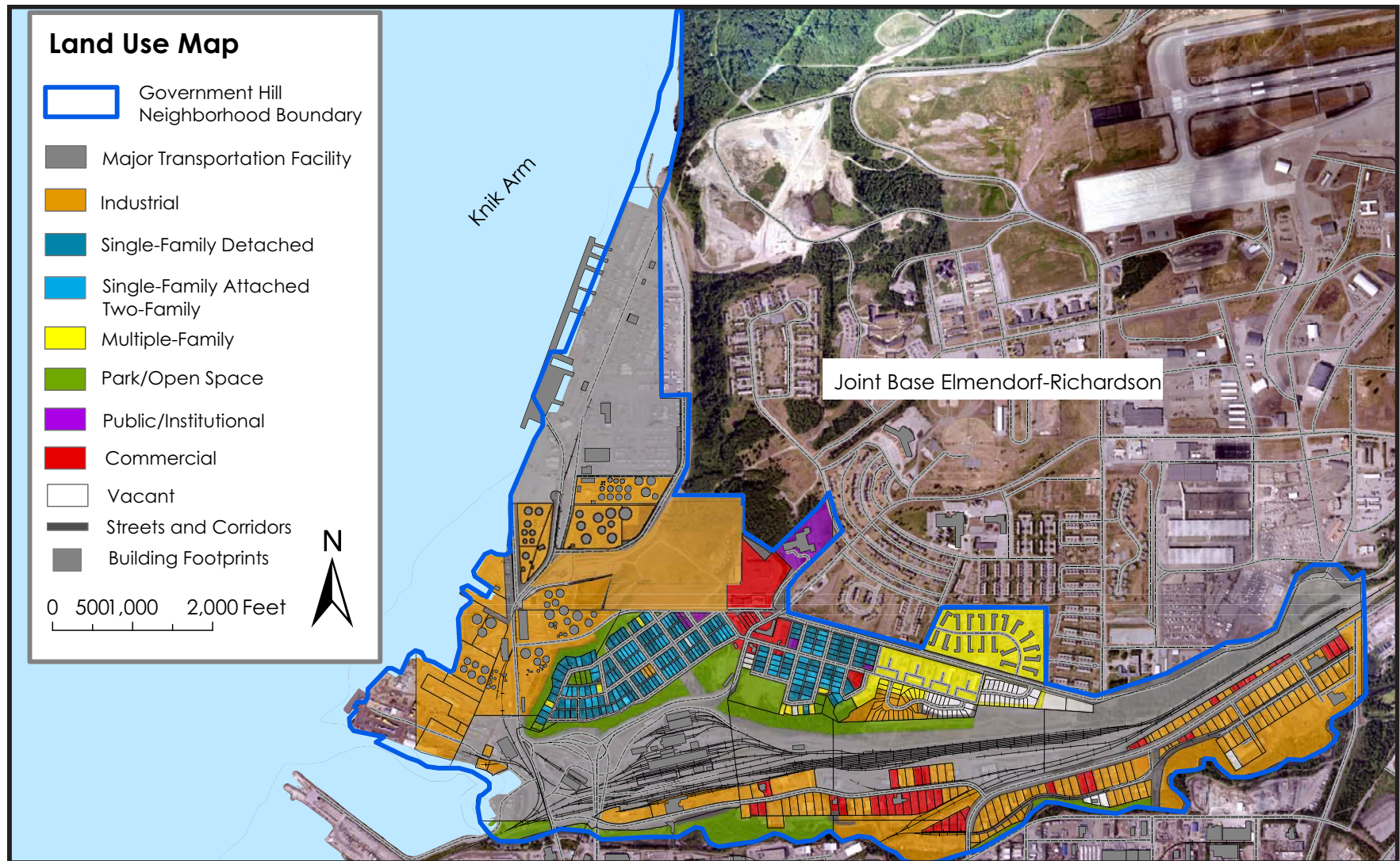
Mixed - Use development is encouraged within Neighborhood Centers.

Neighborhood Commercial Centers: This land use concept comprises neighborhood-level commercial/retail facilities that serve smaller clusters of residential neighborhoods. They include:

- *Housing and compatible non-residential use*
- *Public and open space*
- *Multimodal access*
- *Small-scale attractive, non-obtrusive, and convenient shopping and service for residents*
- *Building scale and appearance should be compatible with adjacent residential development and highly responsive to and integrated with nearby residential areas and traffic patterns*
- *Northern city design concepts shall guide the design of all public projects, including parks and roads*

Additional Senior Centers are desired.

EXISTING LAND USE MAP



The most significant change in the Government Hill neighborhood will be the introduction of a Commercial/Mixed-Use Center land use designation in the heart of Government Hill. This land use designation will facilitate zoning changes to allow such things as more compact development, mixed-use buildings, and reduced parking requirements.

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B. REGULATORY FRAMEWORK

Zoning - Title 21 Land Use Regulations

Development in the Government Hill neighborhood is governed by the Title 21 Land Use Regulations. The following section outlines the intent for the zoning districts that are located within the Government Hill neighborhood.

R-2D Two-Family Residential

The R-2A and R-2D use districts are intended as low-density urban and suburban two-family residential areas. Structures and uses required to serve governmental, educational, religious, noncommercial, recreational, and other needs of such areas are permitted in districts or are permissible as conditional uses subject to restrictions intended to preserve and protect their residential character.

R-3 SL Multiple-Family Residential

The R-3 district is intended to include urban and suburban single-family, two-family and multiple-family residential uses with medium population densities, and uses and structures required to serve governmental, educational, religious, noncommercial recreational and other needs of such areas. The regulations and restrictions in the R-3 district are intended to protect, preserve, and enhance the primarily residential character of the district.

R-4 Multiple-Family Residential

The R-4 district is intended to include urban multiple-family dwelling uses with medium to high residential densities, and uses and structures required to serve governmental,

educational, religious, noncommercial recreational, and other needs of such areas. The regulations and restrictions in the R-4 district are intended to protect, preserve, and enhance the primarily residential character of the district.

T Transition District

While the T district is carried forward through the Title 21 Rewrite, it is intended to be phased out and replaced with other districts. For the military lands that are currently zoned T in this area, the rewrite intends that the DR Development Reserve District be applied to military lands, while clarifying that such lands are not subject to municipal land use regulations. A rezoning action will need to occur to effect this change.

B-1A Community Business District

The B-1A district is intended for convenience business uses, which serve the daily needs of nearby neighborhoods. The district is intended for small, compact areas.

PC Planned Community

The Planned Community district is intended to provide a system of land use regulation for large tracts of land which are under unified ownership or development control. The purpose of this district classification is to provide for and allow flexibility in the selection of land use controls for the specific site proposed for PC district classification while protecting the public health, safety, and welfare by ensuring that the development will be consistent with the comprehensive plan and the holding capacity of the land.

PLI Public Lands and Institutions

The PLI district is intended to include areas of significant public open space, major public and quasi-public institutional uses and activities, and land reserves for which a specific use or activity is not yet identified.

MI Marine Industrial

The MI district is intended primarily for a mix of marine commercial and light industrial manufacturing, processing, storage, wholesale, and distribution operations that are water-dependent and water related.

MC Marine Commercial

The MC district is intended primarily for water-dependent and water-related use as permitted principal uses, with water-related uses being considered as conditional uses. Emphasis is on development flexibility of water-dependent and water-related commercial uses and on public access to the waterfront and Ship Creek.

L-1 Light Industrial

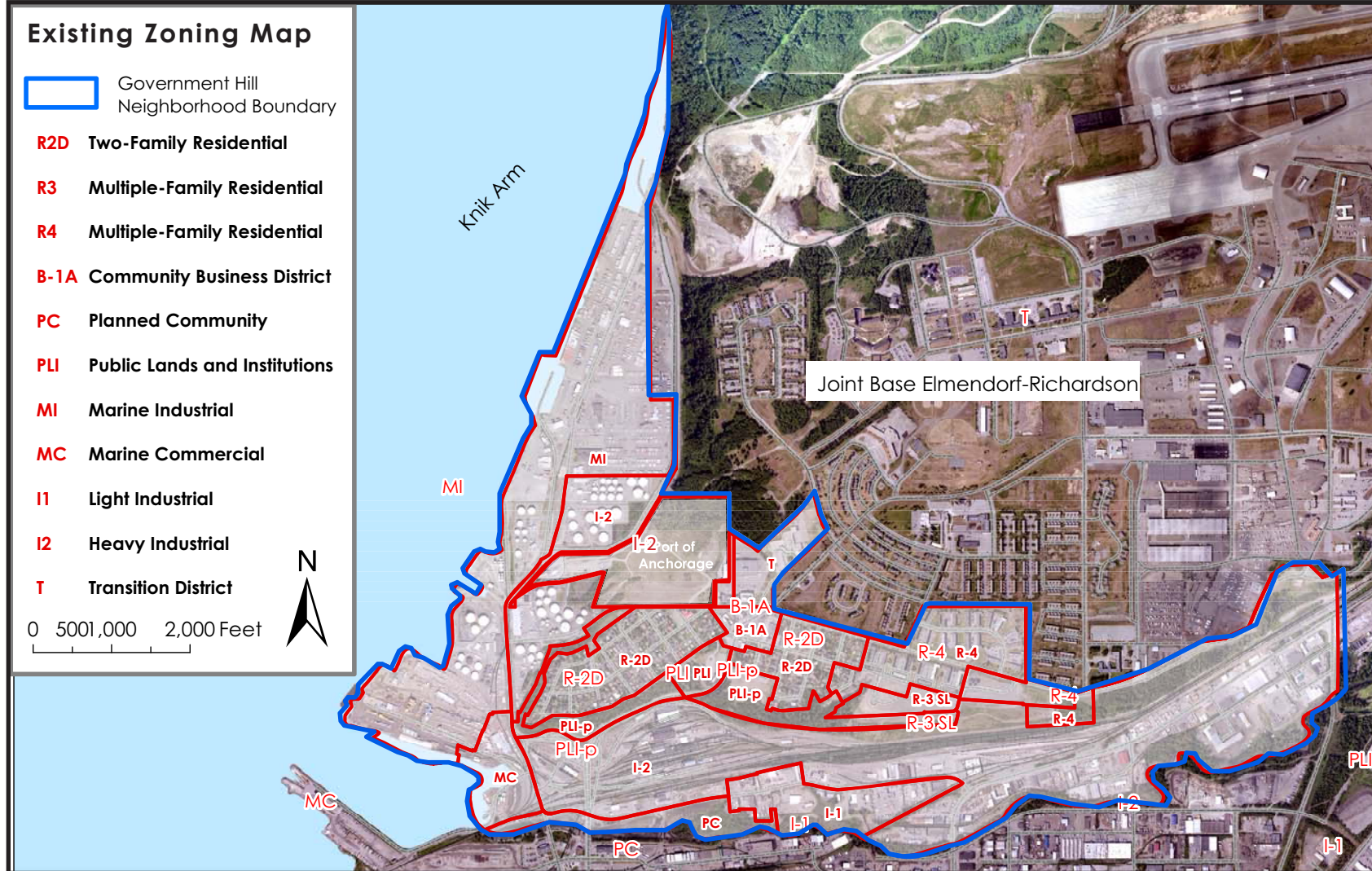
The L-1 district is intended primarily for urban and suburban light manufacturing, processing, storage, wholesale, and distribution operations, but also permits limited commercial uses. Regulations are intended to allow efficient use of the land while at the same time making the district attractive and compatible for a variety of uses.

L-2 Heavy Industrial

The L-2 district is intended primarily for heavy manufacturing, storage, major shipping terminals, and other related uses. Also permitted in the district are uses generally permitted in commercial districts.



ZONING MAP



This zoning map depicts the existing designations for the Government Hill neighborhood. The T district (Transition district) may be discontinued after the formal adoption of Title 21 Land Use Regulation rewrite.

PORT OF ANCHORAGE

The Port of Anchorage first began operations in September 1961. In that year, more than 38,000 tons of marine cargo moved across its single berth.

Alaska's greatest natural disaster made the Port of Anchorage the dominant marine facility in the state. The 1964 Alaska earthquake, and the tsunami which it generated, destroyed the two ports which served Southcentral Alaska at that time. The Port of Anchorage, on the other hand, suffered only minor damage and was operational again within days. Consequently, all the materials shipped to Alaska to rebuild the state came through the Anchorage facility.

Now, 50 years since the port began operations, its importance to the State of Alaska has increased substantially providing vital consumer goods, fuel, and other essential supplies to over 85% of the state. Unfortunately, many of the docks pilings are the very same pilings that were installed in 1961.

They are corroded and in a deteriorated condition, casting significant doubt that they could survive another high-magnitude earthquake.

In 2002, the Port of Anchorage and the Federal Maritime Administration (MARAD) began an effort to replace and expand the current dock facilities. This became known as the Port of Anchorage Intermodal Expansion Project. The goal of the this project is to replace the existing docks while creating a world-class port facility that will accommodate current and future shipping trends. It will include two new berth spaces and barge docks.

In 2010, the Port of Anchorage acquired from the U.S. Army the 48-acre parcel, formerly known as the Anchorage-Whittier Pipeline Terminus, which is adjacent to the Crowley Fuel Terminal.



PARKS, TRAILS, AND GREENBELTS

Anchorage 2020-Anchorage Bowl Comprehensive Plan

“Anchorage’s trails and parks are major community assets. The extensive trail system attracts both residents and visitors and is currently ranked second in the nation. The addition of trail segments to connect major trails is also planned to ensure that nearly all Anchorage Bowl residents are within ten minutes of the trail system.

Connect local activity centers, such as neighborhood schools and community centers with parks, sports fields, greenbelts and trails, where feasible.

Public and/or Private Ice Rinks and sports fields are desired.”

Parks, trails, and greenbelts have been identified as primary assets within the community. Several municipal parks surround the residential neighborhood. Most of these parks are located along the hillsides where they form a natural buffer to the adjacent industrial areas. This natural buffer is enhanced with a forested greenbelt, which also provides erosion control along the hillside.

Harvard Park was leased from the Alaska Railroad (Department of Interior) in 1961 with a 40-year lease. The park includes two buildings. The first is the old Alaska Railroad Club building located on Mystic Way. This building is operated by the Anchorage Curling Club. The other building is operated by the Square Dance Club.

Existing & Proposed Park Improvements in Government Hill

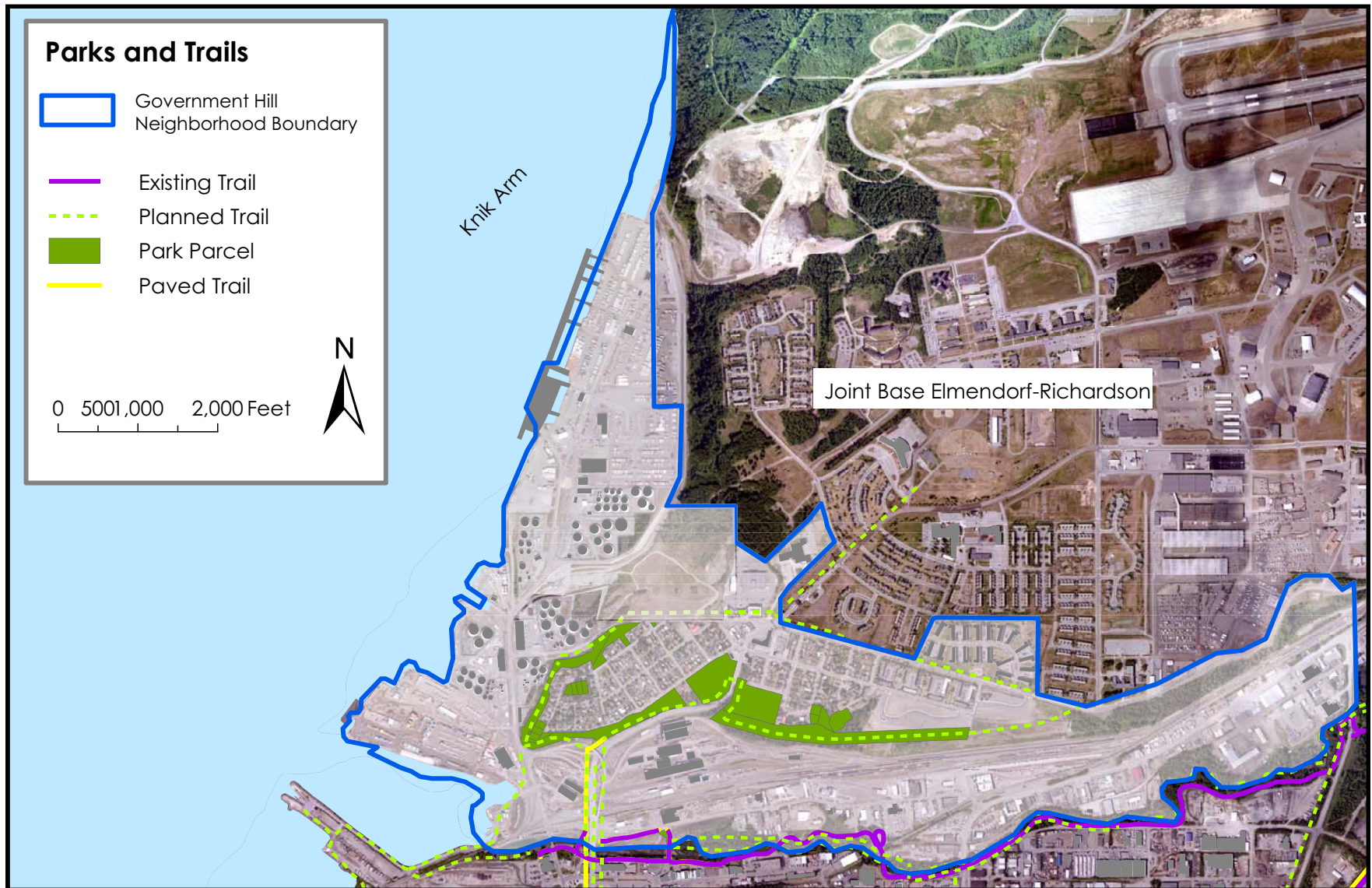
	<i>Existing Improvements</i>	<i>Proposed Improvements</i>
<i>Al Miller Park</i>	<i>Tables, Footpath</i>	
<i>Alderwood Park</i>		<i>Trail Segment</i>
<i>Brown’s Point Park</i>	<i>Tables, Flagpole, Foot path</i>	<i>Trail Segment</i>
<i>Cunningham Park</i>		
<i>Harvard Park</i>	<i>Basketball, Tennis, Community Facility, Furnishings</i>	<i>Trail Segment</i>
<i>Sunset Park</i>	<i>Shelter</i>	<i>Trail Segment</i>
<i>Suzan Nightingale McKay Memorial Park</i>	<i>Tables, Memorial</i>	<i>Trail Segment</i>

Government Hill residents and visitors to Government Hill enjoy a unique park system that acts as a buffer between the community and its industrial neighbors. Several parks create a ring that frames the hill and creates space for recreation and social gathering. These include Sunset Park, Alderwood Park, Harvard Park, Brown's Point Park, and Suzan Nightingale McKay Memorial Park.

Although the parks are generally well maintained, there are several opportunities for improvement that community residents have identified. These include several viewshed corridors that require yearly maintenance to trim overgrowth of trees and shrubs, connecting various trail segments to create a continuous walking trail around the hill that connects to Ship Creek, and enhancing sidewalks to ensure comfortable pedestrian use in all seasons.

The Areawide Trails Plan adopted in April 1997 shows a multi-use paved trail planned for Government Hill that loops around the neighborhood and also connects to Ship Creek. It also shows a planned grade-separated crossing at the intersection of Loop Road and East Bluff Drive.

PARKS AND TRAILS MAP



TRANSPORTATION

Anchorage 2020-Anchorage Bowl Comprehensive Plan

Transit -supported development corridors, pedestrian- accessible development and multimodal roadways and trail networks are promoted.

Freight movement is facilitated throughout the community, especially among the port, international airport, railroad and industrial reserves.

Streetscape standards revitalize road corridors for all users.

New transportation projects and significant project upgrades shall accommodate new trail sections and easements identified in Areawide Trails Plan.

Accommodate pedestrian, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.

Design and construct and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.

Diminish the prominence of garages and paved parking areas.

Residents and businesses in the Government Hill neighborhood depend upon the transportation infrastructure and public transportation services in the area to make their daily trips safely and efficiently. Residents must travel outside the neighborhood for the majority of their shopping, work, service, and recreational needs. Good connections to the rest of Anchorage are essential to meet the residents' travel needs. There currently are no collector street, sidewalk, or bicycle/ pathway improvements identified in the adopted AMATS 2035 Metropolitan Transportation Plan (2012), Anchorage Bicycle Plan (2010), or Anchorage Pedestrian Plan (2007).

Over 80% of Alaska's goods arrive at the Port of Anchorage and then must be transported via the existing roadway system to ultimately reach the marketplace throughout the state. There are plans for two major roadway projects identified in the current Metropolitan Transportation Plan that would provide long-term access for industrial and military users in the area. These would have a substantial impact on the neighborhood. These projects are the Knik Arm Crossing (KAC) and the Seward Highway to Glen-Highway Connection projects. The proposed KAC project alignment would bisect the Government Hill neighborhood and its design will influence how roadway, sidewalk, and multi-use trail connections to and within the neighborhood need to be accommodated to maximize community livability. A traffic study of the Government Hill Neighborhood should be considered as a recommendation before implementation of the Plan begins.

Non-motorized Travel

The neighborhood has very limited non-motorized connections to the rest of the Anchorage area with only one pedestrian/bicycle connection via E. Loop Road. Once pedestrians/bicyclists reach the A-C Streets couplet viaduct, it can be challenging to find the route to downtown. Due to fencing and gates that exist between the residential neighborhood and its three primary neighbors – JBER, the Port of Anchorage, and the Alaska Railroad Corporation - there are no direct pedestrian, bicycle, or trail connections other than E. Loop Road.

There are two controlled pedestrian locations to allow non-motorized crossings of E. Loop Road in the neighborhood. A pedestrian overcrossing is located at E. Bluff Road to provide grade-separated crossings primarily for school children. Additionally, a signalized intersection at E. Loop Road/Erickson Street/Hollywood Drive has pedestrian actuated controls to activate the traffic signals for pedestrians/bicyclists walking their bikes across the street.

Within the neighborhood, there is a good network of sidewalks along the public streets east of E. Loop Road. However, to the west of E. Loop Road there are virtually no sidewalks along the public streets with the exception of sidewalks to the Government Hill Elementary School and along the AT&T property frontage on E. Bluff Road. There are a few informal trails down the slope from W. Harvard Street to E. Loop Road that greatly reduce the walking time to and from downtown Anchorage.

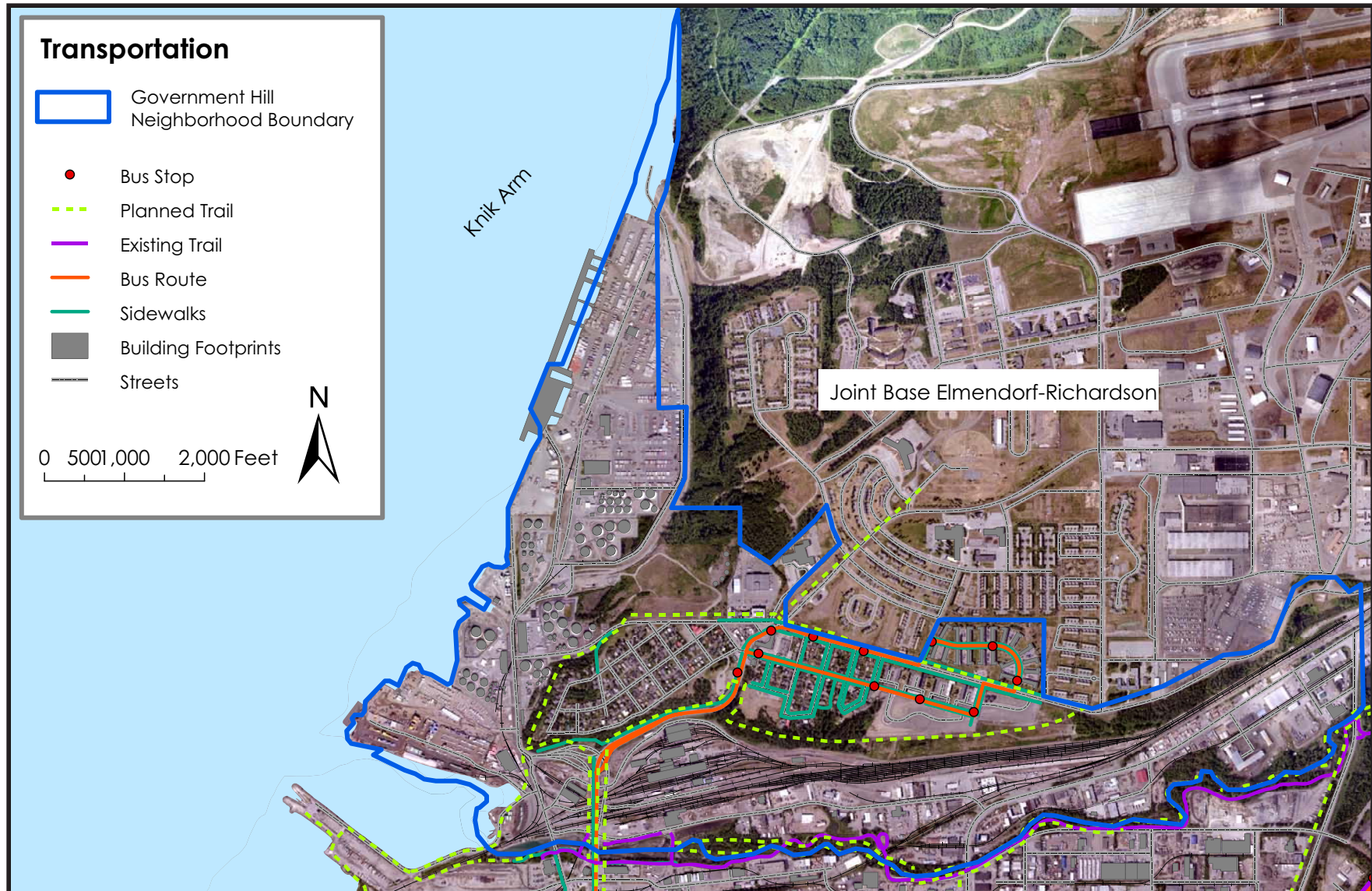
Key Transportation Related Issues:

- Highway/Street system functional classification and street typology
- Long-term impacts from potential KAC and H2H projects
- Short-term impacts to the Government Hill neighborhood from potential roadway construction activities

- Joint Base Elmendorf-Richardson access and congestion issues
- Port of Anchorage access
- Alaska Railroad passenger and freight operations
- Emergency service access to the neighborhood
- Public transportation service
- Government Hill Elementary School access
- Sidewalk/trail connections to Ship Creek Trail
- Pedestrian connectivity

Government Hill faces a number of transportation challenges. Currently, traffic from Joint Base Elmendorf-Richardson creates a backlog of vehicles at Arctic Warrior Drive during busy times of the day. Traffic conflicts with students, parents, and teachers trying to access Government Hill Elementary School create unsafe pedestrian crossings and congestion near the stoplight at East Loop Road and Erickson Street. There are many areas in the neighborhood that do not have sidewalks or where the existing sidewalk is inadequate to accommodate both snow and pedestrians in winter. The pedestrian walkway on the west side of E. Loop Road is unsafe due to its narrow width, proximity to fast moving traffic, and low guardrail that fails to provide protection to pedestrians from vehicles also using the bridge. This problem is exacerbated in winter months when snow severely narrows the width of the pedestrian walkway, and ice on the bridge increases the risk of vehicles sliding into the pedestrian path. Finally, the proposed Knik Arm Crossing project imposes a cut-and-cover tunnel through the heart of the Government Hill Neighborhood, removing key commercial uses and rerouting traffic during various construction phases. The extent of the effects that this project will have on traffic circulation and pedestrian/bicycle access to Government Hill's commercial mixed-use center is yet to be determined.

TRANSPORTATION MAP



GROWTH AND INFILL REDEVELOPMENT

Government Hill will face a number of challenges in the coming years as population growth and proposed development projects such as the KAC impose changes upon the neighborhood. Anchorage 2020 poses a number of policies that address redevelopment, growth, and infill and the following utility maps show existing utility locations that will need to be considered in the case of redevelopment projects.

Anchorage 2020-Anchorage Bowl Comprehensive Plan

Redevelopment of unused and partially developed parcels and obsolete buildings becomes more economically feasible as Anchorage's vacant land base shrinks. Infill, rehabilitation, and redevelopment will reshape and modernize older areas so they can better meet future needs for housing and other uses and activities.

Neighborhoods and subareas in and around Downtown/Midtown...are targeted for public/private reinvestment.

Design standards mitigate impacts of higher densities and address architectural compatibility.

Provide incentives for lot consolidation in infill/redevelopment to improve design and compatibility of housing.

Avoid incompatible uses adjoining one another.

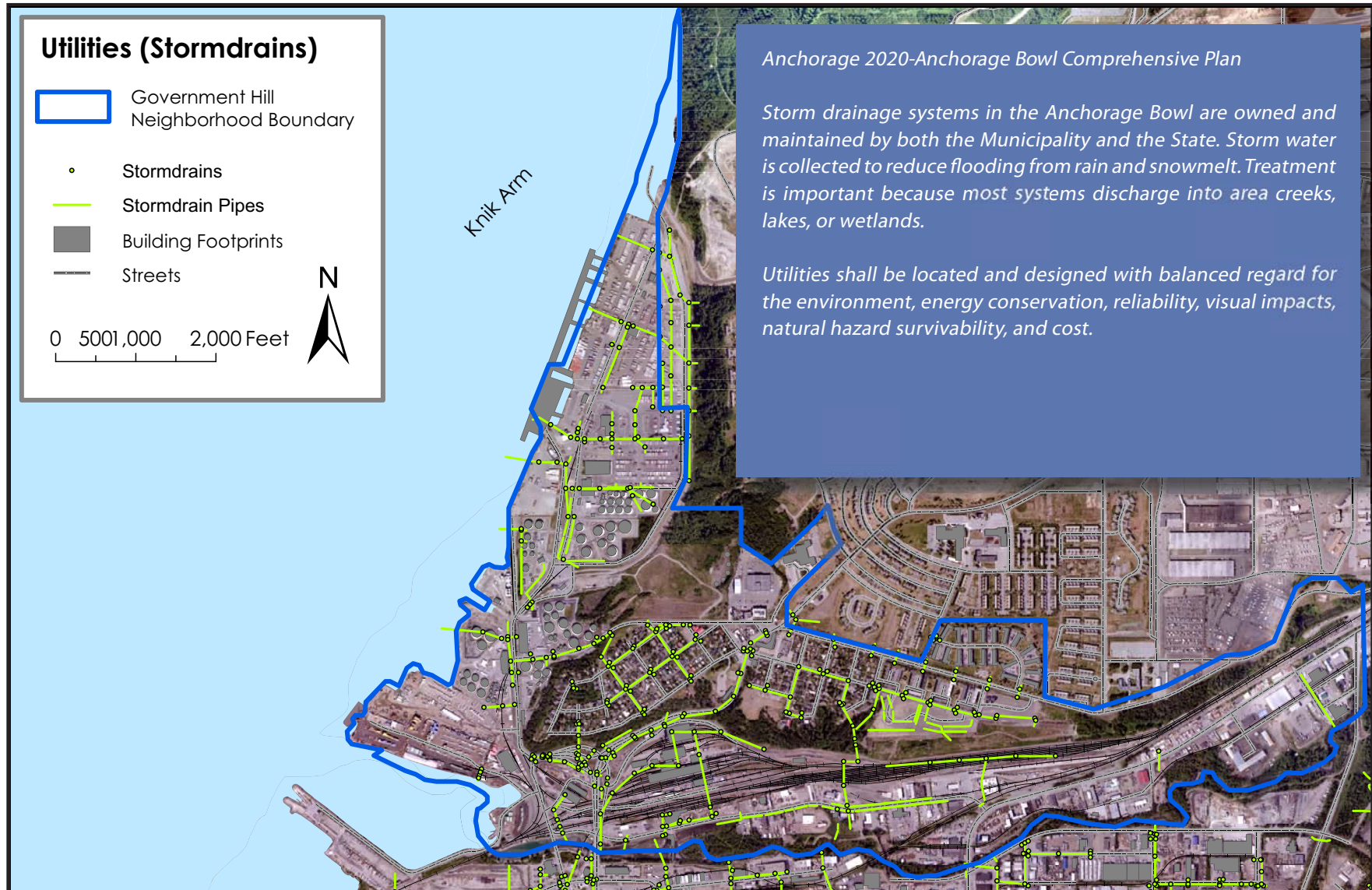
Northwest Subareas

This area had the greatest growth potential for renewal and redevelopment. This area has the most multifamily housing, with high occupancy rates by seniors, non-family households and single people. There are also some thriving older single-family neighborhoods...In general, vacant and older or under-used residential and commercial properties are targeted for redevelopment.

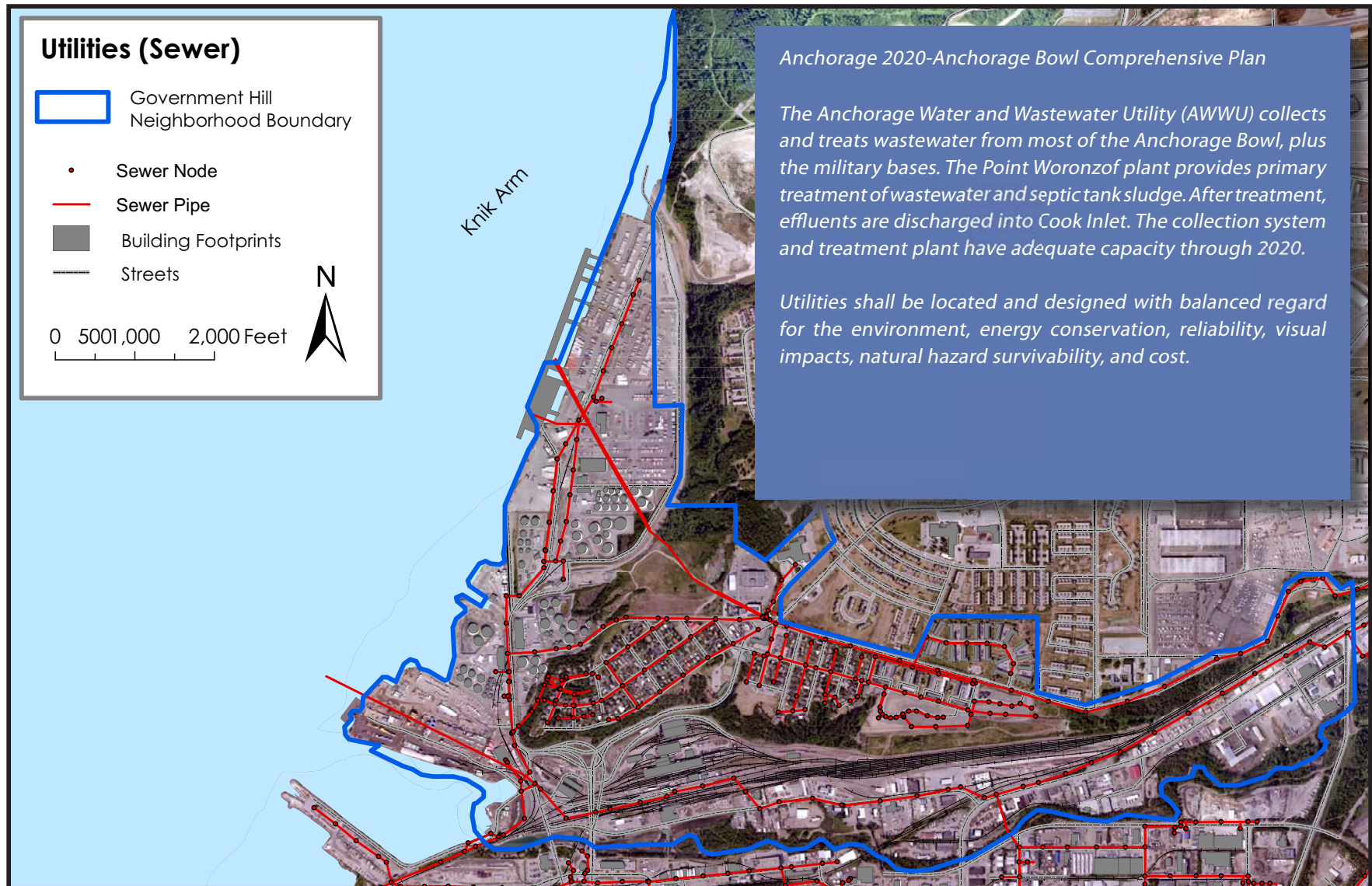
The unique appeal of individual residential neighborhoods shall be protected and enhanced in accordance with applicable goals, policies and strategies.

Utilities shall be located and designed with balanced regard for the environment, energy conservation, reliability, visual impacts, natural hazard survivability, and cost.

UTILITIES







NATURAL ENVIRONMENT

Government Hill contains a variety of natural features that are assets to the neighborhood. This includes wetlands, small pockets of forested areas, and riparian edges along Ship Creek. There is also a stretch of shoreline area; however, it is the home to the Port of Anchorage and not suited to public/neighborhood active or passive recreational use.

Anchorage 2020-Anchorage Bowl Comprehensive Plan

Healthy, mature trees and forested areas shall be retained as much as possible.

The Municipality shall provide orderly development within Anchorage's coastal zone, protect and enhance its unique natural features and resources, and sustain and enhance coastal access.

Fish, wildlife, and habitat protection methods shall be addressed in land use planning, design and development process.

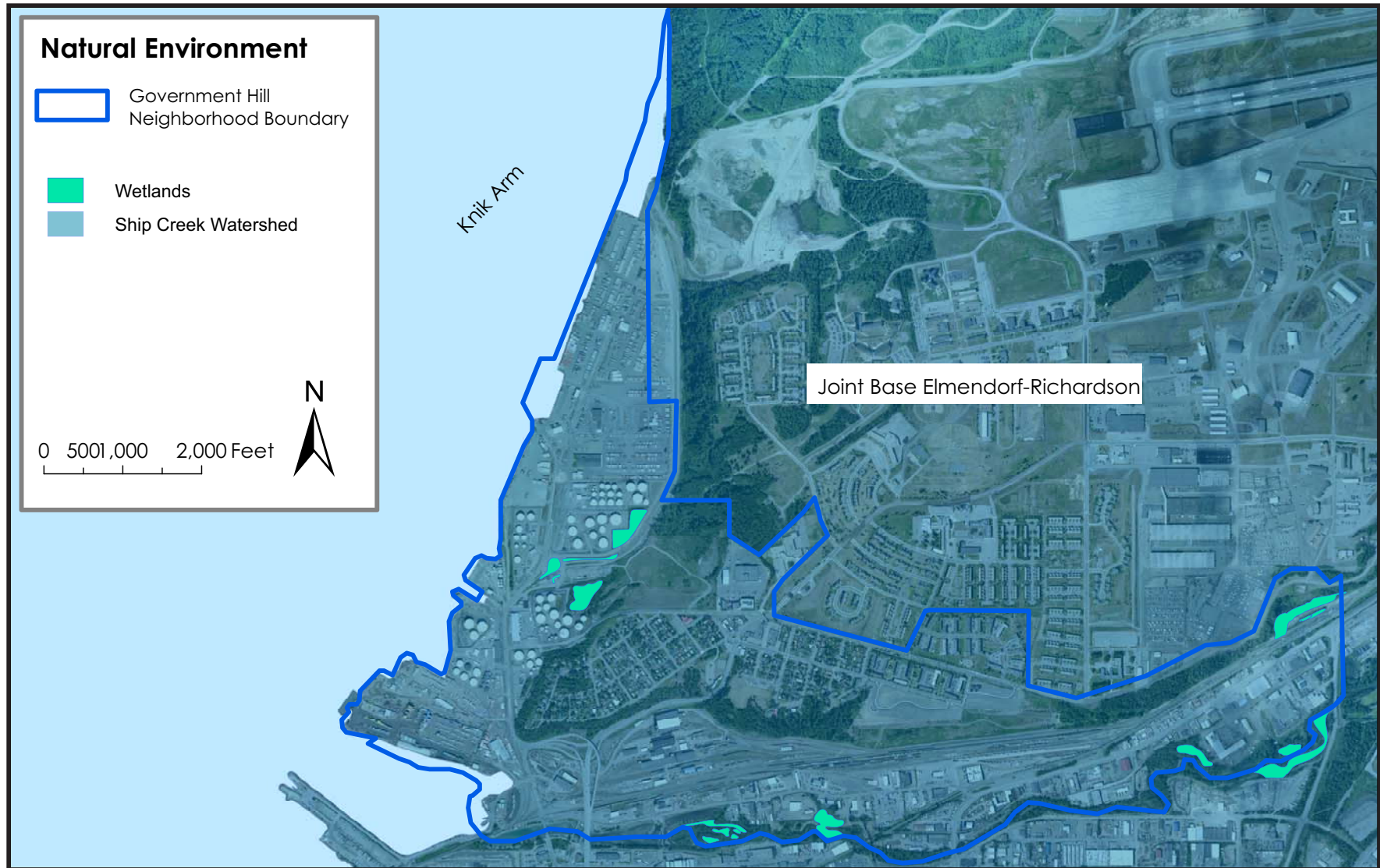
The Municipality shall preserve the functions and values of important wetlands.

Utilize wetlands to manage drainage and improve water quality, where appropriate.

...Anchorage's future is a vision that balances growth with the retention of the city's natural features and quality of life.

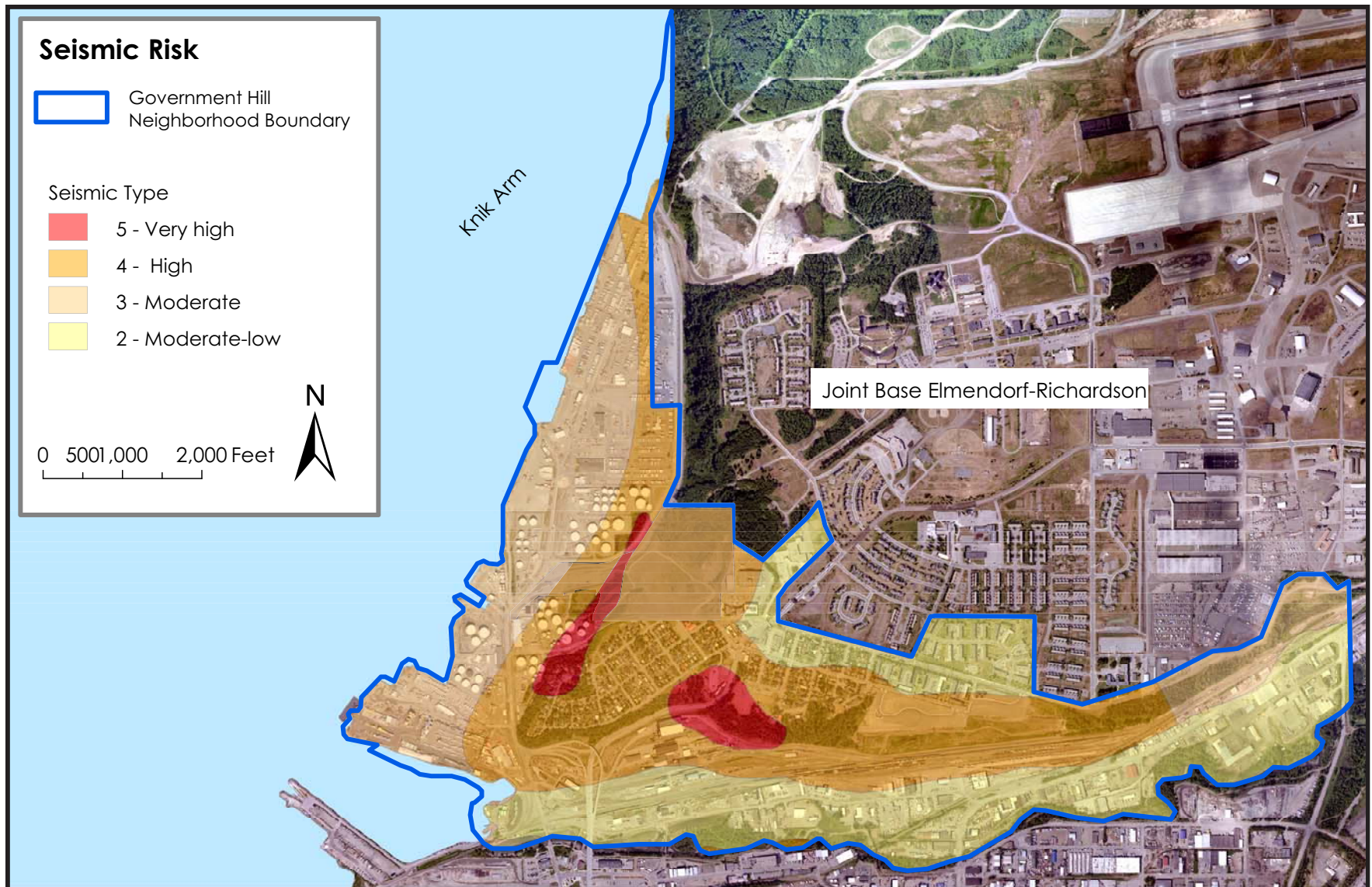
Planning for and retention of natural open space are top priorities.

WATERSHEDS/WETLANDS

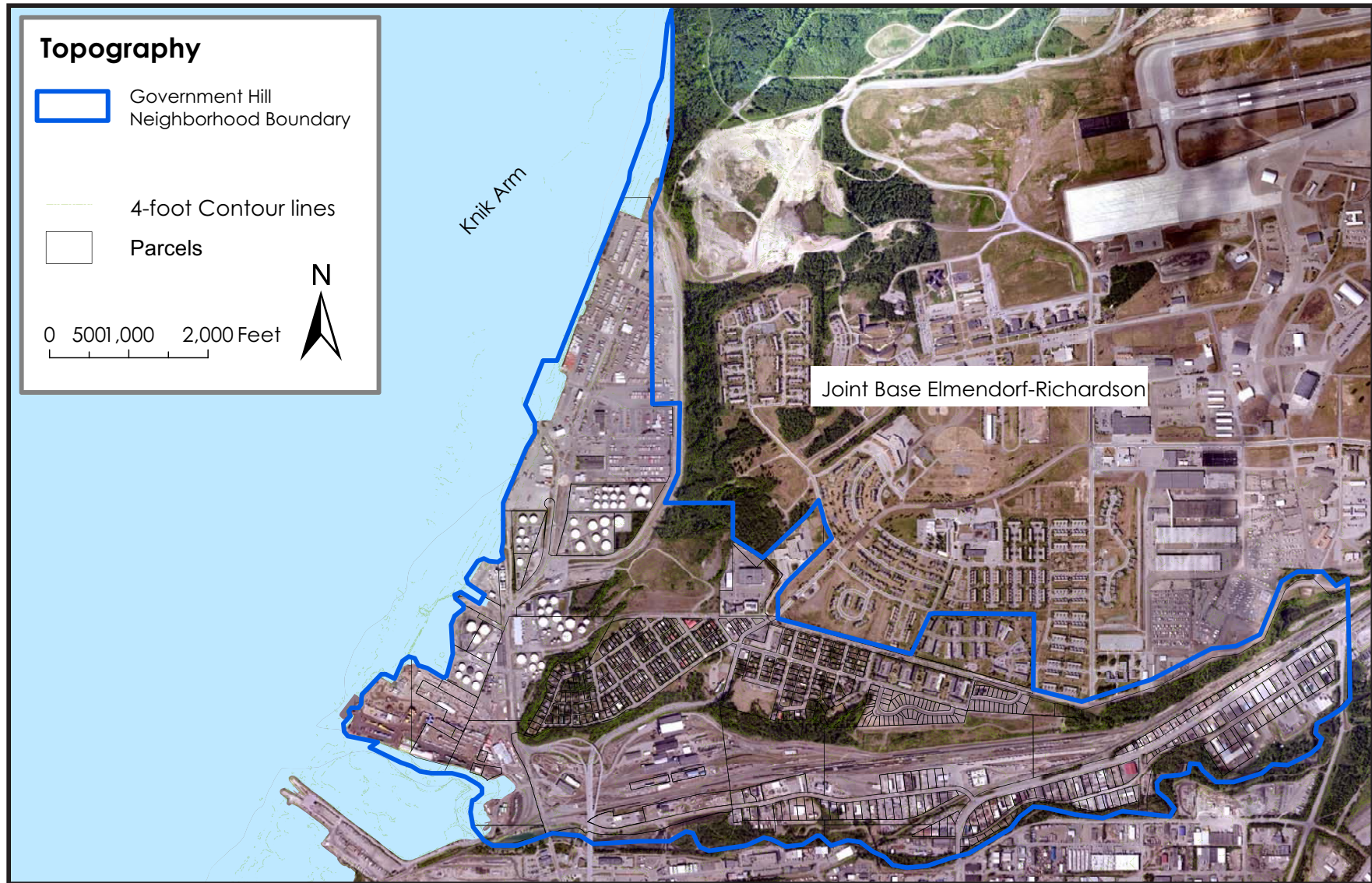


Wetlands contribute to our ecosystem health by providing natural stormwater collection, and treatment ponds. They can also supply neighborhood amenities such as spaces for parks and recreation, wildlife viewing opportunities, and wildlife habitat. The Municipality of Anchorage has begun a system of watershed planning, which provides an orderly approach to stormwater collection, treatment, and floodplain management.

SEISMIC RISK



NATURAL ENVIRONMENT (TOPOGRAPHY)



This topography map illustrates the frame of steep palisades that separate the Government Hill bluff area from the lower-lying areas of the neighborhood. These steep slopes restrain development while preserving a green space buffer between the community and its industrial neighbors.