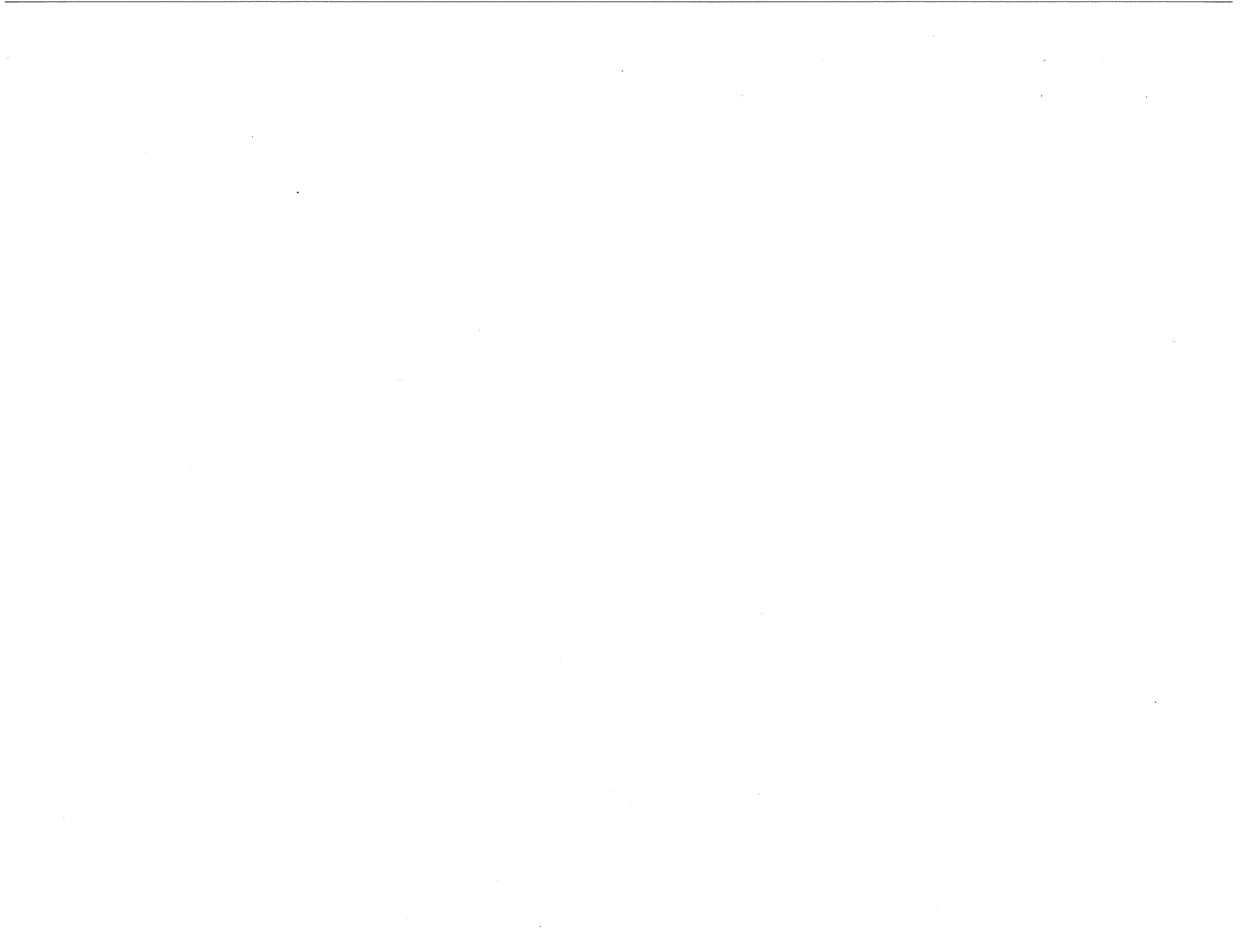


II. Background and Existing Conditions



Chapter II

BACKGROUND AND EXISTING CONDITIONS

This chapter is intended to provide a base line of existing conditions from which the planning effort evolved. It begins with a review of the Municipality's goals and objectives and the significant role played by the public participation program in their refinement into specific objectives for future downtown development; and presents significant findings from the data inventory relating to land use patterns, prospects for economic development, and other key features that constitute downtown Anchorage today.

DEVELOPMENT GOALS AND PUBLIC PARTICIPATION

The Municipality has established five general goals with which to approach downtown development. These goals include:

- A mixture of financial, retail, cultural, recreational, governmental, and service-oriented development as well as high-density housing
- Preservation of historical resources in original town site area
- Preservation of human scale and enhancement of pedestrian environment
- Improved street and transit access to and around CBD

- Balance of parking facilities in and around the CBD with transit systems to move people within the CBD

- South Addition Community Council
- Fairview Community Council

Through public participation, the general Municipal goals were translated into specific objectives correlating to the needs of residents in the various areas affected most by CBD development. Input came from meetings held with the following groups:

- The Municipal Assembly
- The Municipal Planning and Zoning Commission
- The Municipal Traffic and Parking Commission
- The Historic Landmark Preservation Commission
- The Downtown Advisory Committee
- The Urban Beautification Commission
- Members of Historic Anchorage, Inc.
- Members of the following business groups:
 - The Downtown Development Corporation
 - The Downtown Businessmen's Association
 - The Greater Anchorage Chamber of Commerce
- Representatives and residents of the following Community Councils:
 - Downtown/Government Hill Community Council

Meetings were held in November 1981, January 1982, and April 1982 (Table II.1). Public input from all three meeting series guided the thrust of the Comprehensive Development Plan. Capsule summaries of the three meeting series follow:

November 1981 Meeting Series. The planning process was introduced along with the anticipated schedule of the project. In general, public input stressed two broad areas of concern: (1) environmental quality and design and (2) circulation and parking. In voicing their specific concerns and desires to be addressed in the planning process, it became evident during the first meeting series that numerous concerns and desires were shared by several groups (Table II.2). More specific objectives for the development of downtown, as expressed by the three Community Councils, are noted in relation to the broad Municipal goals for downtown development in Table II.3.

January 1982 Meeting Series. Two conceptual approaches to downtown planning were presented along with the Phase I inventory of findings and supporting data. Input from the community resoundingly favored a coordinate development concept rather than a continuation of the existing, random approach to downtown development.

April 1982 Meeting Series. Alternative concepts were presented in each of the major issue areas. A firm approach to the problem of State Office Building location was established. And a conceptual long-term plan for development (see

TABLE II.1. PUBLIC PARTICIPATION PROGRAM

Participants	First Series	Second Series	Third Series
	<ul style="list-style-type: none"> - Program Objective & Orientation - Time Schedule - Meeting Dates - Issues, Problems & Opportunities - Suggestions for Plan Alternatives, if any 	<ul style="list-style-type: none"> - Initial Inventory & Forecast Findings - Description of Alternatives <ul style="list-style-type: none"> - Short range - Long range - Preliminary Evaluation of Alternatives 	<ul style="list-style-type: none"> - Evaluation of Alternatives - Selection of Alternatives for Refinement - Discussion of Other Pertinent Issues
Municipal Assembly Planning & Zoning Commission Traffic & Parking Commission	Joint Work Session	Separate Meeting Separate Meeting Separate Meeting	Separate Meeting Separate Meeting Separate Meeting
Historic Landmark Preservation Commission Urban Beautification Commission Historic Anchorage, Inc.	Joint Meeting	Joint Meeting	Joint Meeting
Downtown Development Corporation Downtown Businessmen's Association Greater Anchorage Chamber of Commerce	Joint Meeting	Joint Meeting	Joint Meeting
Downtown Community Council South Addition Community Council Fairview Community Council	Joint Meeting	Joint Meeting	Joint Meeting

TABLE II.2. ISSUES OF MUTUAL INTEREST

	Community Councils	Assembly Planning/ Zoning Commission	Business Groups	Beautification & Heritage Groups	Traffic/ Parking Commission
ENVIRONMENTAL QUALITY & DESIGN					
Downtown Development Pattern	⊙	⊙	⊙		⊙
Streetscape	⊙	⊙	⊙	⊙	
4th Avenue	⊙		⊙	⊙	
Open Space/Town Square	⊙	⊙		⊙	
View Preservation	⊙			⊙	
Historic Preservation	⊙			⊙	
Downtown Housing	⊙				⊙
Solar Access	⊙			⊙	
CIRCULATION					
Parking Adequacy	⊙	⊙	⊙		⊙
Traffic	⊙	⊙	⊙		⊙
A/C Couplet	⊙	⊙			
Freeway Proposals	⊙	⊙			
Transit	⊙				

TABLE II.3
COMMUNITY COUNCIL AMPLIFICATION OF MUNICIPAL GOALS

General Goals (Municipality of Anchorage)	Amplification of Goals (Public Participation)	Community Council(s) Affected		
		Downtown	Fairview	South Addition
Mixture of activities and development				
- Financial	- Locate away from Park Strip and existing residential areas		⊙	⊙
	- Preserve small-town feel as much as possible	⊙	⊙	⊙
	- Make downtown "active and alive"	⊙		
- Retail	- Provide accommodation for mixture of large and small business concerns	⊙		
	- Enhance pedestrian environment	⊙		
- Cultural	- Encourage designs that enhance pedestrian environment (i.e., no blank walls)	⊙		
- Recreational	- Provide numerous opportunities for varied active, passive recreation <ul style="list-style-type: none"> - walking/cycling - ice skating - other amenities - dogsled racing 	⊙		
- Governmental	- Locations to stimulate private investment create greatest overall benefit	⊙		
- Housing	- Stimulus to extended hours of activity	⊙		
	- Greater sense of security in CBD	⊙		

TABLE II.3 (Cont'd)
COMMUNITY COUNCIL AMPLIFICATION OF MUNICIPAL GOALS

General Goals (Municipality of Anchorage)	Amplification of Goals (Public Participation)	Community Council(s) Affected		
		Downtown	Fairview	South Addition
Preservation of Historical Resources	- Preserve original townsite context	⊙		
	- Combine historic preservation with adaptive use	⊙		
Preservation of Human Scale and Enhancement of Pedestrian Environment	- Avoid large monolithic structures	⊙		⊙
	- Preserve low key character	⊙		⊙
	- Preserve views	⊙		
	- Provide more "people places"	⊙		
	- Improve image and identity of Anchorage	⊙		
Improved Access to CBD; Removal of Through Traffic	- Reduce traffic impacts in residential neighborhoods		⊙	⊙
Adequate Parking and Transit Facilities	- Make parking convenient to areas of greatest demand	⊙		
	- Avoid large, monolithic structures	⊙		⊙
	- Avoid impacts on neighborhood south of Park Strip		⊙	⊙
	- Promote greater transit use	⊙		
	- Reduce auto dependence	⊙		

Figure 1.10) was presented for consideration and generally endorsed.

INVENTORY OF EXISTING CONDITIONS

A "base line" for the comprehensive planning study has been provided by an inventory of existing conditions. These conditions include physical elements such as the land use pattern, dynamic elements such as economic prospects for future development, and institutional elements such as zoning policies. The specific items covered in this section include:

- Physical Conditions and Potential Development Constraints
- Development Pattern and Economic Projections -- covered together since they both deal with the four primary land use and economic sectors that will shape downtown Anchorage: retail, office, hotel, and residential
- Zoning -- along with an analysis of whether the intent of the existing zoning code is being realized
- Transit
- Historical and Cultural Features
- Land Ownership Pattern

The chapter concludes with a summary of established capital improvements slated for implementation in downtown Anchorage.

Certain key inventory elements such as vehicular circulation, open space, and parking are the subjects of entire chapters later in this report and have not been summarized in this chapter.

Physical Inventory and Analysis¹

The following section describes the physical characteristics underlying the downtown area. Included in this inventory are descriptions of the following features: surficial geology, slope, foundation conditions, seismically induced ground failure, and landforms. Soils are not described as a spatial features because data on soils in the downtown area have been obtained from soil borings and are therefore site specific. These data, used in conjunction with other data, have allowed an interpolation of soil characteristics and engineering conditions.

Following the section that describes the physical inventory is an analysis of the downtown area in terms of suitability/capability, with emphasis placed on seismic risk, foundation conditions, bearing strength, liquefaction potential, and other data relating to constraints to future development in the downtown area.

Surficial Geology. A majority of the downtown area is composed of coarse-grained surficial deposits of alluvium consisting of gravel and sand, generally well bedded and sorted. The material extends generally from 4th Avenue south to the Park Strip, west to K Street and east to the Seward Highway. Surrounding this on the north and west are extensive areas of landslide deposits. Most of the slides (from 1964 and earlier) involved large blocks consisting of beds of gravel and sand lying on beds of clay and silt. Even the alluvium

is lying on beds of clay which range from stiff, moderate to highly sensitive. The 4th Avenue but-tress is an extensive area of man-made fill consisting chiefly of gravel and sand but including some silt- and clay-type material.

Slope. A majority of the downtown is flat. Slopes ranging from 15 to over 45 percent surround the central business district on the north and west, with the western edge of the area having the steepest slopes. These are generally west of L Street.

Foundation Conditions. Foundation conditions range from good to poor. The area of good to moderate conditions generally coincides with the area of alluvial deposits (see discussion of surficial geology, above). The areas of poorest foundation conditions are west of L Street and north of 4th Avenue. They generally coincide with areas of steep slopes.

Seismically Induced Ground Failure. Downtown Anchorage is subject to large-scale landslides and ground failure due to seismic activity. The area north of 4th Avenue and west of L Street is rated as having very high ground failure susceptibility. This area, in general, is bounded by 3rd/4th and 6th Avenues and K and I Streets. All areas south and east of these areas are rated as having a moderately low ground failure potential.

Landforms. Various soil borings were used in conjunction with surficial geology, foundation conditions, slope, and landform data to identify such factors as bearing strength, liquefaction potential, groundwater table, soil drainage and erosion, settlement potential, and frost heave characteristics. Because of the complexity of illustrating each of

these data, they have been combined and put into a computer model developed to delineate constraints to development in the downtown area. Two landform types dominate the downtown area. The first is outwash, relatively level floodplain deposits laid down by streams that originated from former glaciers. This landform boundary is coincident with the alluvial surficial geology boundary. The other landform, landslide, also is coincident with the boundary describing landslide deposits in the surficial geology section.

Constraints to Development in the Downtown Area. The largest constraint to future development in the downtown area is that posed by the risk of seismically induced ground failure. Several physical factors must be included in the identification of constraints to development. Seventeen criteria were used to develop a constraint model for the downtown area. Table II.4 identifies a set of 11 criteria used for the study area.

The resulting computer-generated map (Figure II.1) depicts those areas having various suitability for a variety of uses ranging from "good" to "poor."

Based upon the criteria used, the downtown area contains an area suitable for general development ("good" rating). This area is generally bounded by 6th Avenue on the north, the Park Strip on the south, H Street on the west, and Gambell Street on the east. Surrounding this "good" area is an area rated as moderate. In general, this area extends east and west from K to Gambell Street on the north side of the area rated as "good," and extends north and south between 3rd/4th Avenues and 6th Avenue. To the west end of the area rated "good," the area rated

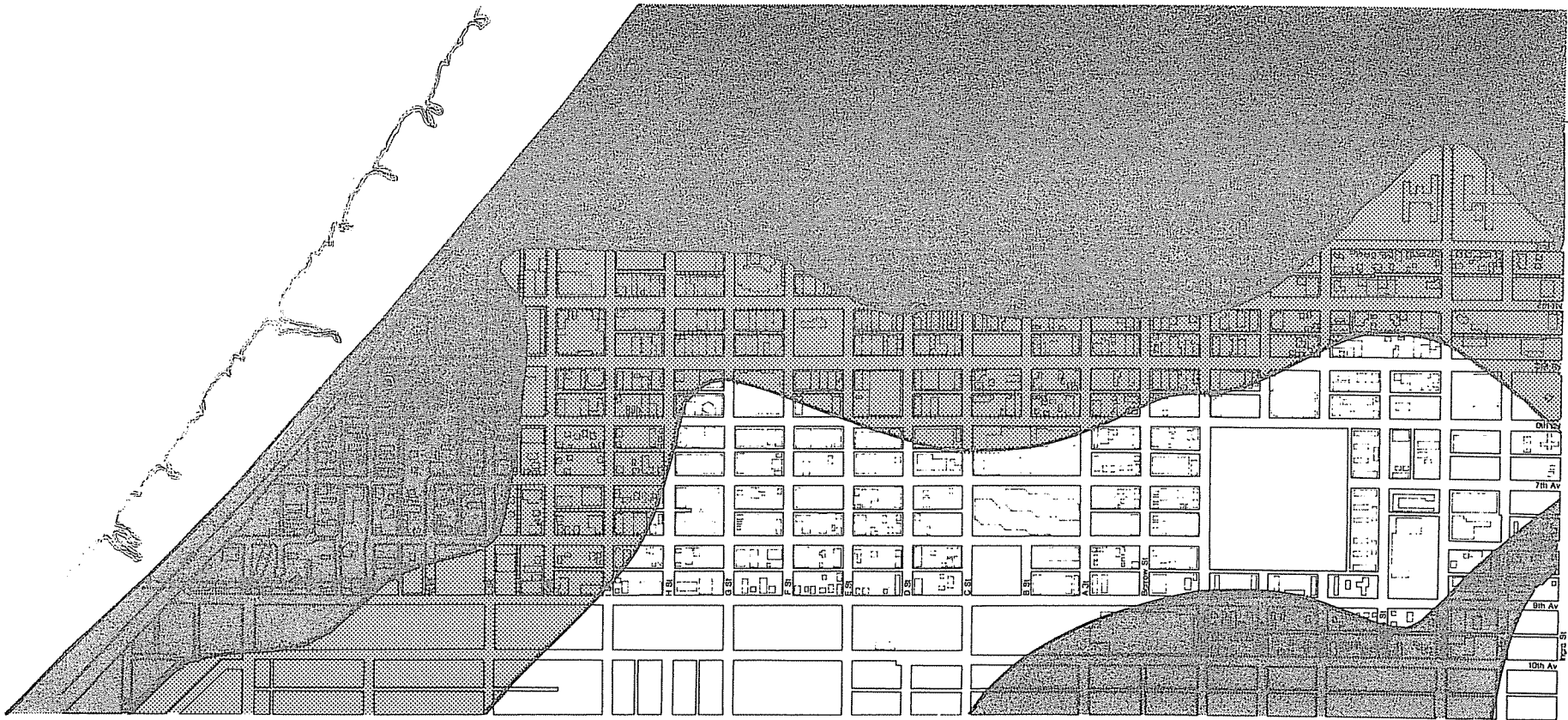
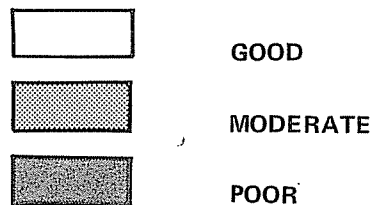


FIGURE II.1

Environmental Suitability for Development



* THE AREA KNOWN AS THE "BUTTRESS" IS GENERALLY SUITABLE FOR DEVELOPMENT BECAUSE OF THE GEOMORPHOLOGICAL IMPROVEMENTS TO THIS AREA AFTER THE EARTHQUAKE OF 1964.

TABLE II.1
LAND USE SUITABILITY-CAPABILITY CRITERIA

Geophysical and Environment Factors	Good (4) (Code/Rating)	Moderate (3) (Code/Rating)	Fair to Poor (2) (Code/Rating)	Poor (1) (Code/Rating)
Slope	1, 2, 3/0-12%	4/12-20%	5/20-30%	6, 7/Over 30%
Slope Stability	1/High	2/Moderate	3/Low	4/Very Low
Mass Wasting	00/No Known Potential	10/Low to Moderate Potential	20/Moderate to High Potential	30, 31, 32, 33/ Known or Highest Potential
Seismic Ground Failure	1, 2/Low	3/Moderately Low	4/Moderate	5/High to Very High
Flooding Potential	00/No Known Hazard	1, 2/100-Year Floodplain	7, 8/Flooding Waterbody	
Coastal Erosion	0/None or not Applicable	1/Slow to Negligible	2/Moderate	3/Rapid
Foundation Conditions	1, 2/Excellent	3/Good	4/Locally Poor ; Good to Fair	5/Poor
Permafrost	2, 3, 4/Unfrozen to Sporadic	5/Discontinuous	6/Discontinuous to Continuous	7/Continuous
Soil Drainage in Unfrozen Soil	7/Good	6, 5/Moderate	4, 3/Poor to Moderate	2/Poor

TABLE II.1 (Continued)

LAND USE SUITABILITY-CAPABILITY CRITERIA

Geophysical and Environment Factors	Good (4) (Code/Rating)	Moderate (3) (Code/Rating)	Fair to Poor (2) (Code/Rating)	Poor (1) (Code/Rating)
Permeability	7/High	5, 6/Moderate	3, 4/Low to Moderate	2/Low
Erosion Potential	2, 3/Low	4/Moderately Low	5/Moderate to High	6, 7/High
Frost Heave Potential	2, 3, 4/Low	5/Moderately Low	6, 7/Moderate to High	8/High
Settlement Potential	2, 3, 4, 5/Low	6, 7/Moderately Low	8, 9/Moderate to High	10, 11/High
Liquefaction	2/Low	3/Low to Moderate	4, 5/Moderate to High	6/High
Bearing Strength	12, 11, 10, 9, 8/ High	7, 6/Moderate	5, 4/Fair to Poor	3, 2/Low
Groundwater Table	5/Deep	4/Shallow to Deep	3/Shallow	2/At Surface
Drainage	3/Well	4/Moderately Well	5, 6/Poor	1, 2, 7/ Excessive

SOURCE: Community Planning Department, Summary of 1979 Harding/Lawson and Associates, Inc. Report

"moderate" extends between K and H Streets. All other areas of the downtown were rated "poor." These areas extend westward from K Street and northward from 4th Avenue.

For additional information concerning the modeling process, and for a description of the criteria, readers should contact the Physical Planning Division of the Department of Community Planning. Appendix B provides addenda to the Comprehensive Development Plan based upon more recent geotechnic philosophy and engineering methods.

The model cannot identify an acceptable level of risk that the community and developers are willing to take in building downtown. The hazards identified in the 1979 Harding-Lawson report are based on known historical maximums and extrapolated maximums based on similar ground conditions. Little or no evaluation of the likelihood of the future occurrence of the particular ground failure phenomena identified in the report was provided. That assessment was not within the scope of the Harding-Lawson study. However, one of the critical aspects of establishing land use guidelines in hazard-prone areas is the evaluation of the risks to the community presented by those hazards. That is, the hazards may be real, but the risks to individuals, or to the community in general, may be small and, in many situations, acceptable. It is in this area of the total earthquake engineering scheme -- risk evaluation -- that further work and evaluation should be undertaken.

Development Pattern and Economic Projections

The Comprehensive Development Planning effort began with an inventory of current conditions in downtown Anchorage. The purpose of this inventory effort was twofold:

- To confirm initial impressions about key development issues facing decision makers in the short term
- To assess the magnitude of certain problems that appeared to be looming in the future

Some important initial impressions were confirmed by the inventory process, among them:

- Development in downtown Anchorage has been taking place in a random and scattered fashion.
- The intent of the zoning code to promote a conical core of development in the heart of the CBD has not been effective.
- Publicly owned land is dispersed throughout the CBD and, at present, is not being used as a catalyst to help shape downtown Anchorage.
- Private investment is occurring at random, rather than within a framework established by the public sector.

An additional goal of the Comprehensive Development Plan has been to assess the economic development prospects for the Anchorage CBD. Knowledge of downtown's development potential is important because:

- It allows local development goals and objectives to be compared with actual market conditions and, if necessary, to be reappraised and adjusted to reflect these conditions.
- It offers an indication of why desirable developments have not taken place and how new investment can be stimulated.

In conjunction with the Comprehensive Development Planning program, surveys were conducted by economists to determine the general market trends for the Municipality as a whole and various scenarios for the CBD share of the market in the following areas:

- Retail
- Office
- Hotel
- Residential

The following discussions summarize the existing pattern of development and the economic projections for further development in the four major land uses. Each of these physical development and economic profiles is keyed to a figure and a table to illustrate the patterns and potentials graphically.

Retail. The two downtown department stores, J. C. Penney and Nordstrom, are in close proximity to each other along D Street between 5th and 7th Avenues. The remainder of the retail land uses can be found in clusters along 4th and 5th Avenues between C and I Streets and singly throughout the CBD (Figure 11.2).

Analysis of Existing Development. There are two main consequences of the retail development pattern that limit its potential:

First, there is no single place one tends to associate with shopping in the Anchorage CBD, as one would with a shopping center or a well-identified and vigorously promoted downtown retail district. A conscious decision to visit a particular store is required in the Anchorage CBD, a situation that is not conducive to impulse shopping.

Second, retail concerns are not generally located so as to encourage high levels of pedestrian movement, such as between office clusters or along major pedestrian routes. (Although 4th Avenue used to be such a route, it no longer serves as a major employment or pedestrian corridor.) This also reduces the potential for spontaneous shopping, on which many types of business rely.

Economic Analysis. Retail establishments downtown must produce higher sales volumes per square foot than similar stores in suburban areas in order to maintain an equivalent profitability due to higher land costs (Table 11.5) and other factors. Economic analysis indicates that downtown department stores do indeed produce more sales volume per square foot than department stores in suburban areas. In 1980, downtown department stores produced an average of \$314 per square foot, while suburban department stores produced an average of \$249 per square foot (Table 11.6). In 1981, the respective figures were \$382 and \$307,

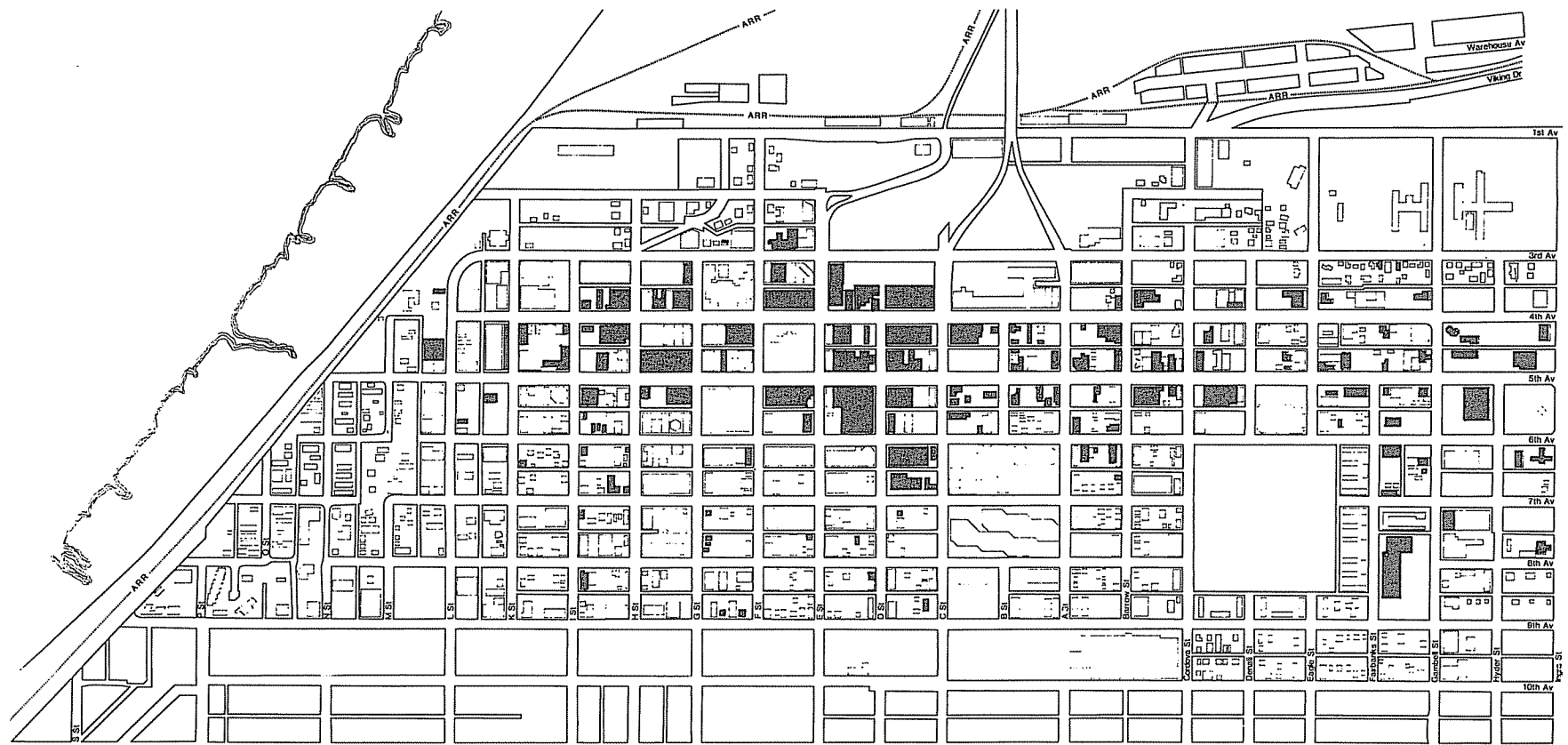
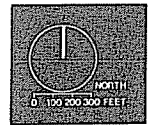


FIGURE II.2

Existing Retail Development



indicating that sales per square foot are growing slightly more rapidly at suburban locations than in the CBD.

Economic analyses of the Anchorage region also indicate that the region can support a total of over a half million additional square feet of retail development by 1990 in a combination of department and specialty stores (Table II.7). Over 80% of this additional space is supportable in the Phase I planning period, by 1985, based on an inventory of existing retail facilities, retail sales trends, and regional purchasing power. (These data are available in the report "CBD Development Potentials, 1981-1990, A Statistical Summary," Gladstone Associates, January 1982.)

Whether this additional retail space will be located in the CBD or elsewhere in the region is the question. Economic projections show that it is possible for downtown to attract a high proportion of the overall new retail space in the Anchorage region, as much as 370,000 square feet including 120,000 square feet of department store space (Table II.8). To achieve this requires the following at a minimum:

- Public-private cooperation in land acquisition and development packaging
- A climate-controlled configuration linked with the existing department stores -- which is considered essential in order for downtown Anchorage to compete effectively with suburban retail centers

TABLE II.5
ANCHORAGE LAND VALUES

Date	Central Business District (\$/sf)	Calais Area (\$/sf)
February 1980	\$35 - \$43	\$ 9 - \$16
April 1981	\$35 - \$50	\$10 - \$17
January 1982	\$40 - \$55	\$15 - \$25
Percent Increase, 2/80-1/82	14 - 28%	56 - 67%

Source: Jack White Co. and Gladstone Associates

TABLE II.6
ANCHORAGE DEPARTMENT STORE SALES
PER SQUARE FOOT
1980-1981

District	1980	1981	Percent Increase
CBD ¹	\$314	\$382	21.6%
Suburban ² Areas	\$249	\$307	23.3%

¹Based on 180,000 sf selling area

²Based on 355,000 sf selling area

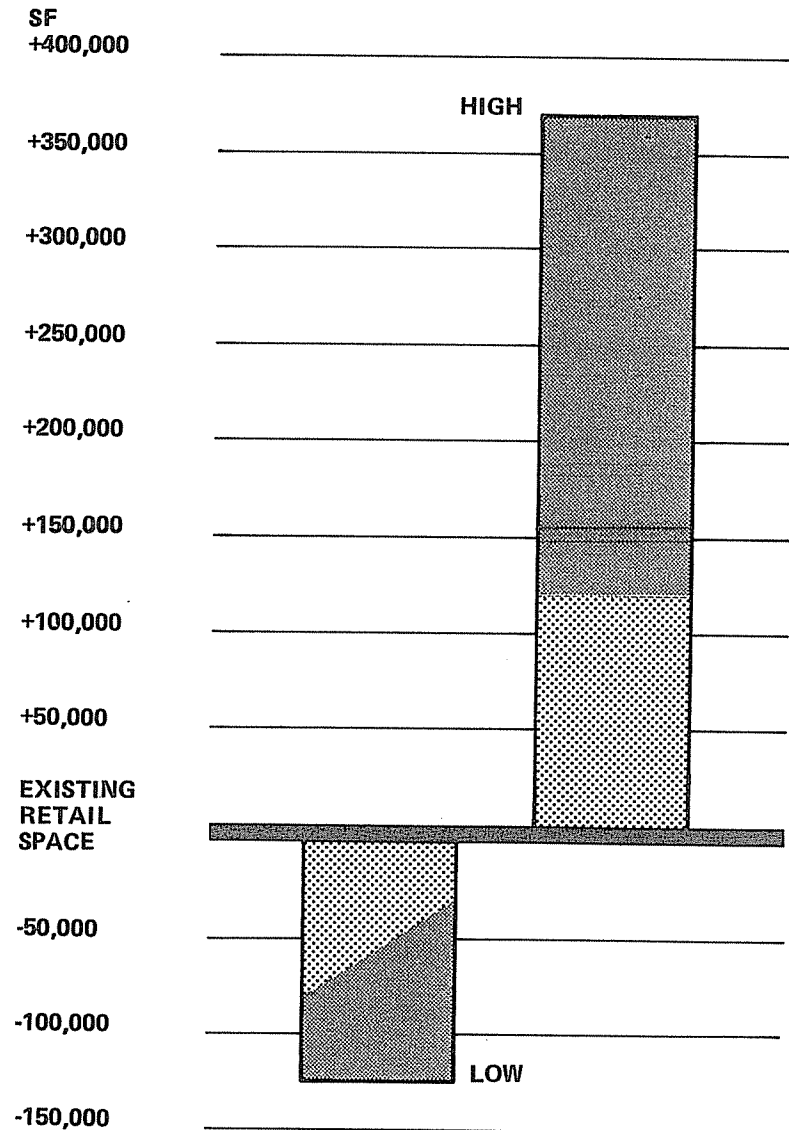
Source: Gladstone Associates interviews
with local retailers

TABLE II.7
SUMMARY OF
SUPPORTABLE NEW RETAIL FACILITIES
1981-1990

	1981-1985	1986-1990	Total 1981-1990
Department Stores	193,000 sf	64,000 sf	257,000 sf
Other Retail	227,000 sf	46,000 sf	273,000 sf
TOTAL	420,000 sf	110,000 sf	530,000 sf

Source: Gladstone Associates

TABLE II.8
RETAIL DEVELOPMENT POTENTIAL



- Parking facilities, developed by both the public and private sectors, with direct linkage to the retail development

In the absence of this integrated retail development package, which would have to be aggressively promoted to developers of national scope, it is possible that the total amount of retail space in downtown Anchorage could actually decline in the Phase I planning period, with downtown retail being replaced by newly developed retail facilities in other locations in Anchorage. This decline could conceivably include the departure of one of the existing downtown department stores if a regional shopping mall is developed elsewhere in the Municipality. Overall, downtown could lose as much as 125,000 square feet of retail space under this condition.

Office. Buildings devoted primarily to office use are also scattered throughout the downtown area (Figure II.3). Major nodes where a number of substantial office buildings are clustered together can be found in many locations:

- In the northwest corner of the CBD (the resolution area)
- In the zone bounded by 4th and 6th Avenues and F and K Streets
- In the south part of the CBD -- in particular, the new ARCO and Hunt Towers
- In the vicinity of the Federal Office Complex

Analysis of Existing Development. The arrangement of existing office uses in the

CBD suggests a partial crescent of high-density employment around the emerging Town Center area. It is likely that additional office construction will seek locations near and around these existing, successful office clusters, providing infill between them. Completion of the office crescent (see Figure I.7) will require a major new office node in the underdeveloped area east of the Town Center area, with the additional incentive of retail and open space attractions.

Economic Analysis. An inventory of office sector developments in Anchorage indicated that a total of 2.5 million square feet of new Class A office space has been developed since 1973 at an annual rate of 281,000 square feet. The downtown share of this new office construction amounts to approximately 36% (Table II.9). During the same period, the absorp-

TABLE II.9
CLASS A OFFICE SPACE CONSTRUCTION
IN DOWNTOWN AND SUBURBAN ANCHORAGE
1973-1981

Location	Total Constructed	Share of Total	Annual Average
Downtown	902,600 sf	35.7%	100,300 sf
Suburban	1,627,400 sf	64.3%	180,800 sf
TOTAL	2,530,000 sf	100.0%	281,100 sf

Source: Gladstone Associates and Jack White Co.

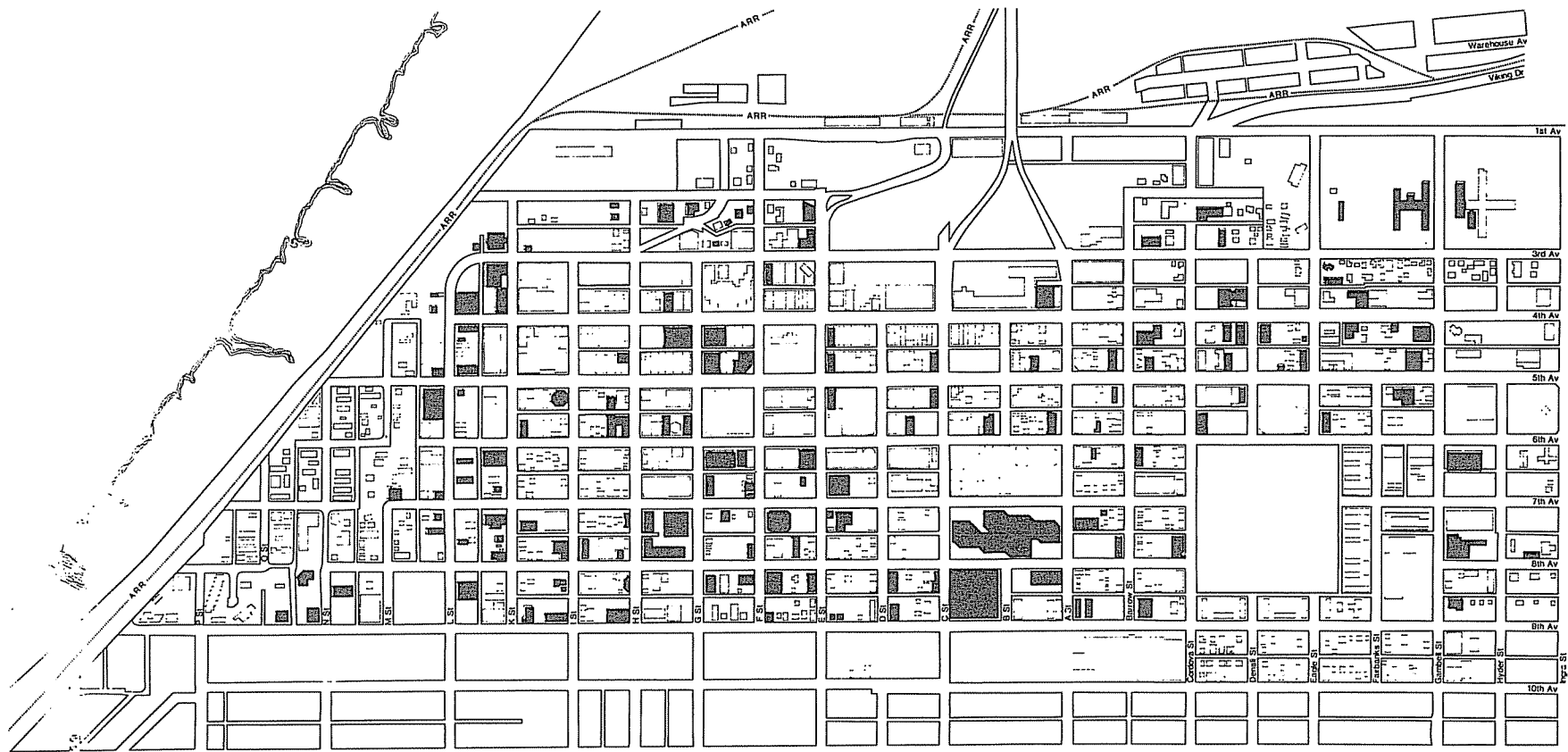


FIGURE II.3
Existing Office Development

TABLE II.10
RENT LEVELS IN NEWLY CONSTRUCTED
OFFICE BUILDINGS
1974-1982

Year	Central Business District (\$/sf)	Calais/ Midtown (\$/sf)
1974	\$12 - \$15	\$10 - \$11
1975	\$14 - \$16	\$11 - \$15
1976	\$15 - \$16	\$14 - \$17
1977	\$15	\$16 - \$18
1978	\$19	\$13 - \$19
1979	\$20	\$15 - \$18
1980	N/A	\$15 - \$21
1/81-6/81	\$24 - \$27	\$24
6/81-12/81	\$30	\$30
1982/1983 Delivery	\$30 - \$36 ¹	\$30 - \$36 ²
Percent Increase 1974-1982	240-250%	300-327%

¹Pro forma rent levels in Hunt Building

²Pro forma rent levels in Frontier Building

Source: Jack White Co. and Gladstone Assoc.

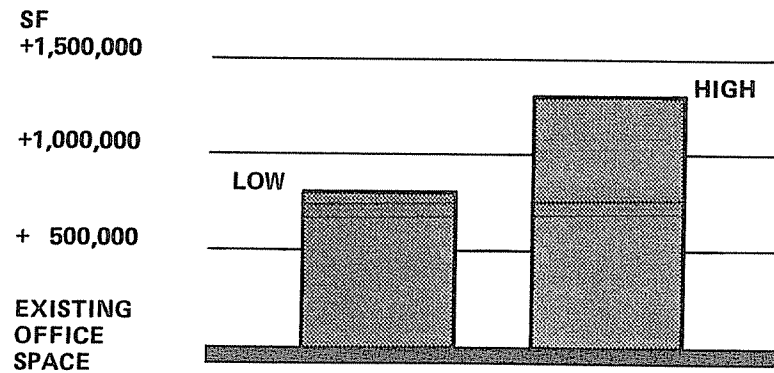
tion of office space has exceeded new construction, with a total estimated absorption of 2.9 million square feet, or annual average rate of absorption of 320,000 square feet.

An investigation of rent levels in newly constructed buildings throughout Anchorage revealed that downtown office buildings and those in suburban locations are commanding virtually the same rates per square foot today, between \$30 and \$36 per square foot (Table II.10). Two factors are significant. First, the rental rate increase in suburban areas has been higher than that downtown. In 1974, downtown office space was renting for 20% to 36% more than suburban office space; this gap has been closed indicating an improving competitive position for suburban office locations. Second, office developments in suburban locations are required by zoning code to provide adequate on-site parking for tenants, while downtown developments have no such requirement; in fact, within the B-2A zone of the CBD, there is no "bonus point" incentive at all for the provision of parking (see discussion of zoning later in this chapter). The fact that on-site parking can be provided at much lower cost in suburban locations than in downtown locations gives suburban office developers an additional competitive edge over developers of downtown office space.

Economic projections show that downtown can still capture between 770,000 and 1,300,000 square feet of new Class A office space by 1985 (Table II.11).² However, to realize the higher figure would be contingent on the following:

- The Municipality's assistance in land assembly
- The availability of publicly funded parking
- An additional increase in land cost at competing locations such as Midtown and other areas

TABLE II.11 OFFICE DEVELOPMENT POTENTIAL



Hotel. Major hotels tend to be situated in the strip between 3rd and 5th Avenues, with smaller guest facilities scattered throughout downtown (Figure 11.4). However, the length of this strip, which spans 13 blocks between K and Eagle Streets, prevents it from functioning as a viable hotel district.

Among the major hotels in the downtown area are:

- The Captain Cook on the north side of 5th Avenue between I and K Streets
- The Sheffield House on the south side of 5th Avenue at G Street
- The Westward Hilton on the south side of 4th Avenue between E and F Streets
- The Holiday Inn and Travel Lodge along 3rd Avenue between C and Barrow Streets
- The Sheraton, the newest and easternmost major hotel in the downtown area, on the north side of 6th Avenue between Denali and Eagle Streets

Analysis of Existing Development. The dispersal of major guest facilities over a 13-block-long area dissipates the potential level of nighttime and weekend activity within the CBD. In addition, the distance between some of the major hotels, such as the Sheraton and the Captain Cook, discourages interaction that would ordinarily take place when, for example, delegates to a conference might be staying at both hotels. In the case of the two hotels mentioned, which are over three fourths of a mile apart, travel between the two facilities requires a taxi and is thus not very spontaneous.

Four hotels, the Captain Cook, the Sheffield House, the Holiday Inn, and the Voyager, are located within three blocks of the Convention and Performing Arts Centers. Their proximity to these visitor and cultural

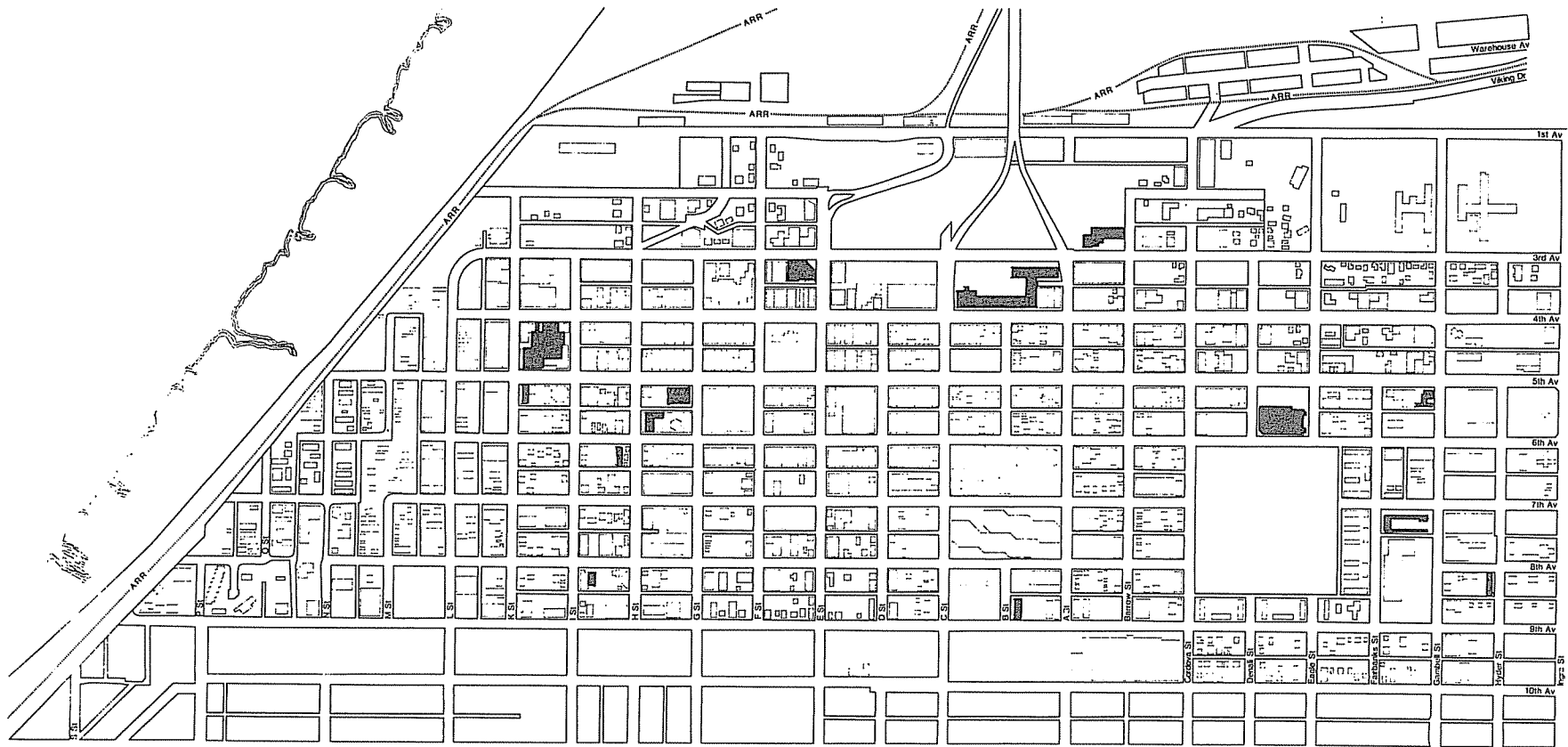


FIGURE II.4

Existing Hotel Development



facilities encourages nighttime and weekend activity in the Town Center area. Characteristics for downtown hotels such as rates and estimated occupancy factors are noted in Table II.12.

Future hotel development (see economic projection below) would do well to capitalize on the high level of activity anticipated for this area. An excellent potential location for hotel development would be in the emerging ARCO/Hunt area near the south end of the proposed F Street Mall.

Economic Analysis. Based on an analysis of projected visitors to Anchorage in the convention, business, and tourism sectors (Table II.13), economic projections indicate that Anchorage can support between 1,090 and 1,540 additional Class A hotel rooms by 1985, and between 2,060 and 2,760 additional Class A hotel rooms by 1990. As the region's activity center, it has been projected that the downtown area can support between 700 and 1,100 of these additional rooms³ by 1985 -- or between 64% and 71% of all the new hotel rooms that can be supported in greater Anchorage (Table II.14).

TABLE II.12
DOWNTOWN ANCHORAGE
HOTEL CHARACTERISTICS

Hotel	Rooms	Winter Rates		Summer Rates		Estimated Occupancy		
		Single	Double	Single	Double	Winter	Summer	Annual
Westward Hilton	502	\$55	\$65	\$65	\$75	50-70%	95%	74%
Sheraton	410	\$74-\$82	\$84-\$92	\$75	\$85	50-90%	90%	78%
Sheffield House	198	\$68-\$72	\$78-\$82	\$72	\$82	50-60%	88-91%	70%
Captain Cook	600	\$76-\$86	\$86-\$96	\$69-\$96	\$79-\$106	50-60%	80+%	67%
Holiday Inn	250	\$46-\$57	\$56-\$57	\$50	\$60	50-75%	90-100%	75%

Source: Gladstone Associates Field Survey, January 1982

Table II.13
CLASS A HOTEL DEMAND
1980 - 1990

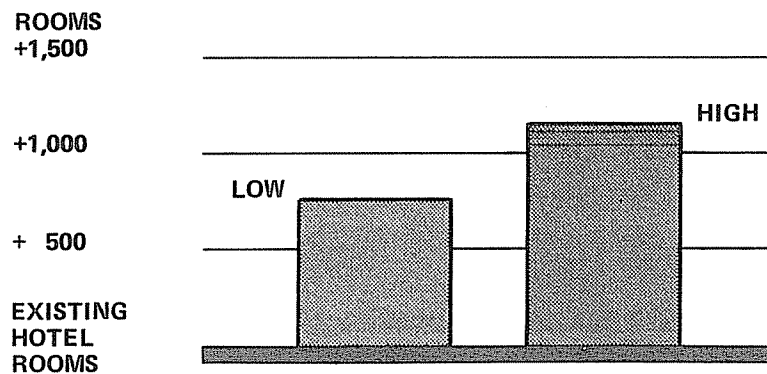
Type of Visitor	1980 Room Nights	1980 Support- able No. of Rooms	1981-1985 Projected Room Nights	1981-1985 Supportable Number of ¹ Rooms	1986-1990 Projected Room Nights	1986-1990 Supportable Number of ¹ Rooms
Convention	52,000	195	136,000-172,000	515- 650	220,000-292,000	830-1,100
Business	337,000	1,275	505,500-580,000	1,910-2,190	631,875-725,000	2,390-2,740
Tourism	130,000	490	166,000-173,700	625- 660	211,900-232,450	800- 880
Total	518,665	1,960	807,500-925,700	3,050-3,500	1,063,775-1,249,450	4,020-4,720
Less existing rooms		1,960		1,960		1,960
Supportable new rooms		0		1,090-1,540		2,060-2,760

¹ Based on the current overall occupancy rate of 72.5 percent.

Source: Gladstone Associates.

Development of a major hotel complex outside the CBD and a lack of downtown parking facilities would make the lower figure the more likely of the two. The development of publicly funded parking facilities, an aggressive and successful marketing program for the Convention Center, and availability of prime development sites through public assistance would increase the number of hotel rooms that could be developed downtown.

**Table II.14
HOTEL DEVELOPMENT POTENTIAL**



Residential. Residential uses are primarily situated in the area, west of L Street and near the cemetery. These clusters of residential development essentially bracket the commercial core area. However, numerous residential buildings can be found in the commercial core in both isolated and clustered configurations (Figure II.5).

Analysis of Existing Development. While the area west of L Street appears to be a very sound residential district, it is visually isolated from the CBD. The remaining residential land use in the CBD is scattered, poorly served by such residentially oriented facilities as markets, drug stores, and cleaners, and often has an uncomfortable physical relationship with adjacent commercial land uses. There are one or two samples of mixed office/residential developments in Anchorage. Such projects warrant encouragement, as they promote extended hours of activity. The Resolution area and the South Park areas appear to be excellent areas for this type of in-town living. Reevaluation of the type of residential development currently found around the cemetery, which tends to be of lower quality, may also be appropriate.

Economic Analysis. Projections of residential demand throughout the Anchorage region show dramatic increases in the number of households and a total demand for new housing in the range of 4,000 to 5,000 by 1985 (Table II.15). To date, the downtown area has not accounted for a large percentage of housing in the region. Analysis of recent home sales in Anchorage showed the area that includes the CBD to account for only 1.1% of

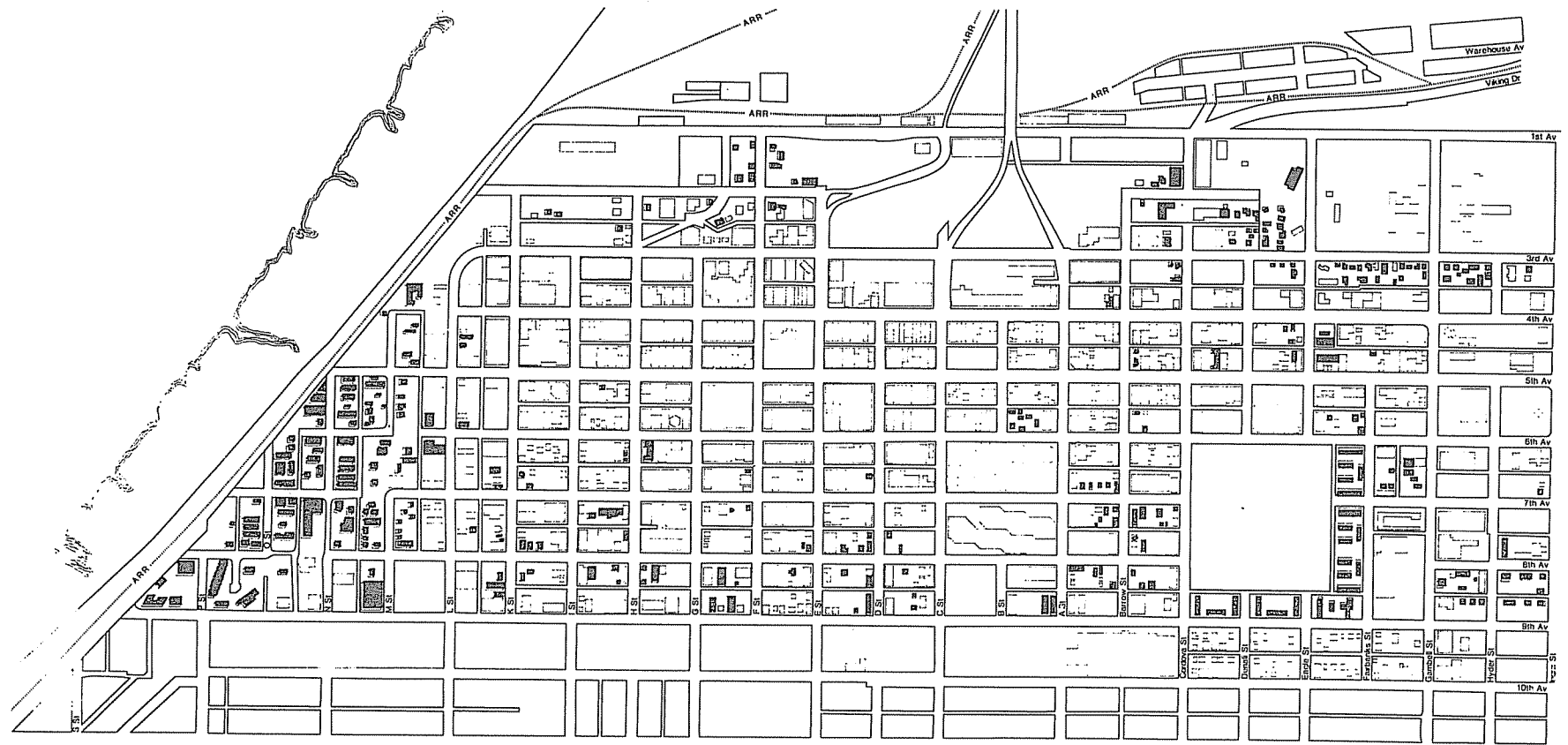


FIGURE II.5

Existing Residential Development



all home sales in Anchorage between 1976 and 1981 (Table II.16). However, the selling prices for housing in the area that includes downtown have increased at a faster rate than in any other district in Anchorage according to the Anchorage Real Estate Research Report (Table II.17).

TABLE II.15
PROJECTED HOUSING DEMAND IN
ANCHORAGE
1981-1990

	1981-1985	1986-1990
Net Household Increase	3,420-4,420	2,000-3,400
Vacancy Adjustment	0	60- 100
Replacement ¹	650	800
Total Housing Demand	4,070-5,070	2,860-4,300

¹One percent of existing housing stock. 65,000 in 1980. 80,000 in 1985.

Source: Municipality of Anchorage and Gladstone Associates

TABLE II.16
HOME SALES BY DISTRICT
1976-1981

MLS ¹ District	Total Sales	Percent of Total Sales
5 (includes CBD)	159	1.1%
10	1,012	7.1
15	2,076	14.6
20	1,774	12.5
25	1,648	11.6
30	660	4.7
35	3,868	27.3
40	764	5.4
Eagle River	1,327	9.4
Mat-Su Borough	891	6.3
TOTAL	14,180	100.0%

¹Multiple Listing Service

Source: Anchorage Real Estate Research Report, Spring 1980-Fall 1981, Gladstone Associates.

TABLE II. 17
AVERAGE HOME SELLING PRICES
BY DISTRICT
1976-1981

MLS District ¹	1976	1977	1978	1979	1980	Average Annual Increase		
						1981 ²	1976-79	1980-81
5 (includes CBD)	\$61,959	\$72,320	\$77,220	\$89,159	\$87,921	\$115,987	11.0%	28.2%
10	65,357	71,328	82,809	84,883	92,294	111,531	7.5	22.8
15	66,180	70,634	79,156	80,651	86,050	98,096	12.1	17.6
20	73,818	77,695	86,864	95,164	99,498	116,660	7.2	20.4
25	79,599	85,083	97,654	104,679	115,356	137,304	7.9	23.1
30	66,651	71,592	79,564	82,276	87,081	91,599	5.9	8.1
35	64,511	73,756	79,150	85,331	93,568	98,796	8.1	9.6
40	54,679	59,843	69,428	72,639	81,020	85,676	8.2	6.8
Eagle River	60,629	69,897	77,980	84,052	89,767	103,625	9.7	21.7
Mat-Su Borough	51,537	60,005	65,599	71,652	72,322	80,463	9.8	17.1
Total Anchorage Area	\$65,609	\$72,573	\$79,869	\$85,281	\$92,938	\$103,793	7.5%	15.1%

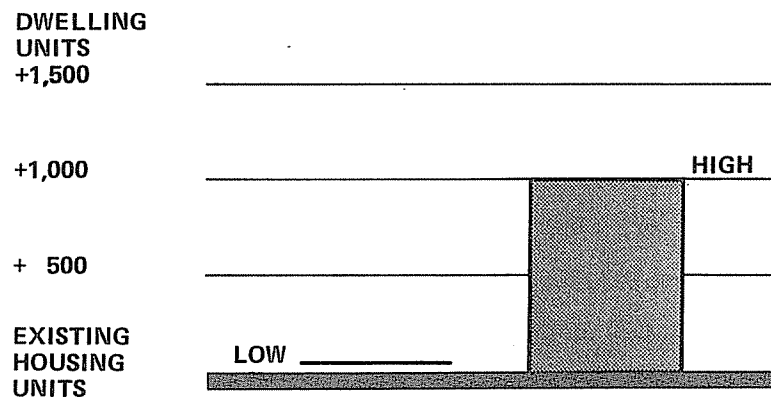
¹Multiple Listing Service District

²January 1 - June 30, 1981

Source: Anchorage Real Estate Research Report, Fall 1981; Gladstone Associates

The supply of new downtown residential units by 1985 is projected to range between 0 and 1,000 units (Table II.18).⁴ The attractiveness of the downtown environment as a place to live (particularly for people who work downtown and for those who enjoy an "urban" lifestyle with easy accessibility to cultural, entertainment, and governmental facilities), land assembly assistance, the availability of adequate parking, and state-funded low-interest financing programs would all foster the development of more housing.

TABLE 11.18
RESIDENTIAL DEVELOPMENT POTENTIAL



Summary. The foregoing analyses of existing development and future development potential contain common themes, among them:

- Existing development in downtown Anchorage tends for the most part to be dispersed in a random and scattered fashion with little opportunity for interaction of land uses.
- Some construction activity in the office and hotel sectors will probably take place even in the absence of an integrated plan.
- In order to achieve the high range of development potential in all major downtown land use sectors will require strong public/private cooperative effort, development of publicly financed parking, and other incentives for new development activity.

A summary of the major implications of the low and high projections, as well as their underlying influences, is provided in Table II.19.

Figure II.6 illustrates the composite of the four major land uses in the Anchorage CBD. The fragmented and unrelated land use distribution is clear in this figure. Figure II.7 illustrates the composite of the service-oriented land uses in the Anchorage CBD, including institutional, parking, and industrial land uses. Although these land uses are less noticed by people as they circulate through the CBD, they are nevertheless important in providing service, employment, and access. As the figure illustrates, industrial land uses are well confined to the northern and eastern fringes of the CBD. The other land uses are located at random throughout the study area.

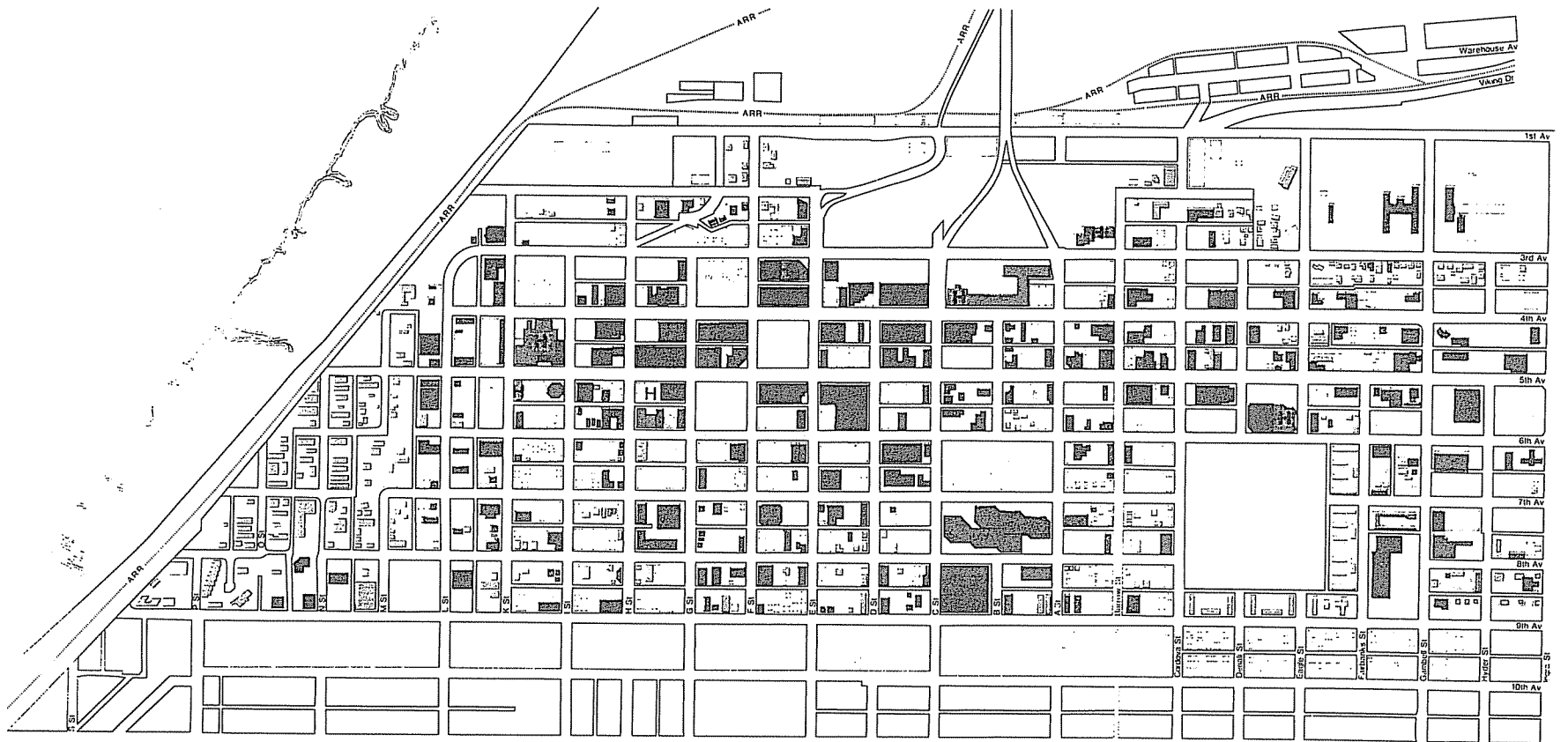


FIGURE II.6

Primary CBD Land Uses



RETAIL



OFFICE



HOTEL

RESIDENTIAL

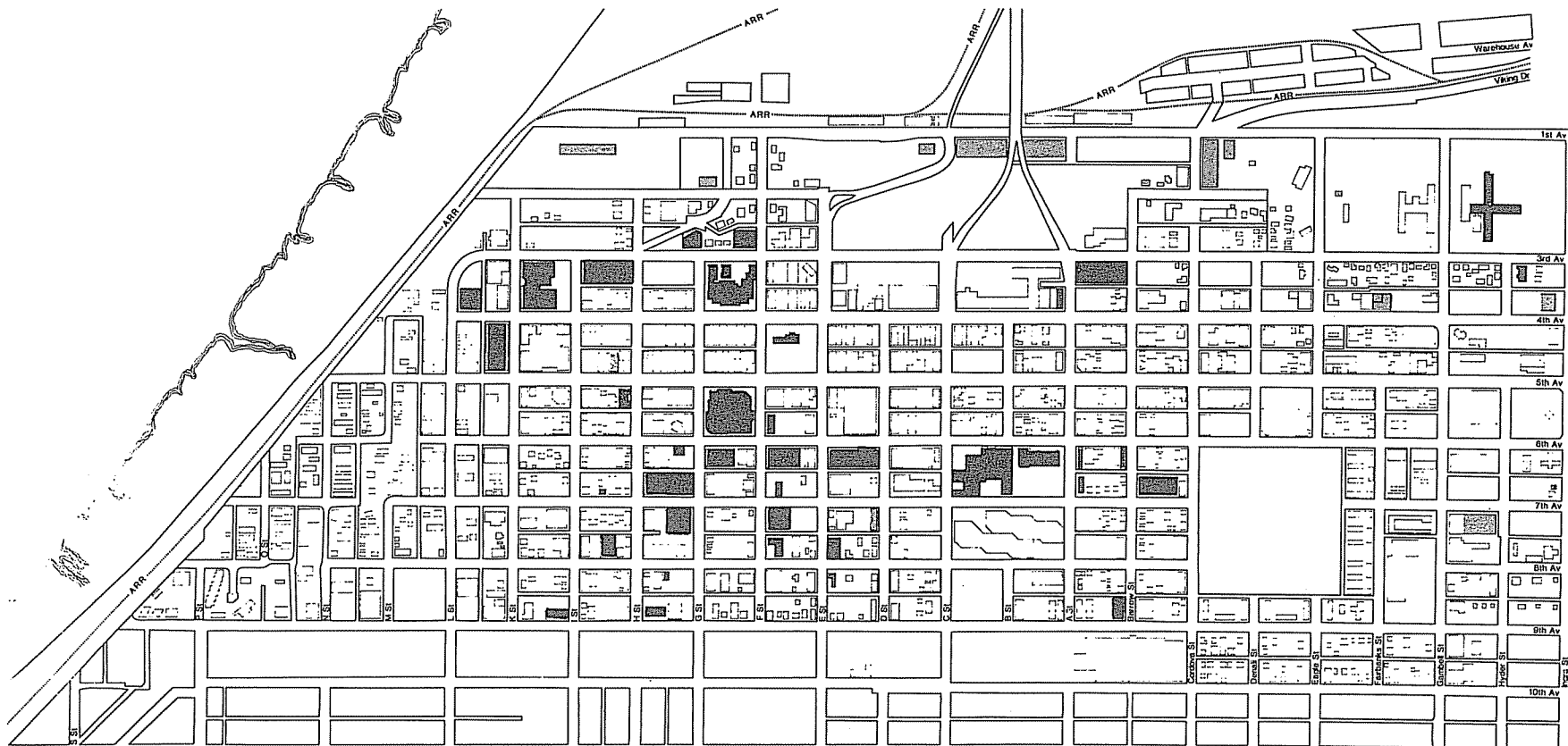


FIGURE II.7

Service-Oriented Land Uses



PARKING



INSTITUTIONAL

INDUSTRIAL

TABLE II.19
INFLUENCES ON DEVELOPMENT POTENTIAL
FOR ANCHORAGE CBD
1981 - 1990

SECTOR	LOW-RANGE PROJECTION	HIGH-RANGE PROJECTION
Retail	<ul style="list-style-type: none"> - Regional shopping center built in the Calais area, including J. C. Penney or Nordstrom and many mall shops to relocate - High cost of land, difficult land assembly, and expensive parking continue to make privately financed CBD retail development infeasible 	<ul style="list-style-type: none"> - Regional shopping center with anchor and ±200,000 square feet of mall shop space developed in downtown, linking J. C. Penney and Nordstrom - Development economics of retailing unlocked by publicly financed structured parking
Office	<ul style="list-style-type: none"> - CBD share of total Anchorage office inventory: 36% - Land assembly in prime CBD areas difficult and expensive - Privately financed structured parking necessary - Other areas (midtown/Calais) favored for office developments due to land costs, park requirements, and attainable rent levels 	<ul style="list-style-type: none"> - Rise in CBD share of new office construction to 60% - City land assembly assistance - Improvement in office development economics in CBD projects vis-a-vis those in midtown locations as a result of publicly funded parking and relatively higher land costs in midtown locations
Hotel	<ul style="list-style-type: none"> - One Class A hotel of 300 rooms built outside the CBD - Development forced out of CBD by lack of prime sites, difficult land assembly, and expensive parking force - Convention center booking of out-of-state groups modest, i.e., less than 10 conventions a year 	<ul style="list-style-type: none"> - All Class A hotel development in downtown - CBD hotel projects financially feasible due to publicly funded parking - Convention center marketed for and attracts significant increase in out-of-state bookings, e.g., 30 or more per year
Residential	<ul style="list-style-type: none"> - No development - Sufficient housing supply through close-in, non-CBD developments; comparable projects within the CBD would be more expensive due to higher land costs 	<ul style="list-style-type: none"> - 3 to 4 percent of the projected housing demand for Anchorage - CBD a viable place to live - Publicly funded parking; CBD projects competitively priced with close-in developments - State-funded low interest rate financing available for multi-family units

Source: Gladstone Associates, January 1982.

Zoning Pattern

Figure 11.8 shows the various zones that make up the Anchorage CBD. As indicated, the center of the area is represented by three "B" designations: B-2A (CBD core), B-2B (CBD periphery), and B-2C (CBD). The designations are not sequential; the B-2C designation actually falls between the other two zoning designations in terms of intended development intensity.

Intensity of Development. The intent of the zoning code was to create a pyramid of development intensity, with the tallest buildings located at the heart of downtown (B-2A with a base height of 9 stories) and a stepped transition toward low-rise buildings at the CBD periphery (B-2C and then B-2B with base heights of 5 and 3 stories, respectively).

Land Use Emphasis. All of the B-2 zones were intended to have a strong commercial orientation. Key features of each zone are described below:

- ⊙ B-2A (Base Height 9 Stories). The heart of downtown was to be "a concentrated area of retail and retail-related facilities in combination with office uses," with "retail uses on the ground floor level of all developments within the district."⁵
- ⊙ B-2C (Base Height 5 Stories). The intermediate area of the CBD was intended to encourage a mixture of commercial, office and residential uses...surrounding the more heavily concentrated (CBD) Core.⁶ Vistas and views were to be preserved; light commercial, professional, office-type, and

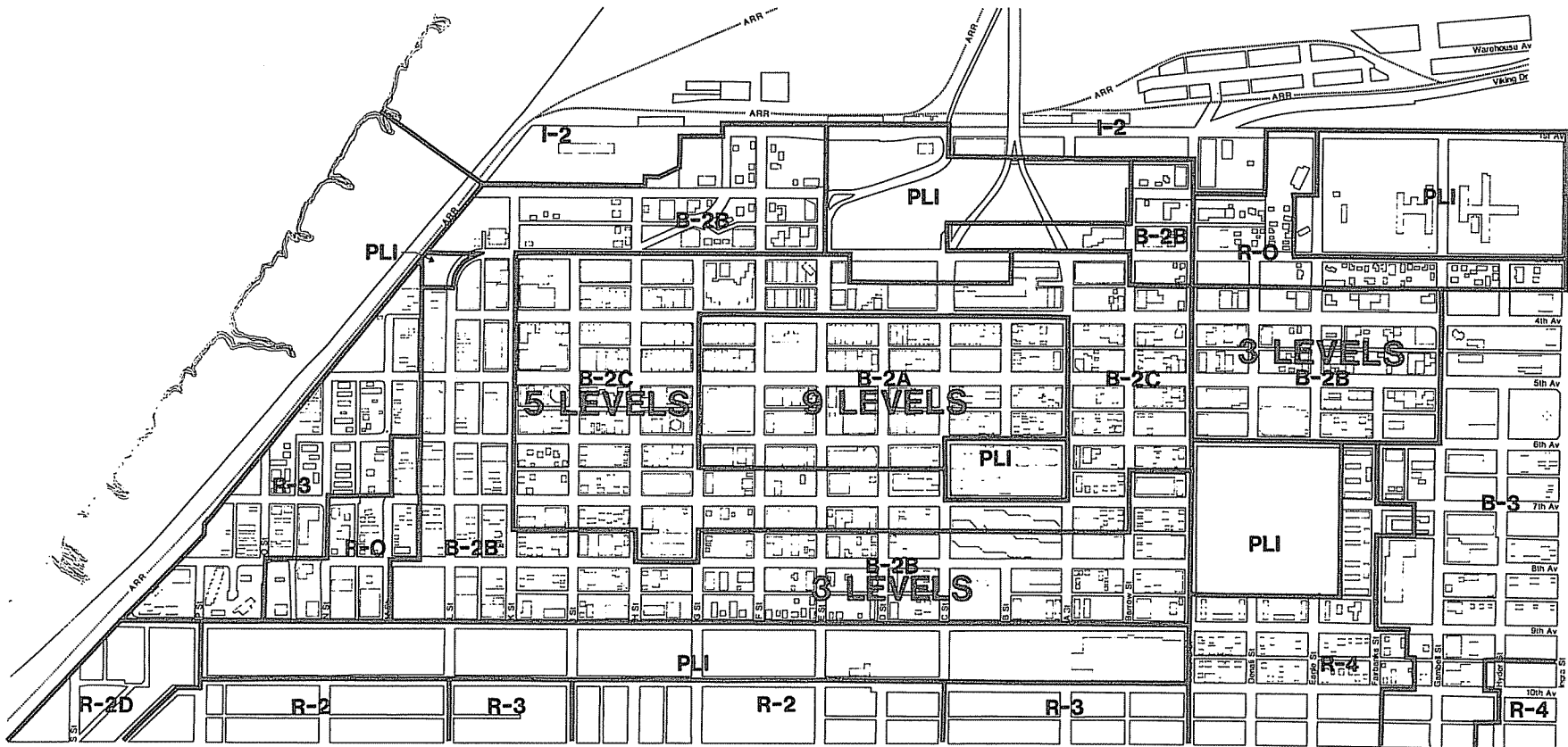


FIGURE II.8

Zoning



high-density residential uses were to be encouraged.

- B-2B (Base Height 3 Stories). The CBD periphery was intended "to encourage a mixture of light commercial, office, and residential uses surrounding the more heavily concentrated commercial activity within the interior portion of the CBD." Height limitations were intended to preserve views and to correspond with geologic characteristics.

Actual Development Pattern. The actual pattern of development in downtown Anchorage does not correspond to the intent of the zoning code. As indicated in Figure 11.9, the height of recent buildings in the intermediate and peripheral zones greatly exceeds the zones' base heights. In fact, buildings under construction in these zones will, upon completion, be the tallest buildings in downtown Anchorage. And, although the core area (B-2A) zone encourages retail and related uses at street level, current development does not show extensive evidence of this. Much of the problem in satisfying this aspect of the zoning code's intent is the type of development that preceded this code and the relatively little private development that has occurred recently in this central zone, compared with the amount that has occurred in the B-2C and B-2B zones.

Bonus Points. A system of bonus points is included in the zoning code. Points are awarded for a new building that provides design amenities. A certain number of design amenities must be included in every project in order to gain approval, based on floor area (larger floor area requiring more bonus points). If a building provides more than the required number of

amenities, bonus points for these amenities can be used to increase floor area above and beyond the "base building height." Each bonus point earns the right to build 400 square feet on a floor above the base building height. Typical amenities earning bonus points are noted in Table 11.20.

The intent of the bonus point system appears to be sound: to encourage the provision of urban design amenities in new structures within the context of the development intensity pyramid. However, the bonus point awards may be too generous; by incorporating a great number of design amenities -- meeting the letter (if not the intent) of the code -- in a large project within the B-2B (peripheral) zone, the height of that structure can be increased from the base height of 3 stories to 18 floors or more. The inclusion of any enclosed parking in the project can raise the height further. Each parking space earns at least 4,000 square feet in this zone; for a typical office development of about 10,000 square feet per floor, this means that three enclosed parking spaces earn more than enough square footage to build another floor.

Certain restrictions on the way bonus points can be amassed are included in the zoning code. However, it is clear that, even without variances, the code's intent may be undermined through the bonus point system.

Parking. Although enclosed parking is awarded a generous number of bonus points in the B-2C and B-2B zones (translating into between 4,000 and 5,600 additional square feet allowed per space), there is no bonus point incentive to provide parking in the core area B-2A zone and there is no minimum parking requirement for new

TABLE II.20
BONUS POINT COMPARISON FOR CBD ZONES

Urban Design Amenity	Number of Bonus Points Per Unit						Additional Sq. Ft. Permitted Above Base Height
	B-2A		B-2C		B-2B		
	per unit	max (if any)	per unit	max (if any)	per unit	max (if any)	
Street Tree	1		1		1		400 sq. ft.
Seating Unit	0.5	6	0.5	6	0.5	6	200 - 2,400 total
Sidewalk Texture (per 1,000 sq. ft.)	1/200 SF		1/250 SF		1/300 SF		1,320 - 2,000
Bike Rack	0.2/ bike	4	0.2/ bike		0.2/ bike	4	80 - 1,600 total
Heated Sidewalk Canopy	1/60 SF		1/85 SF		1/150 SF		2,667 - 6,667/ 1,000 s.f.
Unheated Sidewalk Canopy	1/70 SF		1/100 SF		1/170 SF		2,353 - 5,714/ 1,000 s.f.
Heated Arcade	1/40 SF		1/60 SF		1/100 SF		4,000 - 10,000/ 1,000 s.f.
Unheated Arcade	1/60 SF		1/75 SF		1/140 SF		2,857 - 6,667/ 1,000 s.f.
Plaza Park	1/80 SF		1/80 SF		1/115 SF		3,478 - 5,000/ 1,000 s.f.
Ground Floor Public Restrooms	1/70 SF		1/70 SF		1/200 SF		2,000 - 5,714/ 1,000 s.f.
Climate-Controlled Galleria	1/40 SF		1/55 SF		-		0 - 10,000/ 1,000 s.f.
Interior Shopping Mall	1/100 SF		1/200 SF		-		0 - 4,000 1,000 s.f.
Street Facing Ground Level Shops	1/100 SF		1/130 SF		1/200 -		2,000 - 4,000/ 1,000 s.f.

TABLE II. 20 (cont' d)
BONUS POINT COMPARISON FOR CBD ZONES

Urban Design Amenity	Number of Bonus Points Per Unit						Range of Additional Sq. Ft. Permitted Above Base Height
	B-2A		B-2C		B-2B		
	per unit	max (if any)	per unit	max (if any)	per unit	max (if any)	
Commercial Theater	1/200 SF		-		-		0 - 2,000/ 1,000 s.f.
Roof Top Deck	1/120 SF		1/150 SF		1/220 SF		1,818 - 3,333/ 1,000 s.f.
Apartment Housing	1/100 SF		1/200 SF		1/133 SF		3,008 - 4,000/ 1,000 s.f.
Hotel Rooms	1/200 SF		1/400 SF		1/267 SF		1,498 - 2,000/ 1,100 s.f.
Enclosed Parking Space at or above grade	0		11		10		0 - 4,400/space
Enclosed Parking Space below grade	0		13		14		0 - 5,600/space

Source: Title 21 of the Anchorage Municipal Code, "Land Use Regulation," January 1, 1981.

Note: Maximum of 1 bonus point per amenity per 200 square feet of site.
Minimum of 1 bonus point per 1,400 sq. ft. of site required for approval.

development within any of the CBD zones. This provision, without a corresponding, well-funded parking and transit improvement program, has contributed to a problem that will be discussed at some length in Chapter III.

Conclusion. The intent of the zoning code is clearly not being reflected in the pattern of new development. Either through manipulation of the bonus point system or by variances from the land use code, a strong CBD central core is not emerging from recent private sector investment.

Transit Facilities

The Municipality of Anchorage transit service was making 628 downtown trips (including both inbound and outbound trips) daily in late 1981 on 22 routes. Ridership data provided to the consulting team for the month of October 1981 indicated upwards of 288,000 person-trips on these routes.

An examination of the route schedules shows that approximately 35 percent of the bus trips to downtown originate in the area east of the CBD, while approximately 59 percent originate in the area to the south of the CBD. The remaining 6 percent of the routes originate in the area to the north of the CBD. Daily bus trips and their directions of origin are indicated in Figure II.10.

Most bus routes circulate through the CBD, reverse their direction, and continue out of the CBD, generally using the heavily travelled one-way couplets. Most buses pass the recently completed Bus Accommodation Center, opposite the Municipal Hill building at the corner of G Street and 6th Avenue. A visual survey of this facility in winter 1982 showed it to be heavily used by bus

patrons; however, some overflow of buses into traffic lanes was noted at the afternoon peak hour.

Among Municipal plans for improvements to the Anchorage public transit system are an expansion of the existing bus fleet to 100 vehicles and the development of another transit accommodation center. In addition, the Municipality has been investigating the feasibility of numerous potential fixed-route systems that might be considered for implementation in the long-range future. These potential systems have been documented in a technical memorandum entitled "Fixed-Route Element, Transit Development Program."

Historical and Cultural Features

Historic buildings and sites have been studied from the perspectives both of on-site preservation and of relocation potential for the Municipality of Anchorage. The results of these studies are documented in "On-Site Preservation Study," prepared by the Conservation Company in September 1981, and "Historic Building Relocation and Adaptive Use Study," prepared by Charles Hall Page & Associates, Inc. and Economics Research Associates in October 1980. Historic buildings within the Comprehensive Development Plan study area are mapped in Figure II.11.

As Figure II.11 indicates, historic buildings tend to be clustered in the area bounded by 2nd and 7th Avenues and C and K Streets. The seven-block length of 4th Avenue between C and K Streets is especially rich in historic structures, with 14 significant structures. Another block worthy of mention is that bounded by 6th and 7th Avenues and I and K Streets, which features four small buildings of historic value in a context that

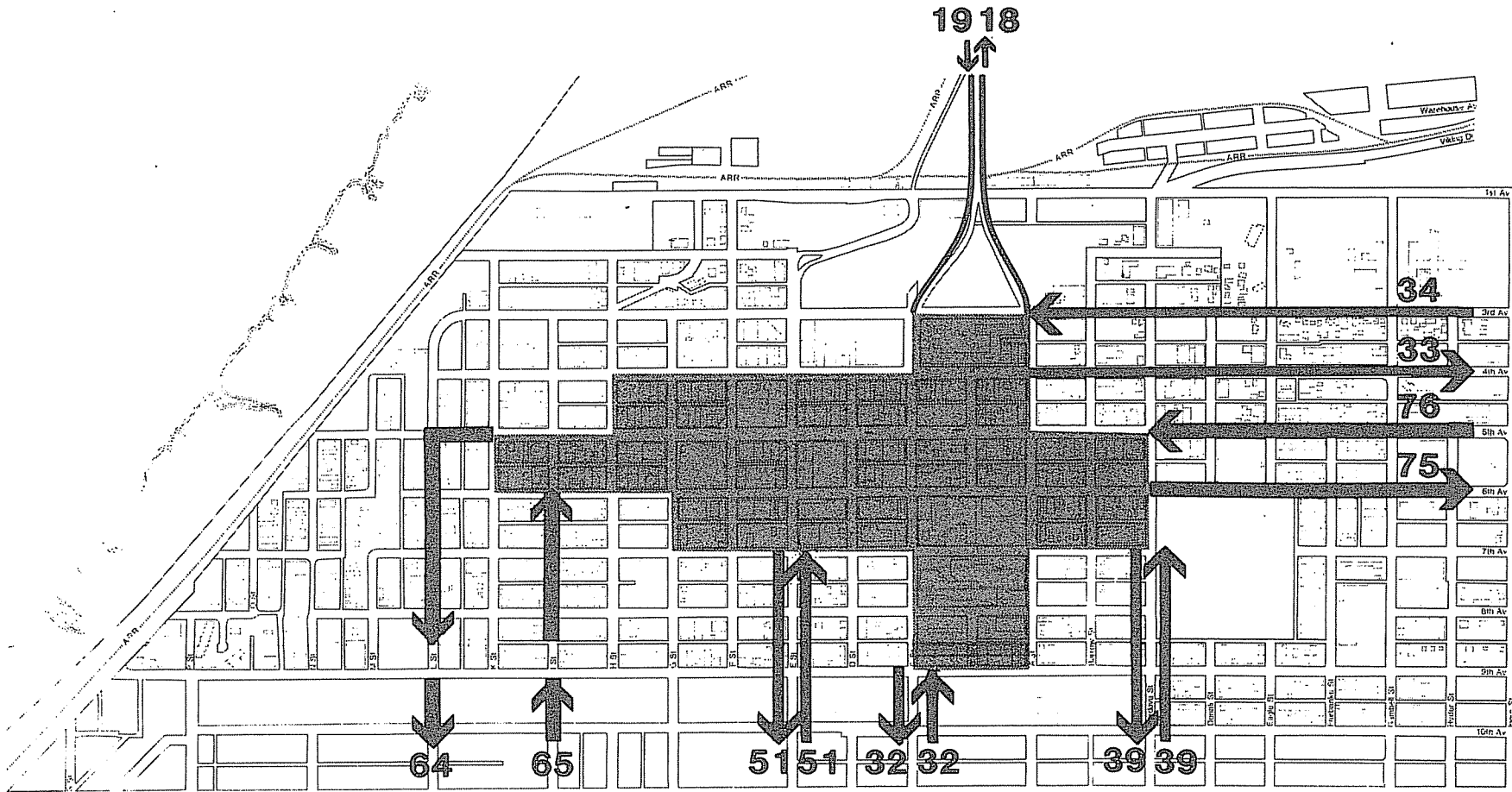


FIGURE II.10

Daily Bus Passages Through CBD



DIRECTION AND NUMBER OF DAILY BUS PASSAGES



CBD BUS RECIRCULATION AREA

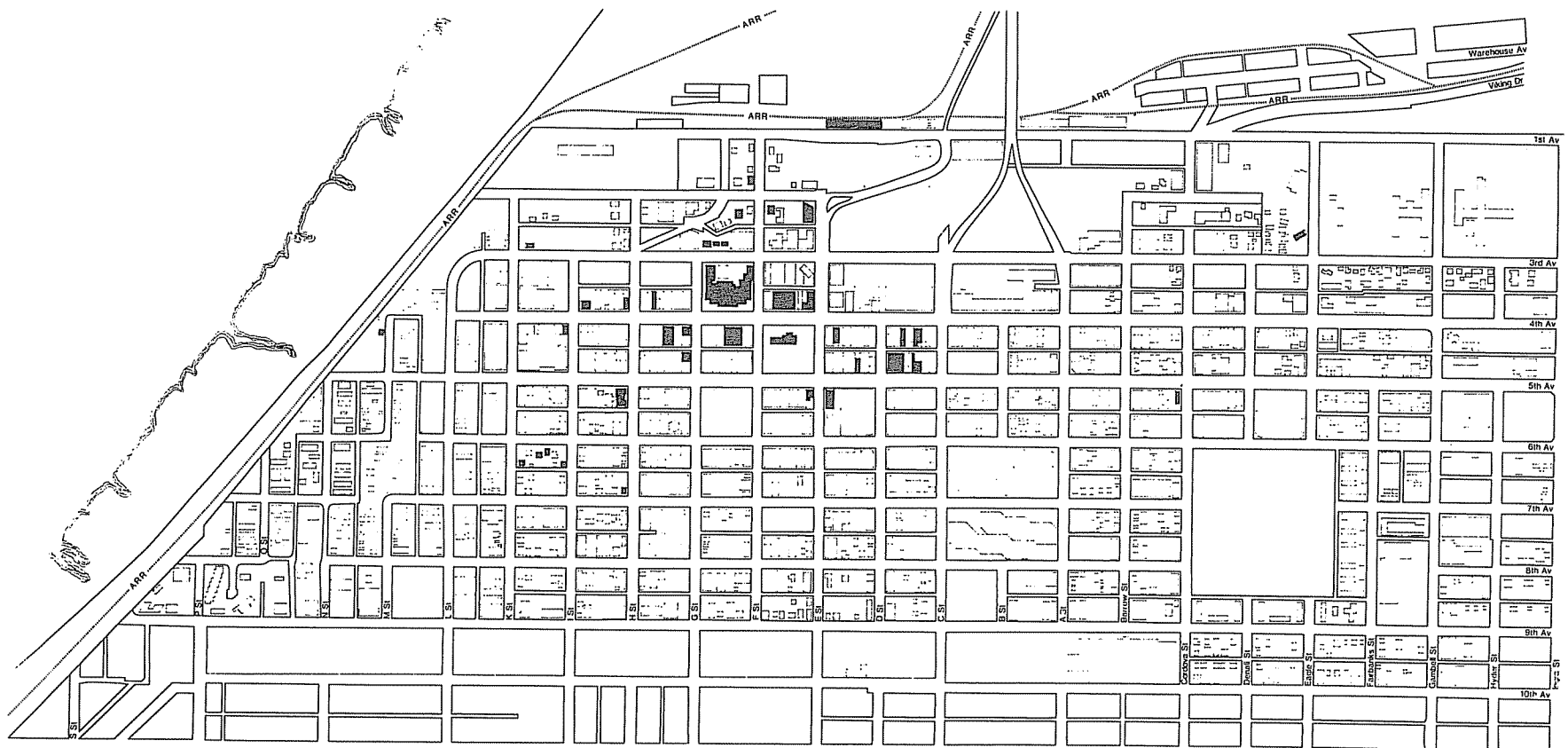


FIGURE II.11
Historic Buildings



has been relatively unaffected by recent developments. Finally, several historic buildings can be found in isolated contexts including the railroad station along 1st Avenue.

The Anchorage Historical and Fine Arts Museum, at the southwest corner of 6th Avenue and A Street, is currently in the planning stages for substantial expansion to the south. In addition, a Performing Arts Center encompassing the existing Auditorium, is also in a design stage at present. When completed, it will occupy the entire block bounded by 5th and 6th Avenues and F and G Streets.

In addition to these two planned facilities are numerous existing facilities catering to the arts, including movie theaters, live theaters (one of which would be replaced by the Performing Arts Center), and developments at historic sites aimed at enriching the experience of downtown Anchorage both for residents and for visitors.

Land Ownership Pattern

Tax assessor's data have been studied by the consulting team to reveal possible patterns of public ownership, the ownership by one entity of adjoining properties, and the relationship of built improvement values to land values. As indicated in Figures II.12 and II.13, publicly owned land is scattered throughout downtown Anchorage. There is somewhat of a cluster defined by the Hill Building, the Performing Arts Center, the Convention Center, and the Old Federal Building. Similarly, ownership of contiguous properties by the same entity are found throughout downtown.

If the conical zoning pattern were reflected in existing developments, the ratio of building values to land values would be relatively constant throughout the CBD or would descend from the core area. As indicated in Figure II.14, which expresses a ratio of values for the assessor's general area designations, there is no such pattern.

Capital Improvement Program

The Municipality of Anchorage has made commitments to a battery of at least 20 capital projects in and around the Anchorage CBD. These projects, viewed in the context of the Comprehensive Development Plan, fall into three general categories.

Committed Projects. Several of the projects, such as the Performing Arts Center, the Convention Center, and the Historical and Fine Arts Museum expansion projects, are committed for development on specific sites in the CBD. The long-term development plan regards these and similar committed development projects as "givens."

Reappraised Projects. Other projects, such as the Historic Anchorage Railroad Town, the Downtown Pedestrian Amenities Program, the F Street Mall, and the Town Square Acquisition, are the subjects of specific reappraisals and recommendations in this Comprehensive Development Plan.

Independent Projects. Still other projects, such as the Gateway Drive and Ship Creek Overlook projects, require little coordination with elements of the long-term development plan for the CBD.

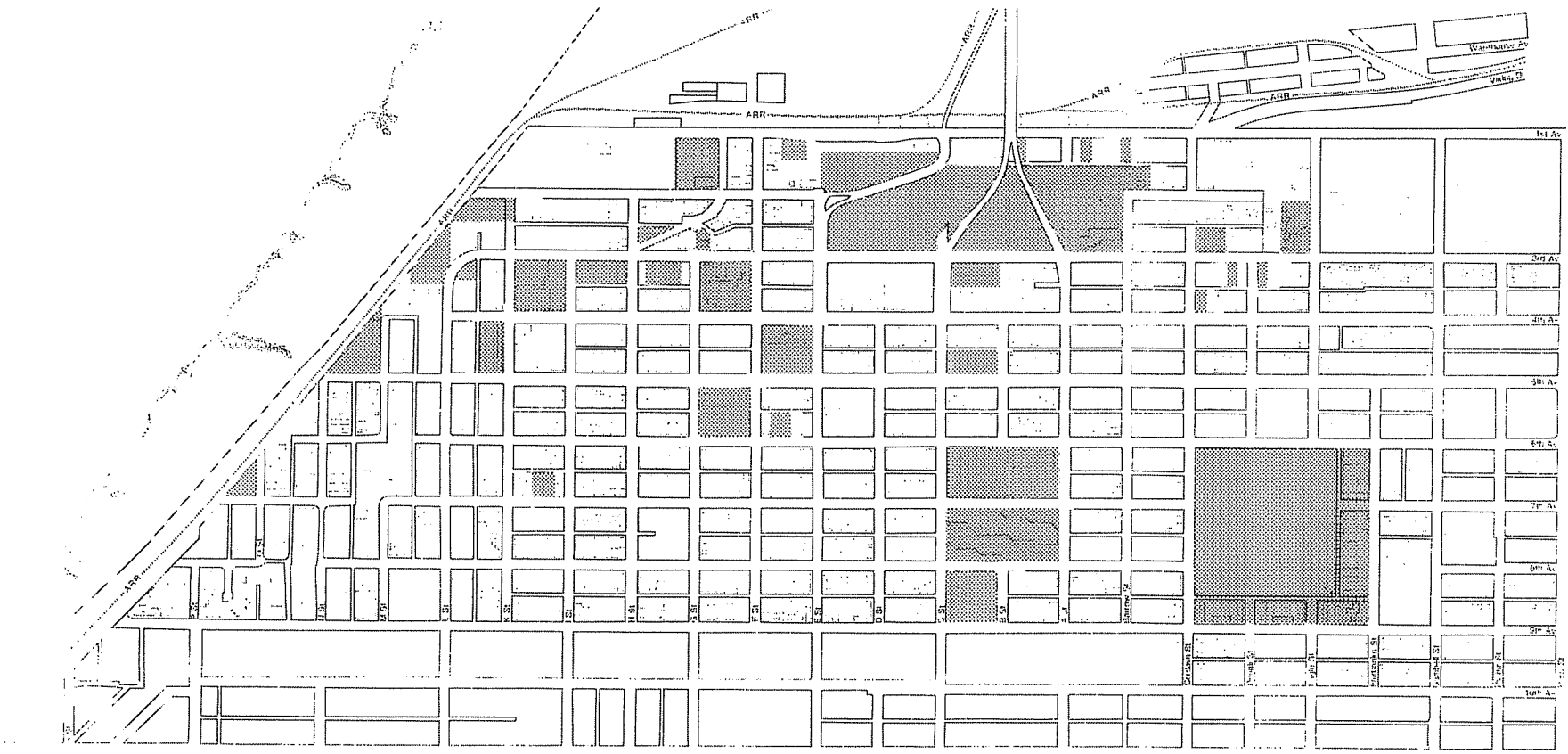


FIGURE II.12

Public Land Ownership



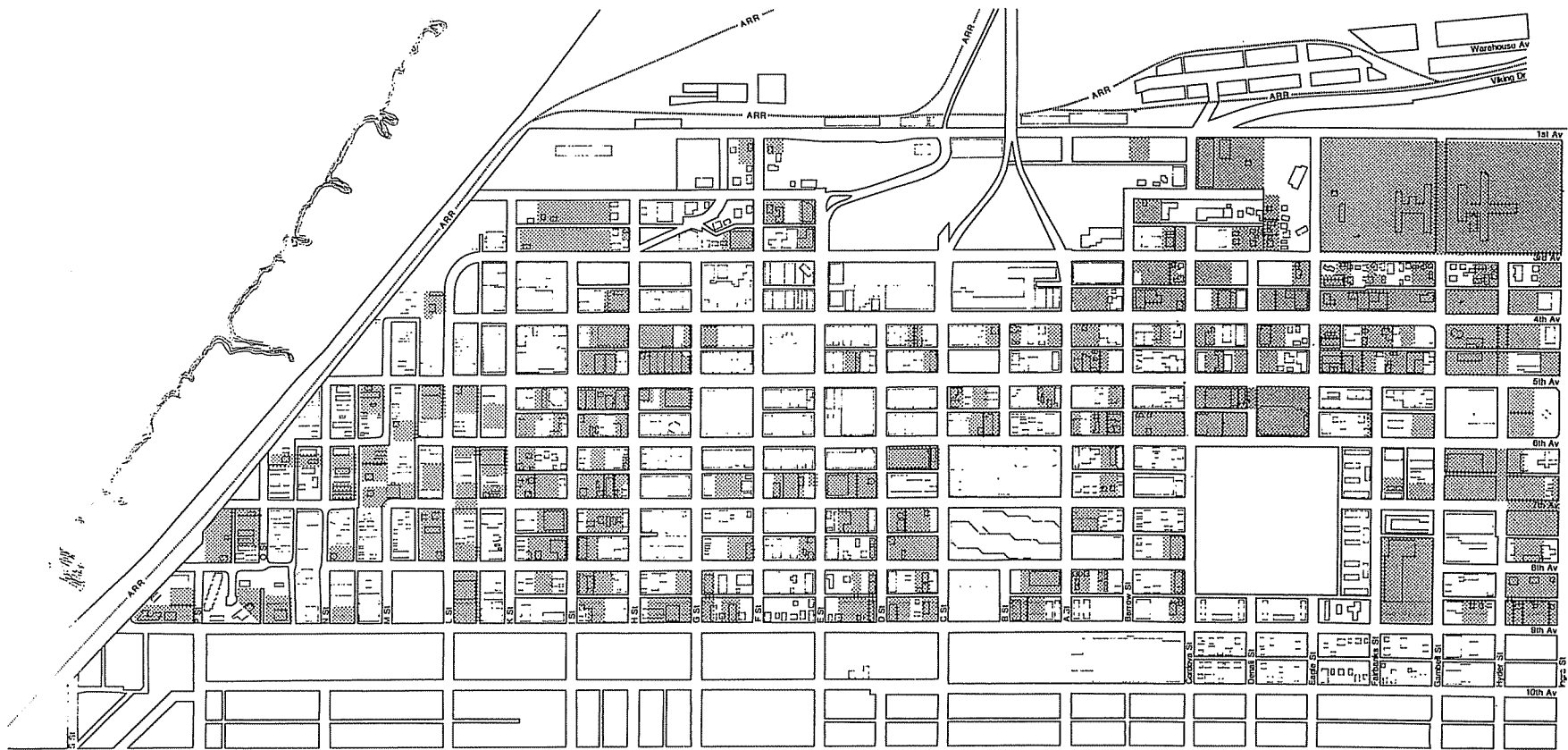


FIGURE II.13

Contiguous Private Land Ownership



ADJACENT LOTS UNDER IDENTICAL OWNERSHIP

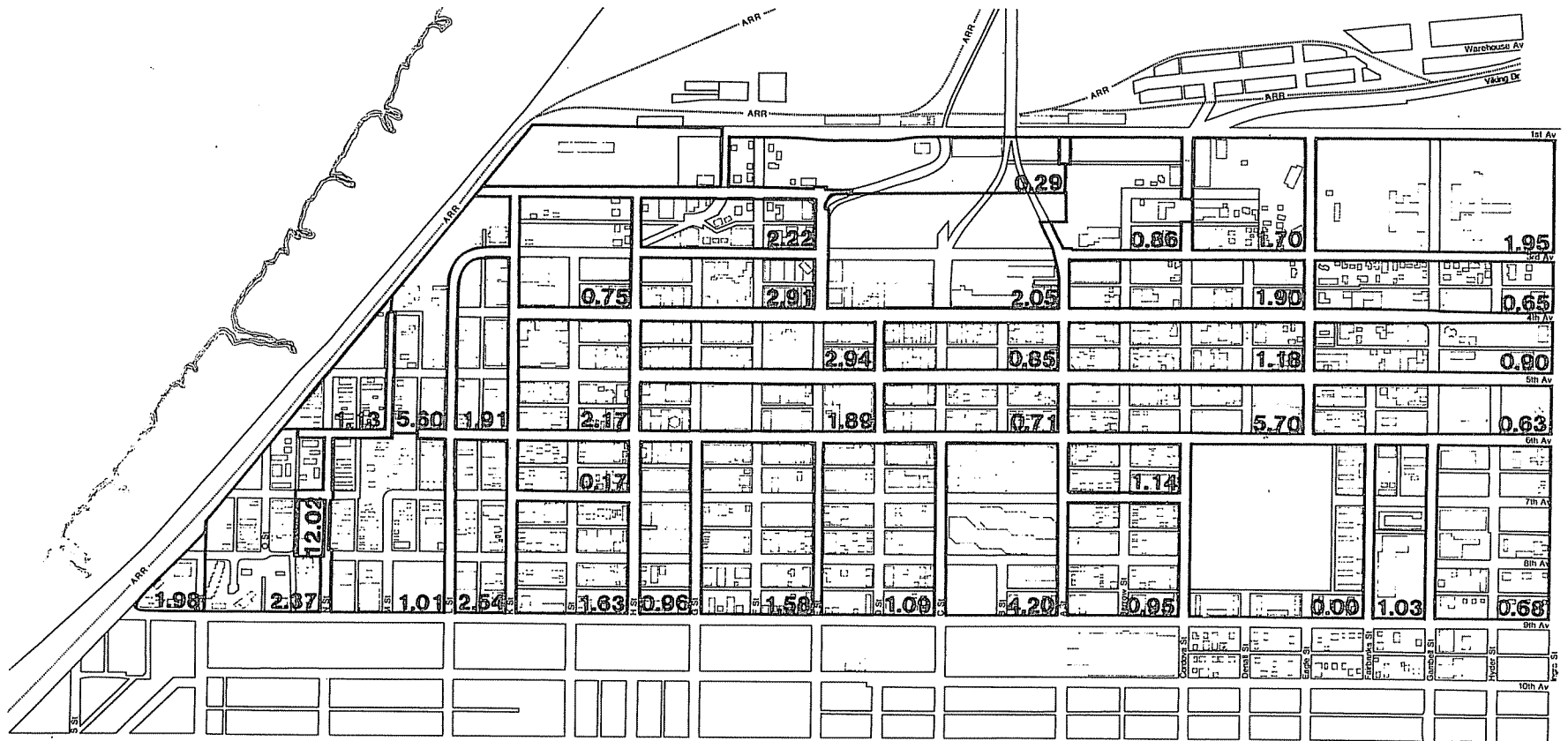
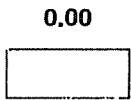
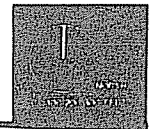


FIGURE II.14

Building/Land Value Analysis



0.00

BUILDING/LAND VALUE RATIO

ASSESSOR'S BLOCK

SOURCE: REAL PROPERTY VALUATION REGISTER, 1981

Projects in all three categories are noted in Table II.21 along with general comments pertaining to their need for planning and coordination and preliminary assumptions and findings.

TABLE II-21
PUBLICLY FUNDED CAPITAL PROJECTS
OF DOWNTOWN ANCHORAGE

REFERENCES

¹ Findings relating to the physical inventory and analysis have been summarized by the Community Planning Department, based on a 1979 Harding-Lawson report.

² Source: Gladstone Associates, January 1982.

³ Ibid. Includes projects now under construction.

⁴ Ibid. Assumes operation of completed Convention Center and other committed projects.

⁵ Ibid.

⁶ Anchorage Municipal Code, Title 21, pp. 21-88.

⁷ Ibid., pp. 21-93.

⁸ Ibid., pp. 21-91.

⁹ One downtown service route, #76, was not represented in the ridership data.

¹⁰ Prepared by SP Group Northwest, January 1982.

PROJECT NAME	STATUS			SITE				PROGRAM	DESIGN
	COMMITTED	REAPPRIASED	INDEPENDENT	LOCATION SELECTED	NOT SELECTED	BOUND- ARIES FIXED	NOT FIXED	PROGRAM DEFINED NOT DEFINED ALTERNATIVES AVAILABLE	COMPLETED UNDERWAY YET TO BE INITIATED
Performing Arts Center (PAC)	o			o		o		o	o
Convention Center (CC)	o			o		o		o	o
Historical and Fine Arts Museum Expansion	o			o		o		o	o
Historic Anchorage Railroad Town		o			o		o		o
Downtown Library			o	o		o		o	o
Downtown Pedestrian Amenities		o		o		o	o	o	o
F Street Mall		o		o		o	o	o	o
Town Square Acquisition		o		o		o	o	o	o
Park Strip Enhancements		o		o		o	o	o	o
Coastal Trail Development--Phase I	o		o	o			o		o
Ice Skating Rink		o		o		o	o	o	o
Gymnasium		o		o		o	o	o	o
Downtown Parking Garage		o		o		o	o	o	o
Downtown Streets and Projects		o		o		o	o	o	o
Downtown Buses and Shelters		o		o		o	o	o	o
State Office Complex		o		o		o	o		o
Muni. Bldg. Acquisition			o	o		o	o		o
Ship Creek Overlook	o			o		o	o		o
Cemetery Upgrading		o		o		o	o		o
Gateway Drive		o		o		o	o		o

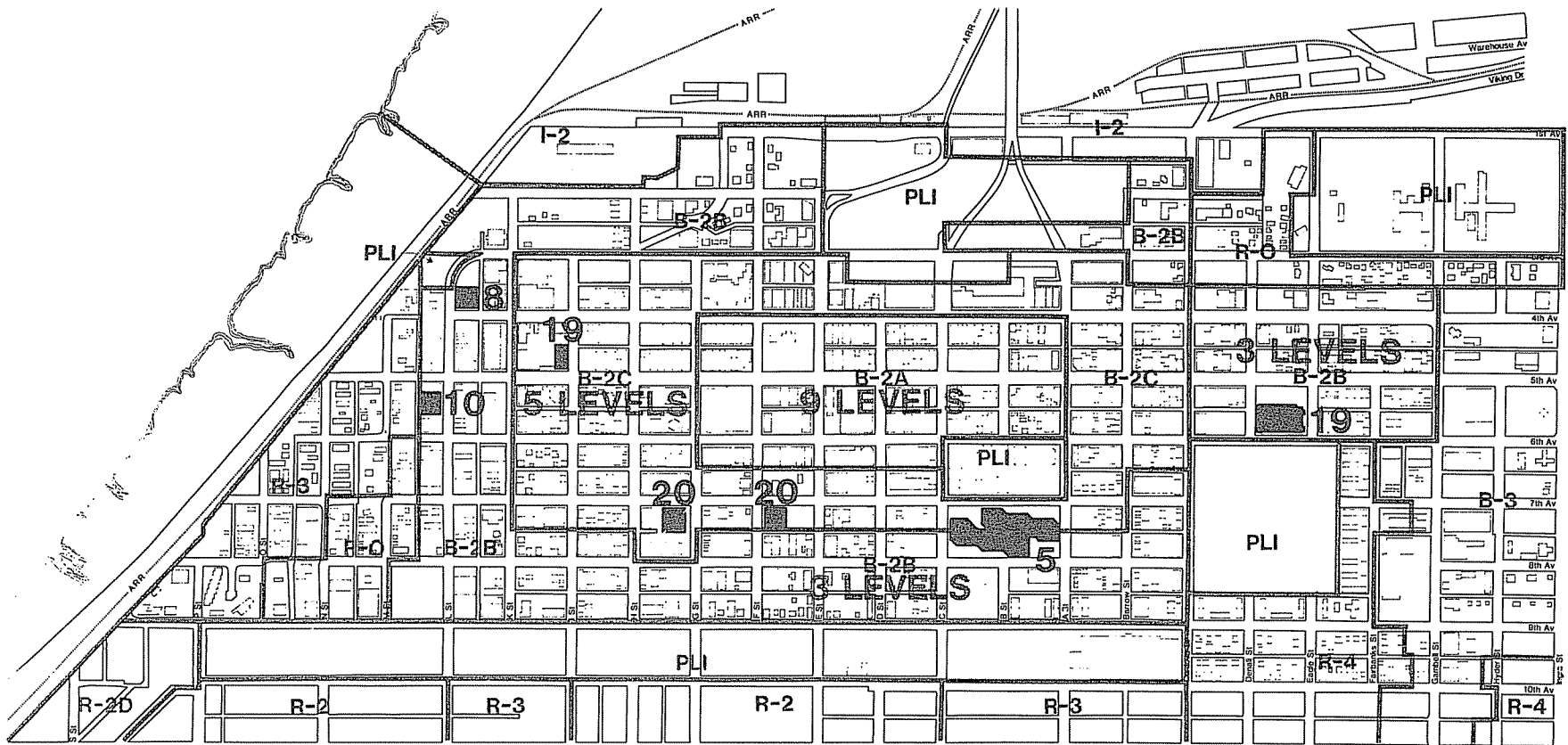
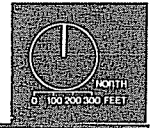


FIGURE II.9

Zoning and Recent Projects



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NEW BUILDINGS—NUMBER OF STORIES