

# NEIGHBORHOOD PROFILE

## A. THE EVOLUTION OF MOUNTAIN VIEW

Mountain View, in northeast Anchorage, Alaska, is a culturally rich community of approximately 7,300 people. Research at the University of Alaska Anchorage has found that Mountain View is the most ethnically diverse community in the United States. This neighborhood has always welcomed newcomers to Alaska, whether they were workers on the pipeline in the 1970s and '80s, or immigrants from countries spanning the globe today.

Mountain View is becoming a community of choice due to the hard work of residents and community leaders who are catalyzing transformation. In a 2012 study (the Mountain View Community Indicators Report), 57% of respondents living in the neighborhood rated Mountain View as an excellent place to live. Families are staying to raise their children and the children are doing better in school. Residents feel revitalization efforts are strengthening the community and are headed in the right direction. Always known as a neighborhood for working-class families, the neighborhood is starting to now work for all kinds of families.

From its beginnings in the 1940s as housing for construction workers at Elmendorf Air Force Base, Mountain View has been a place of transition, diversity and energy. As the city grew, up until the 1970s, the neighborhood was largely composed of single family homes, some scattered duplexes and apartment complexes that were located mostly nearer the commercial areas. Stable renters and the solidly middle and working class families were the anchor residents.



Carol Ross standing outside the Big Bear Bed and Breakfast on Richmond Street, which she owns and operates. Carol and her family have been active community members since the 1940s.

The neighborhood was rezoned in 1965 to allow R-3 and R-4 development, which allowed multi-family housing to be constructed on lots that had previously been single-family. This change allowed Mountain View to serve the housing needs of the population surge during the Alaska Oil Pipeline construction of the 1970s and early 1980s. The area began transitioning in the 1970s from a stable, relatively healthy neighborhood on the edge of Anchorage to one in social distress. During this time, four-plex and multi-family apartment buildings were constructed, redefining the character of the neighborhood. Rental housing, originally filled with single persons or small families, transitioned to larger families needing affordable housing. These housing options later attracted many people immigrating to Anchorage from other countries, maintaining a constant demand for affordable rental housing. Local entities responded to



The office for the former John's Motel and RV Court, an example of a Mountain View commercial property in the 1980s. View facing north, September 20, 2004.

this demand by providing more housing for low-income families and individuals.

Since that time, the rest of Anchorage has become more educated, more prosperous and less transient, while Mountain View has experienced the opposite. The local poverty rate climbed steadily from 7.5% in 1970 to 16.2% in 1980 to 23.3% in 1990 to 25.1% in 2000. In 2010, Mountain View had a poverty rate of 24.3%. The citywide poverty rate remained roughly 7% throughout this entire period. While the portion of residents in the same house five years before each census increased from 22% in 1970 to 57.3% in 2010 for Anchorage as a whole, it only increased from 20% to 40.8% in Mountain View; and, while the proportion of residents without a high school diploma

decreased for the city as a whole from 12% in 1980 to 8.1% in 2010, for Mountain View during the same time period that proportion increased from 22% to 32%.

These data demonstrate that in the 1970s Mountain View was on par with the rest of Anchorage, but in the 1980s and 1990s, the neighborhood degraded considerably and became an area dominated by low income households. Those characteristics severely limited the buying power of the local area, which in turn hampered business development. The result is a neighborhood that has often been more a place of last resort than a community of choice. According to the American Community Survey's 5-year estimates, in 2013, nine out of ten Mountain View residents were bringing home an annual income of less than 70 percent of the Anchorage area median income, and 28.9% of the Mountain View population had an income below the poverty level.



The former Alaska Pawn storefront, on the corner of Price Street and Mountain View Drive. The west side of the building now houses studios for five artists, and the east side will be the new Alaska Regional health clinic.





A duplex built by Cook Inlet Housing Authority on North Bliss Street.

In the early 2000s, the community mobilized to revitalize the neighborhood. The Mountain View Community Council attracted many partners who understood the social and economic benefit of a revitalization effort for people in the neighborhood and Anchorage at large. The community council wanted to improve the general quality of life by removing blight, creating smarter density, improving the quality of residential and commercial property, increasing home ownership opportunities, and providing a diversity of new businesses and jobs while reducing crime.

Over the last decade, revitalization efforts have brought new investment into Mountain View. New businesses, such as Bass Pro Shops, continue to enter the neighborhood, and existing businesses have been reinvesting in Mountain View by remodeling their exteriors. Housing developers, such as Cook Inlet Housing Authority, NeighborWorks, and Habitat for Humanity, have collectively invested over \$100 million in Mountain View's Housing Stock. The Municipality of Anchorage rebuilt Clark Middle School and built the Mountain View branch library. Along with the new branch of Credit Union 1, those institutions have brought valuable services to the community. The State of Alaska's new Glenn Highway - Bragaw Street overpass connected Mountain View with the rest of the Anchorage. Redevelopment of the commercial corridor, through the Anchorage Community Land Trust's work and private investors such as JL Properties, which owns the Glenn Square Mall, has removed blight and created commercial activity in formerly vacant spaces. Reinvestment fostered by these partnerships has brought Mountain View a long way in the last decade.

## B. DEMOGRAPHICS

Today, the Mountain View population is more diverse, more transitory and is growing more quickly than the rest of Anchorage. Mountain View is the most racially diverse neighborhood in Anchorage, a city where over 70% of the population is white. According to the 2010 census, only 30% percent of Mountain View identifies as Caucasian, while 16% are Asian, 14% are Black/African American, 8% percent are Alaska Native / Native American and 6% are Hawaiian/Pacific Islander. The Asian population more than doubled between the 1990 and 2010 Census. Fifty-seven percent of Anchorage’s Cambodian, 45% of the city’s Hmong and 36% of the Laotian population live in the Mountain View area. These populations were not present in Mountain View for the 1990 Census.

In 2013, Mountain View made headlines as the ‘most diverse neighborhood in America’. Chad Farrell, a professor at the University of Alaska Anchorage, used census data to determine that Anchorage’s Census Tract 6, which contains Mountain View, is the most diverse census tract in the country. These charts, from the 2012 Community Indicators Report, illustrate Mountain View’s demographics.

Table 4.2 Mountain View Ethnicity/Race from 1980 until Recent Years (as a share of total population)

Ethnic/Racial Group	1980	1990	2000	2010
White	63.1%	49.0%	35.9%	27.1%
African American	12.6%	13.4%	13.1%	13.8%
Asian/Pac Is.	2.2%	7.1%	17.2%	26.1%
Am Ind/AK Native	18.2%	26.5%	17.7%	16.7%
2+ races, incl. AI/AN			6.4%	7.0%
Subtotal AI / AN alone or in combination	n/a	n/a	24.0%	23.7%
2+ races, other			5.2%	4.2%
Other	3.8%	4.0%	4.6%	5.0%
Total <sup>9</sup>	100.0%	100.0%	124.0%	123.6%

Table 5.4 Poverty Rates

Area	1990	2000	2005-09
Census Tract 6	23.3%	25.1%	27.6%
Anchorage total	7.1%	7.3%	7.8%



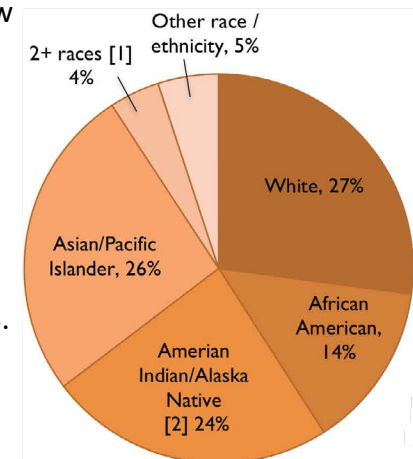
A Hmong dance group performing at the 2012 Mountain View Street Fair.

Table 4.1 Population + Growth Rates

Item	Population				Average Annual Population Growth Rates			
	1980	1990	2000	2010	1980 to 1990	1990 to 2000	2000 to 2010	1980 to 2010
Anchorage overall	174,431	226,338	260,283	291,826	3.0%	1.5%	1.2%	2.2%
Mtn View (Tract 6)	5,463	5,291	6,727	7,747	-0.3%	2.7%	1.5%	1.4%
Mtn View % of Anchorage	3%	2%	3%	3%	not applicable			

There are three schools in Mountain View: Mountain View Elementary, William B. Tyson Elementary, and Clark Middle School. These schools are far more diverse than Anchorage schools as a whole; the vast majority of students belong to minority ethnic and racial groups. For example, William B. Tyson Elementary School has a student population that is 42% Asian or Pacific Islander, 15% Hispanic or Latino, 13% Alaska Native, 13% multi-ethnic, 12% Black or African-American, and 5% white.

Graphic 1.1 Race and Ethnicity in Mountain View, 2010







## Community Events

Mountain View residents are engaged in their community, through participation in the community council, schools, local organizations, through social networking websites such as Nextdoor, and by knowing their neighbors. Below are some of the events which take place every year in Mountain View, and which show the variety of ways that Mountain View residents are actively engaged in their community. The goals and action items in Chapter 3 show that residents want to continue these traditions, grow them, and create new events to celebrate their neighborhood and to bring the community together.

**Hmong New Year Celebration.** Usually held in December at the Boys and Girls Club (BGC).

**Mountain View Community Clean-Up.** A one-week event in May organized by the Mountain View Community Council.

**Faster Than A Falcon 5K Run.** An annual five kilometer race hosted by the Mountain View Boys and Girls Club in May.

**World Refugee Day Celebration.** A one-day event held on the Friday closest to World Refugee Day by Catholic Social Services. Usually takes place in May at Lions Park.

**Mountain View Street Fair.** A one-day event held every June at Clark Middle School.

**National Night Out.** Held every August at the Boys and Girls Club.

**School events.** Held throughout the year at Clark Middle School, William B. Tyson Elementary School, and Mountain View Elementary School. Events include literacy nights, math and science nights, and multicultural celebrations.

Above: the Mountain View Community Center, which houses the Boys and Girls Club (BGC). Right: community members gather at a World Refugee Day event in Lions Park.





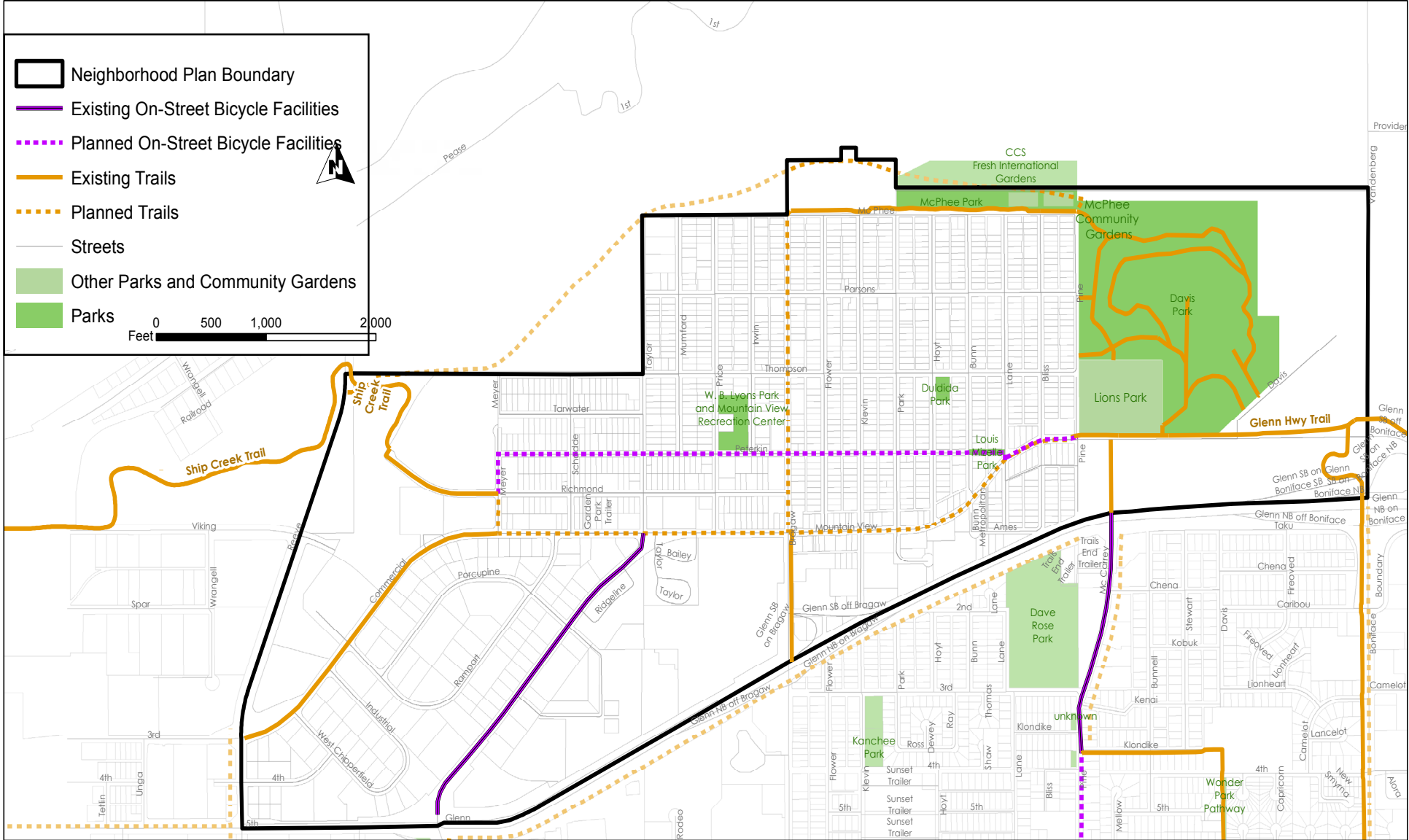
## C EXISTING CONDITIONS

Mountain View has many assets, including strong community institutions, consistently improving schools, and a high number of green and community gardening spaces. However, high unemployment continues to plague the neighborhood (see the *2012 Mountain View Community Indicators Report*). One of Mountain View's priorities for the future is promoting business and strengthening the economic core of the neighborhood. The following discussion highlights some of the features of the neighborhood.





Map 2: Mountain View Targeted Neighborhood Plan - Parks, Trails, and Community Gardens Map



## Parks, Trails, and Community Gardens

Mountain View has five parks, the largest being Davis Park at the eastern edge of the neighborhood. The other parks in the community are Mountain View Lions Club Park adjacent to Davis Park, Duldida Park on Hoyt Street, the William B. Lyons Park next to the Boys and Girls Club on Price Street, and the Louis B. Mizelle Park on Lane Street. The Anchorage Park Foundation's report card system provides an assessment of park performance. Of these five parks, Duldida Park and William B. Lyons Park are on dedicated parkland that is owned by the Municipality of Anchorage (MOA). Louis B. Mizelle Park is also on land owned by the MOA, but is located on a vacated right-of-way, not on dedicated parkland. Davis Park and the adjoining McPhee Park are on land owned by Joint Base Elmendorf-Richardson and leased to the MOA. The adjacent Mountain View Lions Park is also on land owned by JBER, but is leased to the Mountain View Lions Club separately.

Duldida Park has been given an F grade by the Anchorage Park Foundation, due to the poor quality of playground equipment, which needs to be cleaned and repaired.

Davis Park has been given a D grade by the Anchorage Park Foundation, due to the poor quality of the baseball fields, lack of amenities such as bathrooms and picnic tables, and safety concerns with the trails and wooded areas. In the spring and fall of 2014, volunteer days took place at Davis Park, at the request of residents, who wanted to extend community clean-up efforts to the trails at Davis Park. A master planning project for the park was started in the fall of 2014.

William B. Lyons Park has recently been renovated and is connected to the Mountain View Boys and Girls Club.

The Mountain View Lions Park consists of a playground area, pavilion, and clubhouse managed by the Mountain View Lions Club. The park, while needing improved lighting and updates to playground equipment, is the most heavily used park in the neighborhood and is widely considered a community asset. In the summer of 2014, the Snack Lane concession building was repainted, new turf was installed on the ballfields, and the bleachers and dugouts at the park were replaced.

Louis B. Mizelle Park has not been rated by the Anchorage Park Foundation, but is considered to be one of the most blighted spaces in the community. The park is less than a square city block, and is located on Lane Street between Mayfield's Custom Cleaners and the Alaska Housing Finance Corporation's Lane Street housing development. The park is not visible from Mountain View Drive and is rarely used by families or children as a recreation area; instead, it has become a location where drinking and illegal activities occur.

Mountain View has the most community garden plots per resident of any neighborhood in Anchorage. Plots are located within two community gardens, both of which are located within McPhee Park, and are consistently full and well-used by gardeners from within the neighborhood and around the city. The Fresh International Gardens, operated by Catholic Social Services (CSS), is used as a source of income and an entrepreneurship tool by clients of CSS's refugee relocation program. The adjacent McPhee Community Gardens is operated by the Municipality of Anchorage.



The pavilion and playground area at Mountain View Lion's Park.



While Anchorage has over 120 miles of paved trails within the Municipality, Mountain View remains without a trail connection. The Ship Creek Trail runs next to William B. Tyson Elementary School, and ends abruptly on Meyer Street. There is a walking trail along the north end of Davis Park, and the bike trail to Eagle River picks up at Boniface Parkway. Between those two trails, however, there is no connection for pedestrians or bicyclists through the neighborhood. However, a bicycle boulevard on Peterkin Avenue is slated to be installed soon, which will provide an on-street trail connection.



Attendees at the dedication of Clark Middle School, which was rebuilt in 2009.



The Municipality of Anchorage’s McPhee Community Gardens.

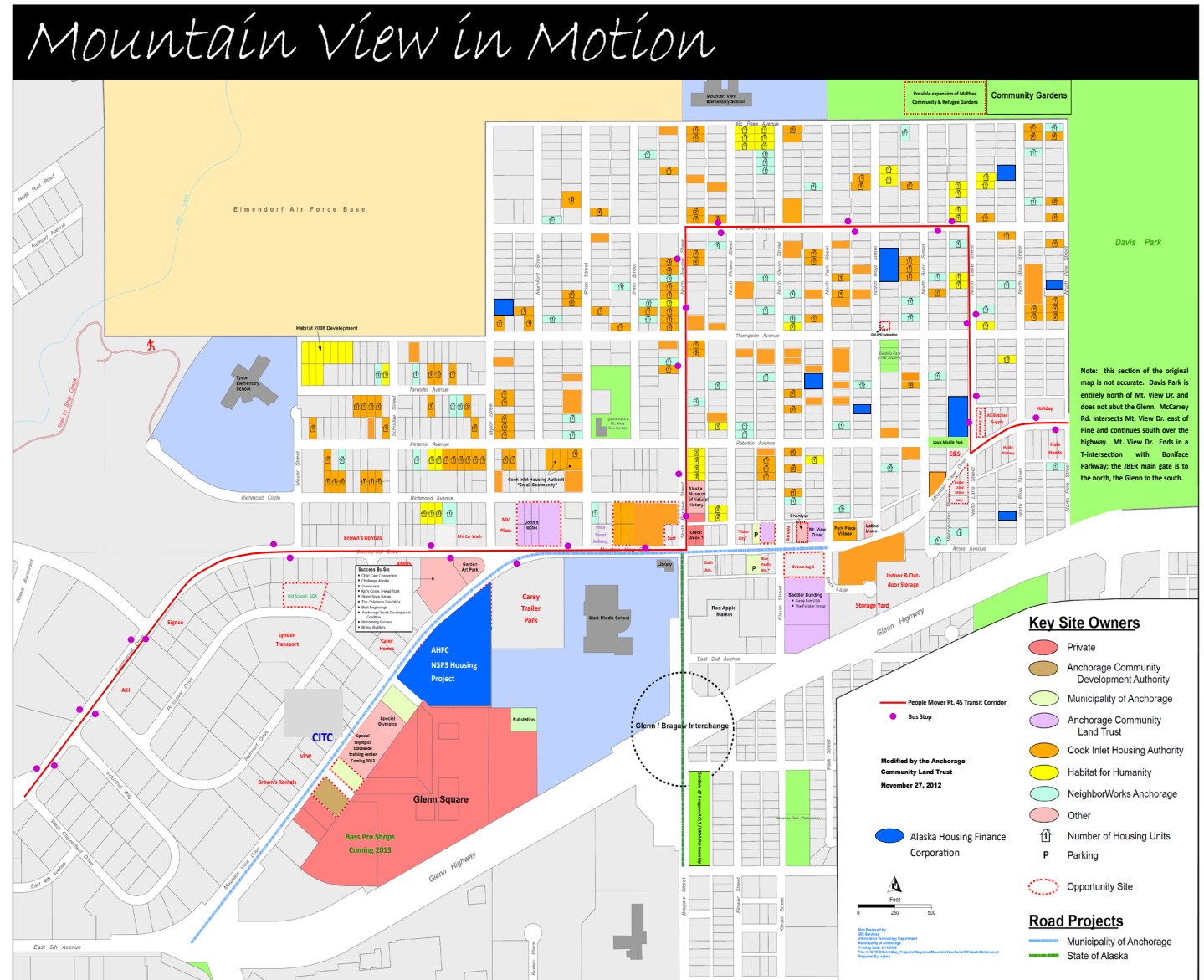


Housing built by Habitat for Humanity.

## Recent Reinvestment

The revitalization of Mountain View's residential and commercial core is a result of the consistent and focused efforts of a core group of partners, including the Mountain View Community Council, the Rasmuson Foundation, the Anchorage Community Land Trust, Cook Inlet Housing Authority, the Municipality of Anchorage, and private businesses that have entered the neighborhood. Redevelopment of properties along Mountain View Drive has aimed to bring needed goods and services into the neighborhood, and to build attractive commercial spaces that are well-lit, deter crime, are leased by businesses that draw both Mountain View residents and those from around the city and state, and provide a strong basis for local employment. Between 2003 and 2014, over 10% of Mountain View's housing stock, and a substantial amount of its commercial and retail spaces, have been redeveloped.

Map 3: Mountain View Targeted Neighborhood Plan - Mountain View in Motion Map



This map shows the lots in Mountain View that have been redeveloped in the past decade.



## Institutional Resources

Mountain View has three schools within the boundaries of this targeted neighborhood plan. William B. Tyson Elementary School and Mountain View Elementary School draw students exclusively from Mountain View, while Clark Middle School's students reside in Mountain View as well as other parts of northeast Anchorage. All three schools provide valuable institutional resources to Mountain View families. The playgrounds at the school serve as de facto park space after school hours, and community meetings and events are often hosted in school buildings and parking lots. Clark Middle School, in particular, has hosted the Mountain View Street Fair for the past seven years, and was the venue of the Mountain View Community Summit in 2012. Campfire Alaska operates an after-school program at Tyson Elementary during the school year.

The Mountain View branch library was rebuilt in 2009, at the same time as Clark Middle School, and is consistently full and well-used by students from Clark and by northeast Anchorage residents. The library stocks materials in several languages spoken in the neighborhood, and hosts story and movie events. The community room at the library is another venue used for open houses, workshops, and community garden plot registration.

The Alaska Museum of Science and Nature, located on Bragaw Street, is another valuable cultural resource. The museum has a wide variety of exhibits on natural history, geology, and Alaskan flora and fauna, and is well used by school groups, families, and visitors to Anchorage.

Other conference rooms in Mountain View that are available for reservation for events are the Wells Fargo Community Room, within the Mountain View Service Center, and the community room at the Mountain View branch of Credit Union 1.

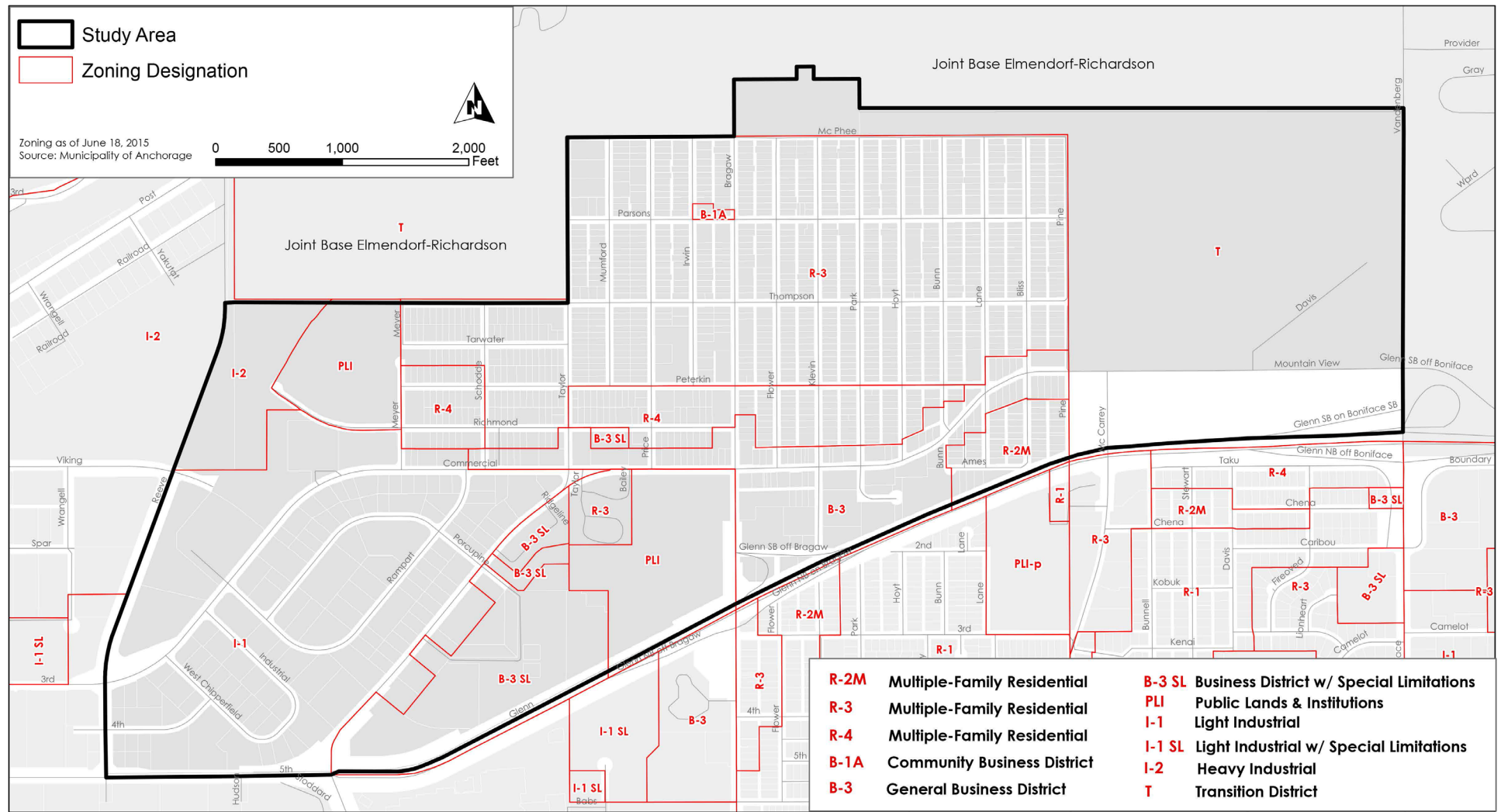
The Mountain View Community Center, which is operated by the Boys and Girls Club (BGC), which is funded by the Municipality of Anchorage, is one of the best-used resources in Mountain View. As well as hosting the monthly Mountain View Community Council meetings in a basement conference room, the Boys and Girls Club provides a safe and supervised recreational space for Mountain View youth every day of the week. The Children's Lunchbox, operating out of the Mountain View Community Center, provides free meals to students during the summer.

Nine Star's Mountain View employment center is also located in the Mountain View Community Center. Nine Star serves both clients referred by the State of Alaska and walk-in clients; services provided include workforce training, help with resume writing, and help applying for jobs. With new stores opening in Mountain View, Nine Star clients have had more luck finding local jobs; in August 2014 alone, 29 of the 46 clients referred by the state were able to find employment. The AlaskaWorks construction academy, located in the Mountain View Service Center, is another workforce training center that teaches construction industry skills.

The Food Bank of Alaska (FBA) is located on Spar Avenue, in Mountain View. FBA serves Mountain View residents with a mobile food pantry that parks at the Latino Lions Club, and hosts seasonal events such as the Mountain View Blessing, which provides a Thanksgiving meal.

Mountain View also contains a large number of religious institutions. Some of these institutions, such as True North Church and Bethel Chapel, have provided volunteers and support for events such as neighborhood watch meetings, food distributions, and the Mountain View Community Clean-Up.

# Map 4: Mountain View Targeted Neighborhood Plan - Existing Zoning Map



## Mountain View Targeted Neighborhood Plan - Neighborhood Profile



## Existing Zoning

The majority of Mountain View’s residential area, from Meyer Street to Pine Street and from McPhee Street to Mountain View Drive, is zoned as a multi-family residential district (R-3). Within this area, there is a small site, on Parsons Street between Bragaw Street and Irwin Street, which is zoned as a neighborhood business district (B-1 A). Between Peterkin Street and Mountain View Drive, and between Taylor Street and Lane Street, as well as in a few blocks abutting Tyson Elementary School, Mountain View’s residential area is zoned as a higher-density multiple family residential district (R-4). The residential area south of Mountain View Drive is zoned R-2M, a lower density than the rest of the neighborhood, because prior to the construction of the Glenn Highway, Mountain View Drive was the highway. It bisected the neighborhood and created an area in south Mountain View with lower density, which closely matches the density of northerly Russian Jack.

Outside the residential area, Clark Middle School’s and William B. Tyson Elementary School’s parcels are zoned PLI, or as a public lands and institutions district. Mountain View Elementary is on a site currently owned by Joint Base Elmendorf Richardson, and therefore along with Davis Park and Lions Park (also owned by JBER), is zoned as a transition district.



The neighboring Glenn Square mall, with the exception of the Ridgeline Terrace site - the site of an affordable housing development created in a partnership between the Alaska Housing Finance Corporation and the Cook Inlet Housing Authority - is zoned as a general business district (B-3), but is also designated SL (with a special limitation of use). The former John’s RV site on Mountain View Drive is also zoned B-3 SL. These special limitations constrain the types of the businesses that may lease and operate spaces on those lots. The industrial areas to the west of the Glenn Square mall are zoned I-1 as a light industrial district. South of Mountain View Drive, between Mountain View Drive and Pine Street, the neighborhood is zoned B-3, as a general business district.

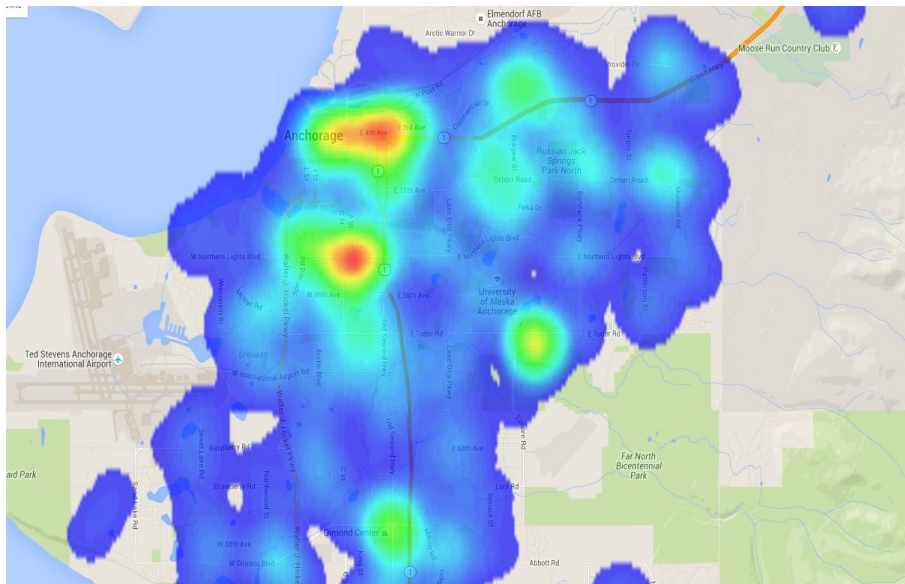
The majority of Mountain View’s residential area is zoned R-3 and R-4, which are the highest-density zoning districts in Anchorage’s land use code, Title 21. However, narrow lots, small lot sizes, and requirements for setbacks, parking spaces, and minimum lot usage mean that housing developers in Mountain View are unable to create the density intended from an R-4-zoned district. The density intended by R-2M zoning areas meets or exceeds the density of housing developments constructed within the last decade. In the Land Use Plan Map (page 64) and accompanying narrative, we show the zoning changes that would accomplish the vision described in this plan.



Examples of existing multifamily housing in Mountain View on North Flower Street (at left) and Irwin Street (above).

## Safety

Mountain View continues to have a much higher crime rate, when adjusted for population size, than Anchorage as a whole. The Anchorage Police Department Annual Statistical Report from 2010 reveals alarming rates of reported homicide, sexual assaults, missing persons, assaults, and theft when compared to Anchorage as a whole. This report indicates that in 2010, 23.5% of Anchorage homicides occurred in Mountain View, as did 19.3% of thefts; 18.5% of the city's missing persons cases were reported from Mountain View, as were 32.4% of reported assaults. These statistics are startling because Mountain View is just 2.3% of the overall population of Anchorage.



Map showing crime density throughout Anchorage, as recorded by the Anchorage Police Department on the RAIDS online system. Red and orange are used to identify areas with a higher concentration of crime, while blue and purple are used to identify area with a lower concentration of crime. The map shows crimes reported from December 1, 2014 to December 1, 2015. See <http://raidsonline.com>.

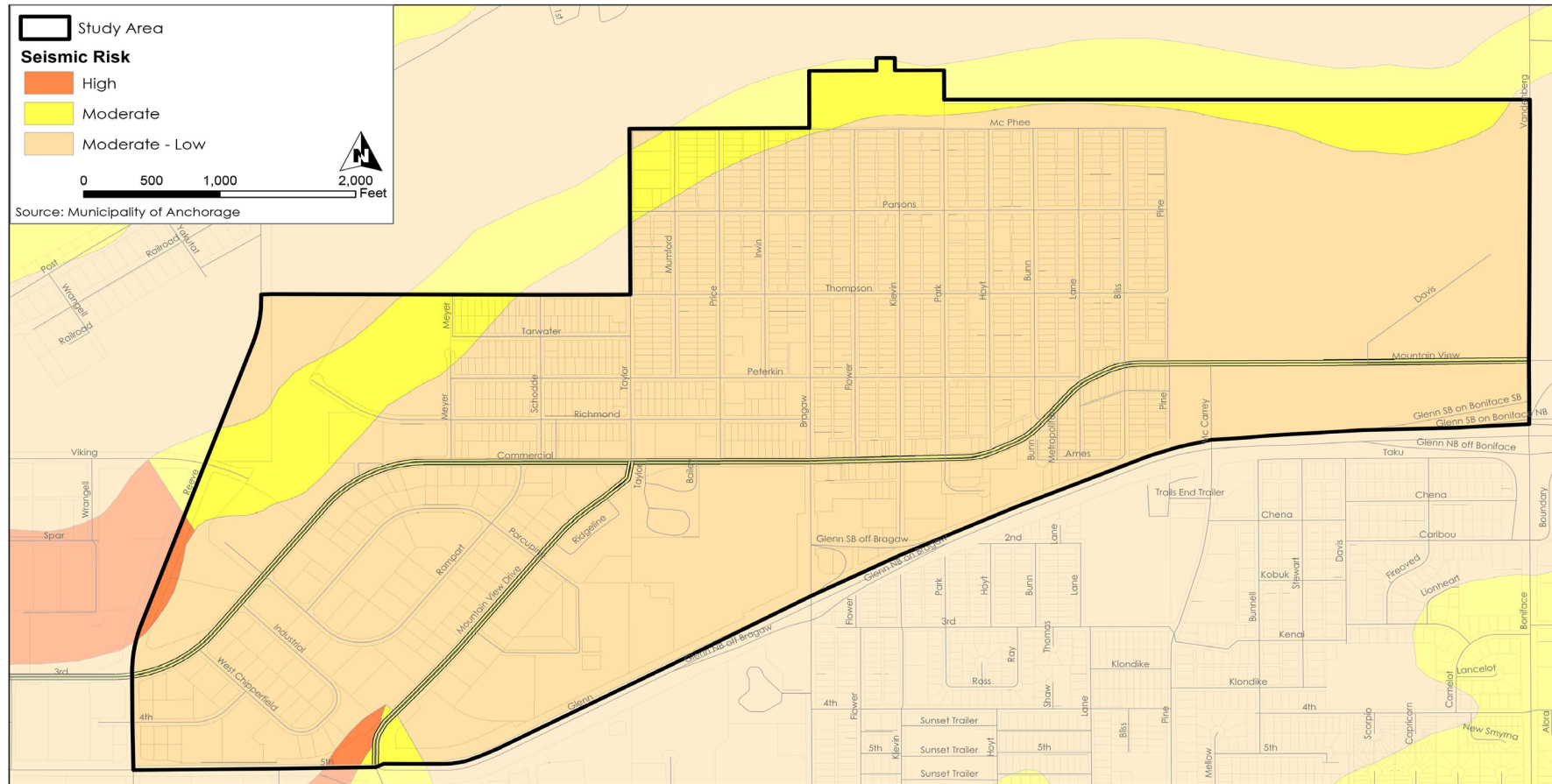
The Anchorage Police Department (APD) became a major partner in Mountain View through a Weed N 'Seed Department of Justice grant that was active from 2006-2011. Overtime patrols in the community, paid for by \$230,000 of the grant, increased law enforcement presence in the community. Through this program, APD saw a positive change in the community. When a new Credit Union 1 branch was built on the corner of Mountain View Drive and Bragaw Street, Mountain View's major commercial intersection, the bank built a new substation free of charge. As a result, the bank has the best security possible and the community benefitted from the first financial institution to open in the neighborhood in 20 years.

Mountain View has a strong tradition of grassroots crime-prevention efforts. The Mountain View Community Patrol is group of volunteers trained by the Anchorage Police Department to monitor activities in the neighborhood. The patrol is supported by the MVCC and reports suspicious activities and crimes to the APD. In addition, Mountain View has two neighborhood watch blocks on Bunn Street and Pine Street. Chapters 2 and 3 describe the vision for a community-led partnership with APD to improve safety in Mountain View.



The 2009 National Night Out event in Mountain View.

## Map 5: Mountain View Targeted Neighborhood Plan: Seismic Risk Map



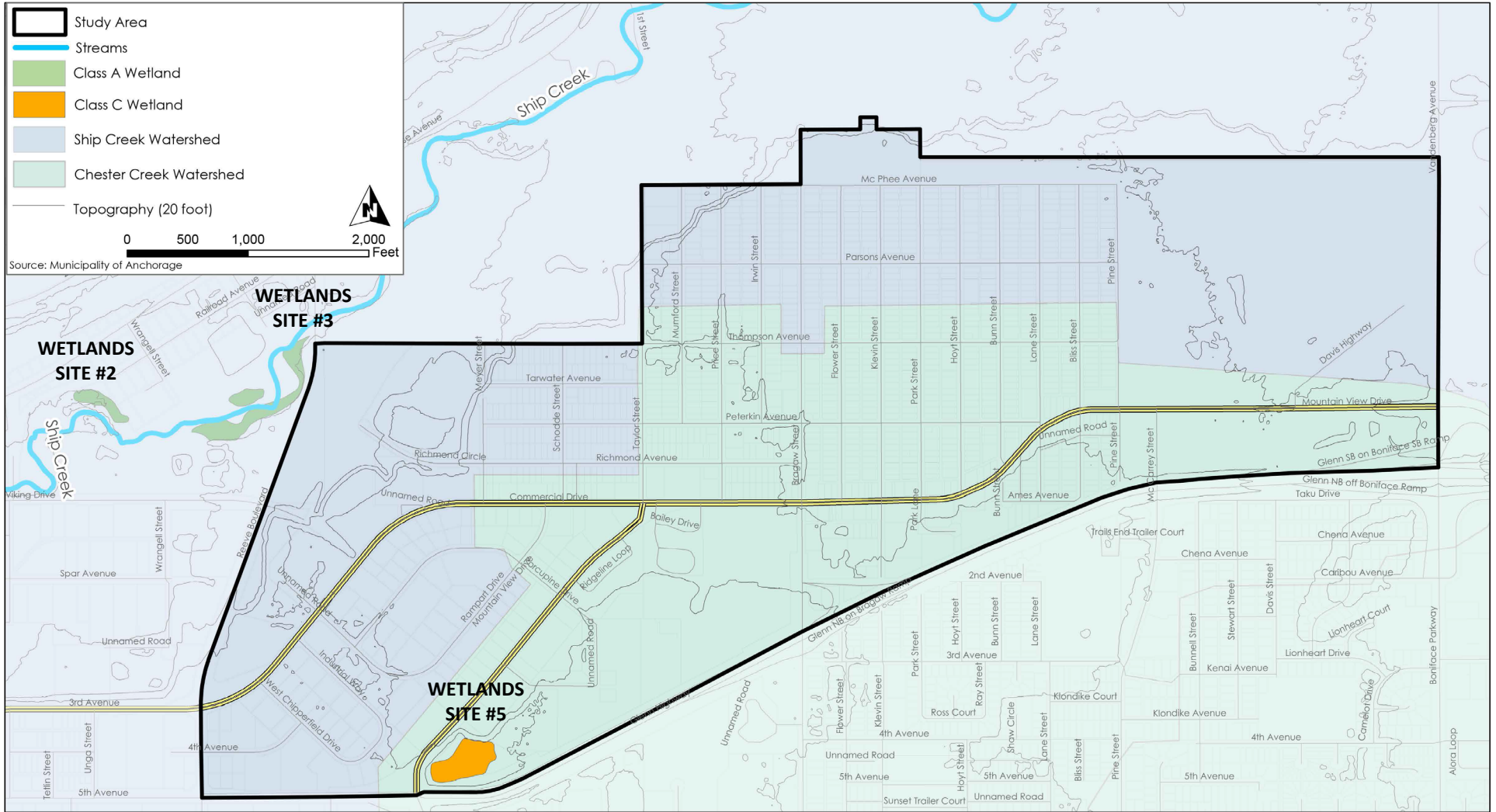
### Seismic Risk

The majority of Mountain View, including all of the commercial corridor, is rated by the Municipality of Anchorage as having moderate-low ground failure susceptibility; however the western edge of Mountain View’s residential area is rated as having moderate ground failure susceptibility.

Despite this susceptibility, most of the neighborhood sits on bedrock, and has a much lower seismic risk than most other areas in Anchorage. The low seismic risk makes Mountain View a particularly good location for large-scale housing or commercial construction.



# Map 6: Mountain View Targeted Neighborhood Plan: Natural Features Map



## Natural Features

Ship Creek runs along the northwest edge of the neighborhood. According to the *Anchorage Wetlands Management Plan (AWMP)*, the MVTNP area contains or abuts three designated wetlands sites (numbers 2,3, and 5 in the plan). For specific notes and recommendations for each of the wetland sites, see the AWMP. This plan supports the AWMP and continued conservation of these wetlands and Ship Creek.

Wetlands site #3, located immediately south of Ship Creek and split by Reeve Boulevard, is partially designated an “A” wetland and partially designated a “B” wetland. The “A”-rated portion is located west of Reeve, and the “B”-rated portion is located east of Reeve. “A” wetlands have the highest wetland resource values. They perform at least two, but typically more, significant wetland functions. A wetlands are considered most valuable in an undisturbed state, as more uses or activities, especially those requiring fill, negatively impact known wetland functions” (AWMP, 24). The AWMP states that “A wetlands are not to be altered or otherwise disturbed in any manner,” (AWMP, 24) with the exception of unavoidable fill activities, requiring a permit, that are necessary for “utility, road or trail crossings, or park amenities” (AWMP, 25). The AWMP’s definition of a “B”-rated wetland is that “within each “B” site, there is typically a mixture of higher and lower values and functions and some portion of these wetlands have a fairly high degree of biological or hydrological functions and site development limitations. They possess some significant resources, but could possibly be marginally developed. The intent of the “B” designation is to conserve and maintain a site’s key functions and values by limiting and minimizing fills and development to less critical zones while retaining higher value areas. Development is allowed in the less valuable zones of a “B” site, provided Best Management Practices are applied to limit disturbance and impacts to the higher value non-fill portions.



Coho salmon in Ship Creek. Image source: <http://www.adfg.alaska.gov/index.cfm?adfg=viewinglocations.shipcreek>

Wetlands site #5, located within the site of the Glenn Square Mall, which was developed in 2009, is designated a “C” wetland. The AWMP states that “C” wetlands are the “lowest value wetlands within the Municipality. Some “C” sites may have moderate values for one or more wetland function, but they generally have reduced or minimal functions and/or ecological values. Such sites are suitable for development and are to be generally managed to support community expansion and infilling. “C” sites are intended to be permitted under General Permit authorization from the Corps of Engineers, administered by the Municipality of Anchorage’s Community Development Department” (AWMP, 27).



## Infrastructure

Mountain View has water mains under each of the residential streets, with the exception of Parsons Avenue east of Irwin Street, Taylor Street between Mumford Street and McPhee Street, and McPhee Street west of Irwin Street. The industrial sections of Mountain View also have water mains and sewer pipes underneath most of the streets, with the exceptions of Reeve Boulevard. Sewer pipes are underneath all of the alleys in the residential portion of Mountain View, with the exception of the northwest corner bounded by Mumford Street and Irwin Street.

In the last few years, Municipal Light & Power (ML&P) has invested approximately \$14-15 million in Mountain View to rebuild Substation 14 and its associated power lines.

In 2012, the Mountain View Community Council passed a resolution supporting ML&P's efforts to relocate electrical lines underground. Since the Title 21.90 Ordinance was passed in 2005, no large scale undergrounding project in the residential area of Mountain View has occurred. The primary reason is that electric utilities are to underground target areas that are specified in the Ordinance. The only target areas in the Mountain View Community Council district are parks and schools.



The proposed project in Mountain View with the highest score for future undergrounding is the Mountain View Lions Park. This proposed project is not on the five-year plan yet, as of 2015. The process to underground electric lines is a long process; at the current rate, ML&P expects undergrounding will take 180-200 years.

This plan encourages undergrounding of electric lines, especially when



Above: Mountain View Drive facing east at Bragaw Street. At left: A light pole along Mountain View Drive with two Mountain View banners.

undergrounding can be completed in conjunction with road, lighting, alley paving, or other construction and maintenance projects. This goal is listed in Chapter 3.

Ten blocks of Mountain View's alleys, about one-fifth of the alleys in the residential area, are paved. Mountain View's alleys are routinely used by residents to access parking spaces and alley-facing driveways, and trash collection by Solid Waste Services takes place on the alleys in the residential portion of the neighborhood. Many unpaved alleys contain potholes and standing water. Chapter 3 of shows additional alley paving to be a top priority of this plan.

Bunn Street is the only residential street in Mountain View which has separated sidewalks, which increase pedestrian safety and walkability.

In the last few years, several major road projects on Mountain View Drive and Bragaw Street have been completed. This plan does not anticipate that major road projects will need to be completed in the near future, although surface rehabilitation of neighborhood streets will likely be an ongoing need.

Funding from the Alaska Housing Finance Corporation, and new construction from Cook Inlet Housing Authority have resulted in the installation of solar panels and weatherization, making Mountain View one of the greenest neighborhoods in Anchorage. In Chapter 3, this plan lists the inclusion of solar panels and other energy efficient features on new housing construction as a goal.

## Joint Base Elmendorf-Richardson

Mountain View is bounded to the north by Joint Base Elmendorf-Richardson (JBER). JBER also owns a significant percentage of the land within the Mountain View Community Council boundary. The land upon which Mountain View Elementary School, Davis Park, and the snow dump south of Mountain View Drive sit are all owned by JBER and leased to the Municipality of Anchorage. Lions Park is also owned by JBER, and leased to the Mountain View Lions Club. JBER has worked closely with the Mountain View Community Council, and has been a valuable neighborhood partner, whose support has been integral to projects such as improvements to Lions Park, the proposed building renewal of the Mountain View Elementary School property, and the Davis Park master planning process.

The map on this page shows the Accident Potential Zone (APZ) surrounding the runway on JBER; the APZ is the area deemed to contain a high crash risk. The APZ-1 is an area of higher risk than the APZ-2. The designation of high-risk zones for airplane crashes was created in the 1970s, after the areas of Mountain View contained within it had been developed.

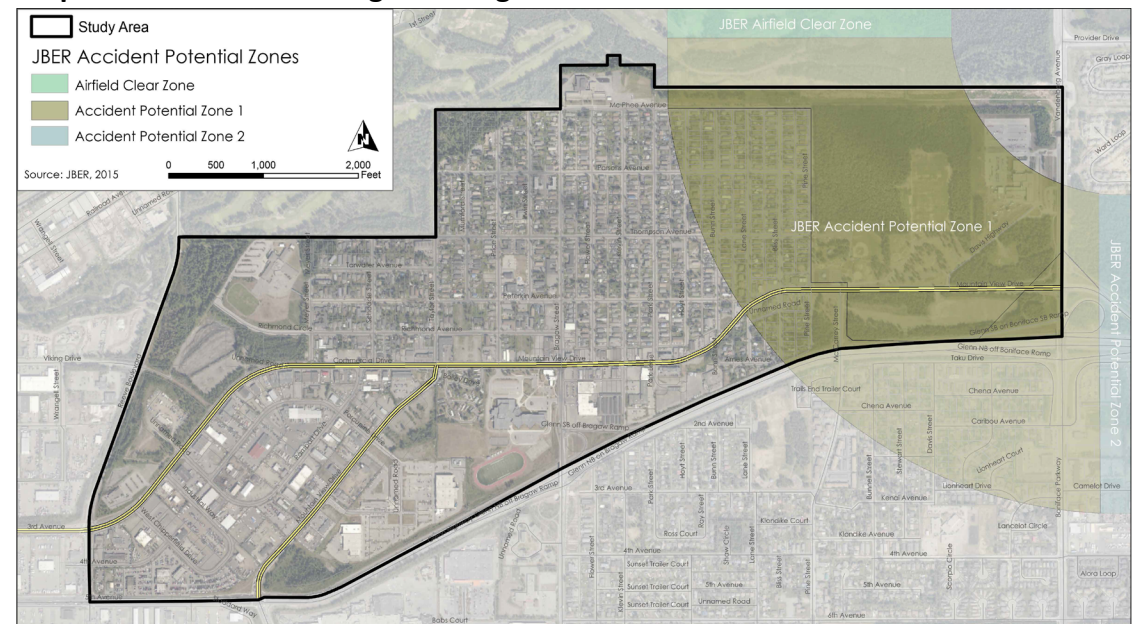
The Suggested Land Use Compatibility Document in Accident Potential Zones document states that no housing is deemed a compatible use in the APZ-1, while only single-family detached homes are deemed compatible in the APZ-2. Both the APZ-1 and APZ-2 are deemed compatible with some types of manufacturing, utilities, trade, and services. However, given that Mountain View was developed decades before the APZ Land Use Compatibility designations were put in place, most of Mountain View's residential properties within the APZ are considered to be incompatible with those designations. In general, the APZ does not affect homeowners' abilities to get private loans for property purchases or construction, but does preclude

the use of some federal funds. As Mountain View's residential area is already developed and highly dense, and downzoning residential areas within the APZ would result in nearly every property being considered a nonconforming use, this plan recommends that residential districts within the APZ have the same zoning as the adjacent residential areas. The Land Use Plan Map on page 54 of this plan shows the zoning and land usage recommended by this plan.

The eastern edge of the mixed-use corridor proposed in this plan (see Chapter 3) falls within the APZ. We recommend that mixed-use projects in this area conform to the Suggested APZ Land Use Compatibility Document.

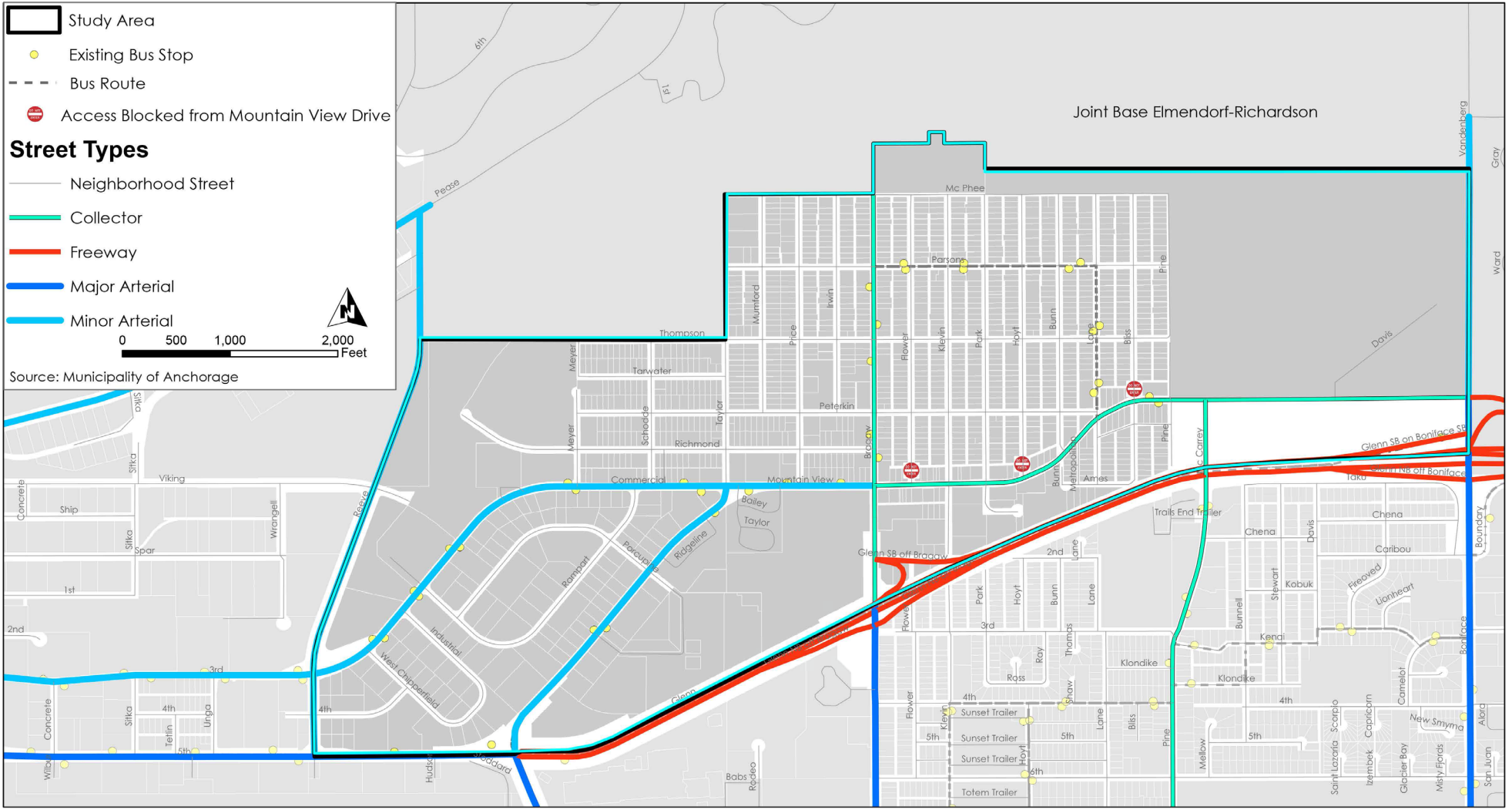
Another effect of JBER's proximity to Mountain View is that noise from the runway, which is located just north of the neighborhood boundary, can be heard throughout most of the neighborhood as well as inside Mountain View Elementary School during the school day.

**Map 7: Mountain View Targeted Neighborhood Plan - JBER Accident Potential Zone**





# Map 8: Mountain View Targeted Neighborhood Plan - Transportation Map



Mountain View Targeted Neighborhood Plan - Neighborhood Profile

## Bus Transit

There are two bus routes, People Mover's 45 and 8, that serve Mountain View. A Route 8 realignment through Mountain View took effect in the summer of 2015, after Mountain View had been served by a single bus route for many years. Route 45 starts at the downtown transit center, enters Mountain View via Commercial Drive (which becomes Mountain View Drive), goes north on Bragaw Street to Parsons Avenue, and goes south on Lane Street to Mountain View Drive. Route 45 then runs south on McCarrey Street past the Glenn Highway, exiting Mountain View. Route 45 then travels down Bragaw to the UAA/ Providence transfer point, and finally ends at the Alaska Native Medical Center. Route 8 starts at the downtown transit center and also enters Mountain View on Commercial Drive, turns south on Mountain View Drive to Airport Heights Road, and then goes east on Penland Parkway past the Northway Mall. Route 8 then continues east through Russian Jack to end at Boniface Parkway and Debarr Road.

Route 45 includes 22 stops in Mountain View. Of these 22 stops, nine are only marked by a sign, five have a sign and other amenities such as trash cans and seating nearby, and eight have shelters with seating inside. Route 8 follows Route 45, adding three new stops on Mountain View Drive south of Commercial Drive.

Route 45 has the highest ridership of any 'People Mover' bus route in the Municipality of Anchorage. According to the 2010 *High Priority Transportation Corridor Plan*, Route 45 "is by far the best performing route in the People Mover system. It carries more passengers, generates more rider revenue, and delivers the best operating results per unit of bus service of all routes in the system. Route 45 has the most weekday riders, Saturday riders and Sunday riders. It also has the highest number of boarding riders per timetable revenue hour of service and the highest riders per revenue mile of service (3.6 vs.



The bus shelter at the corner of Mountain View Drive and Price Street.

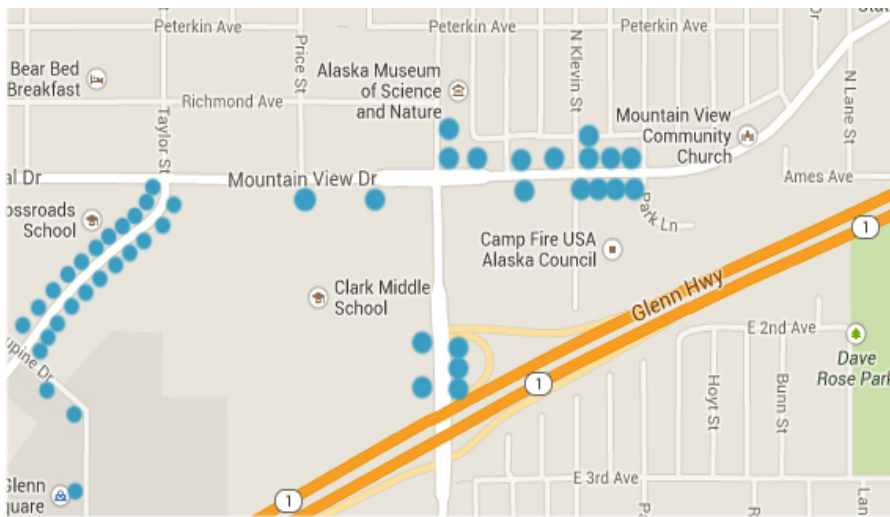
system average of 1.9)". In the following chapters, this plan supports the continued expansion of bus service to serve this neighborhood.

According to People Mover's metrics on ridership, all of Mountain View's bus stops have sufficient traffic to warrant bus shelters. As part of the neighborhood planning process, conversations have begun with the Municipality of Anchorage's Transit Section to discuss how Route 45 can best be expanded to better meet the needs of Mountain View residents. Throughout the resident survey process, Mountain View residents consistently requested bus shelters, expansions of running hours, and direct connections to job hubs such as Glenn Square and Tikahtnu Commons (see Appendix A). This plan supports the addition of amenities at bus stops, including the installation of new shelters at stops lacking them.



## Pedestrian Facilities

More than any other neighborhood in Anchorage, Mountain View is a pedestrian neighborhood. According to the 2010 American Community Survey’s 5-year estimates, 11.7% of workers 16 years old and up had no access to a vehicle, and 33.1% of workers had access to only one vehicle in their household. These data show that a significant percentage of Mountain View residents rely on other forms of transportation to reach their place of employment or to access other services in the area.



Mountain View’s existing pedestrian lighting. Individual lights are marked in blue.

Mountain View’s pedestrian network includes sidewalks on all the residential streets, pedestrian street lighting along Mountain View Drive and Bragaw Street and trails that end at Tyson Elementary School and pick up again at Davis Park. The existing pedestrian lighting along Mountain View Drive above Glenn Square mall is adequate, but the remaining length of Mountain View Drive and Bragaw Street south of Mountain View Drive remains underlit, creating safety concerns. In 2013, a \$1 million capital grant from

the state of Alaska was awarded for the purpose of installing more pedestrian street lighting in Mountain View. The Mountain View Community Council is currently working with the Municipality of Anchorage to identify highest-priority areas in the neighborhood that would benefit from additional lighting. It is estimated that another \$2-\$2.5 million will be needed to install pedestrian street lighting along the entire length of Mountain View Drive at the same density that currently exists on Mountain View Drive above the Glenn Square mall. Closing that \$2-\$2.5 million gap in funding would result in adequate amounts on pedestrian lighting along the length of Mountain View Drive, and is supported in Chapter 3 of this plan, as a goal and as one of the top five priorities for the community.

## Roads & Vehicle Transportation

Mountain View has seen consistent increases in traffic counts along its major roads, Mountain View Drive and Bragaw Street, in the last decade, and especially after the construction of the Glenn Highway-Bragaw Street interchange.

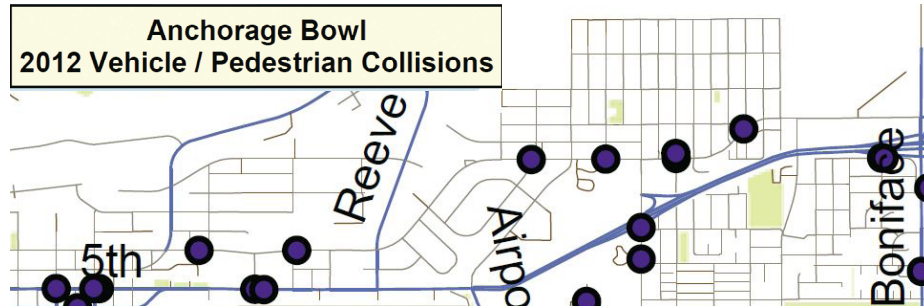
Traffic Counts along Mountain View Drive (2012)	
Junction	Average annual daily traffic counts
MV Drive & Glenn Highway	5661
MV Drive & Taylor Street	12029
MV Drive & Bragaw Street	10653
MV Drive & McCarrey Street	8016

Source: Alaska Department of Transportation and Public Facilities, 2010-2011-2012 Central Region Annual Traffic Volume Report.

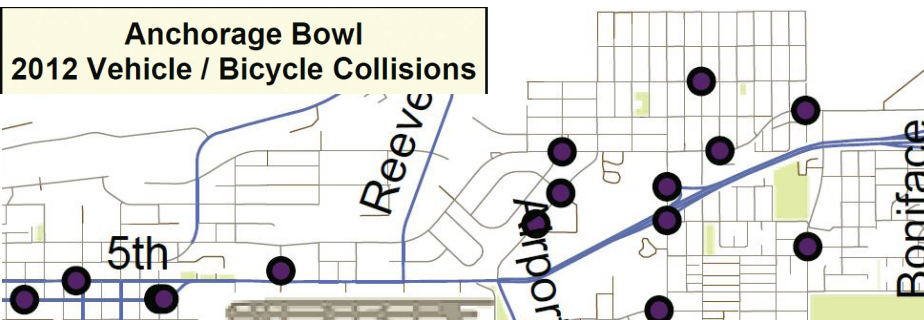
Even though Mountain View does not have a disproportionate number of vehicle-pedestrian and vehicle-bicycle accidents

compared with other streets in Anchorage, these types of accidents cause concern because most children in the neighborhood walk to school.

The Municipality of Anchorage, along with Kinney Engineering, is currently working to improve the Mountain View Drive - McCarrey



2012 Vehicle-Pedestrian Collisions in and near Mountain View. Source: Municipality of Anchorage Traffic Engineering Dept., 2012 Annual Traffic Report.



2012 Vehicle-Bicycle Collisions in and near Mountain View. Source: Municipality of Anchorage Traffic Engineering Dept., 2012 Annual Traffic Report.

Street intersection, with plans to install a roundabout there. The project is estimated to be 40% funded by the Alaska Legislature, and construction is estimated to be completed by 2017. The project will include sidewalk improvements and new gateway signage for the neighborhood, and Kinney Engineering and the Municipality's Project Management and Engineering team are working with Mountain View residents to implement the project in accordance with Mountain View's community priorities.

## Bicycle Transportation

Mountain View represents a major gap in Anchorage's bicycle network. There is no existing multi-use pathway or bicycle lane in Mountain View from Tyson Elementary to Davis Park, leaving bicyclists to use the sidewalks or bike on the street. The deficiencies in Mountain View's bicycle network coincide with the lack of a trail connection between the Ship Creek Trail, which ends at William B. Tyson Elementary School, and the Glenn Highway trail, which starts at Davis Park. The Municipality of Anchorage, in its bicycle map (below), has designated Peterkin Avenue as a bike-friendly on-street route.

Installation of signage and striping on Peterkin Boulevard from Meyer Street to Louis Mizelle Park, to create a bicycle boulevard, is a project identified in the *2009 Anchorage Bicycle Plan*, and is being studied for implementation. This plan supports the creation of a bicycle boulevard that would allow bicyclists and pedestrians to navigate the Ship Creek Trail, the neighborhood of Mountain View, and the Glenn Highway trails easily.



Anchorage's existing bicycle facilities. Source: 2009 Anchorage Bicycle Plan.