

## DESIGN CONCEPTS

- 6.1 Design Concepts
- 6.2 Design Themes
- 6.3 Design Objectives
- 6.4 Phase I
- 6.5 Phase II
- 6.6 Phase III



Anchorage's New Waterfront in Winter

6.1 DESIGN CONCEPTS

The Ship Creek redevelopment plan creates a vision for the next century of growth and development for the northern-most metropolitan area in the United States. In its first century Anchorage evolved from a tent city housing railroad workers into a major metropolitan area, business center and transportation hub for Alaska and the Pacific Rim. Ship Creek, formerly a Native Alaskan fish camp has retained its character as a transportation and light industrial center, but has also retained its unique attributes as a recreation area with the Creek and its fishing, the trail system, and the only public access to Cook Inlet in Anchorage. This plan builds on the historical evolution of Ship Creek and Anchorage and anticipates the next century of urban development that will inevitably take place: Surrounded by water, mountains, a military base and parks, the city can no longer expand horizontally and must look to higher density development to accommodate future growth. The next generation of people looking to locate in Anchorage will no doubt want to take advantage of the unique lifestyle that Anchorage provides, with immediate access to the outdoors and recreation: Ship Creek provides the ideal location for those people and businesses seeking that quality of life combined with the opportunity to live and work in a pedestrian-oriented, mixed-use environment that Anchorage does not presently offer.

6.2 DESIGN THEMES

- Gateway to Alaska:** Ship Creek will be a new arrival point to Anchorage and give visitors a welcoming and exciting introduction to Anchorage and Alaska.
  - The New Anchorage Waterfront:** Anchorage is a city on the water without a waterfront. The Ship Creek redevelopment will create a new active, urban waterfront that connects downtown Anchorage to Cook Inlet.
  - A New Neighborhood for Anchorage:** Ship Creek will be a unique new neighborhood for Anchorage, with a mix of uses, walkable and linked to transit choices.
  - Anchorage's Urban Playground:** Build on the recreational amenities currently in Ship Creek. With a few strategic recreational additions, Ship Creek can become Anchorage's all-season urban playground.
- 6.3 DESIGN OBJECTIVES
- Water access**  
Improve public access to Cook Inlet and Ship Creek. Take full advantage of the Anchorage waterfronts.
  - Connections**  
Strengthen connections between Ship Creek, Downtown, Government Hill and surrounding areas.
  - Tourism**  
Create a more welcoming and memorable arrival experience for visitors to Anchorage by rail and ship.
  - Trails**  
Connect the Tony Knowles and Ship Creek Trails to create a continuous trail system.
  - Railroad and Port operations**  
Maintain all rail and port operations and facilitate improvements where possible. Maintain operational efficiency and safety. Reduce or eliminate conflicts between trains, cars and pedestrians.

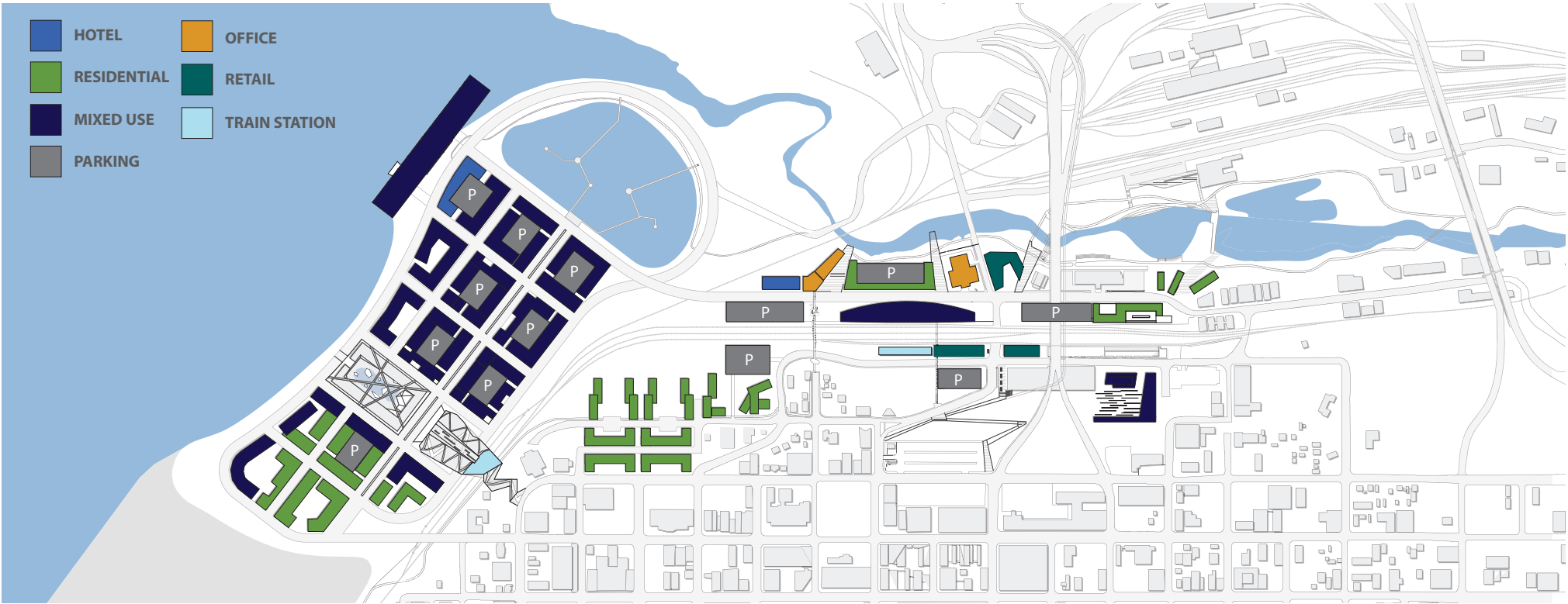
- Transportation:**  
Improve vehicular connections to and through the site. Reduce truck traffic through the site and reduce conflict areas between trucks and pedestrians.
- Pedestrians**  
Create a compact, walkable neighborhood with a diversity of uses and amenities. Walking should be the preferred mode of transportation in Ship Creek.
- Recreation**  
Integrate recreational uses and the trails into the new development. Use recreation to differentiate this urban neighborhood and make it special.
- Green Space**  
Preserve and expand green space on and around the site. Use green spaces and plazas to add value to the surrounding sites.
- Transit**  
Promote transit choices for Ship Creek, commuter rail, Alaskan rail, walking, bicycles, buses, Zip Cars.
- Character**  
Create an authentic Alaskan place that is attractive in winter and summer. Honor the native Alaskan Heritage of Ship Creek.
- Economics**  
Create an economically sustainable development. Use older industrial space to encourage entrepreneurial development.
- Sustainability:**  
Design the master plan to use all resources sustainably. Remediate any contamination on site. Use our site design to improve the water quality.
- Energy:**  
Support the restarting of the Ship Creek power plant as a Co-Generation Facility. Locally generated power and heat can help to make the site more sustainable and economically competitive.
- Arts and Culture:**  
Encourage the use of public art to help create memorable places in Ship Creek. Support efforts to create an Arts District in Ship Creek.



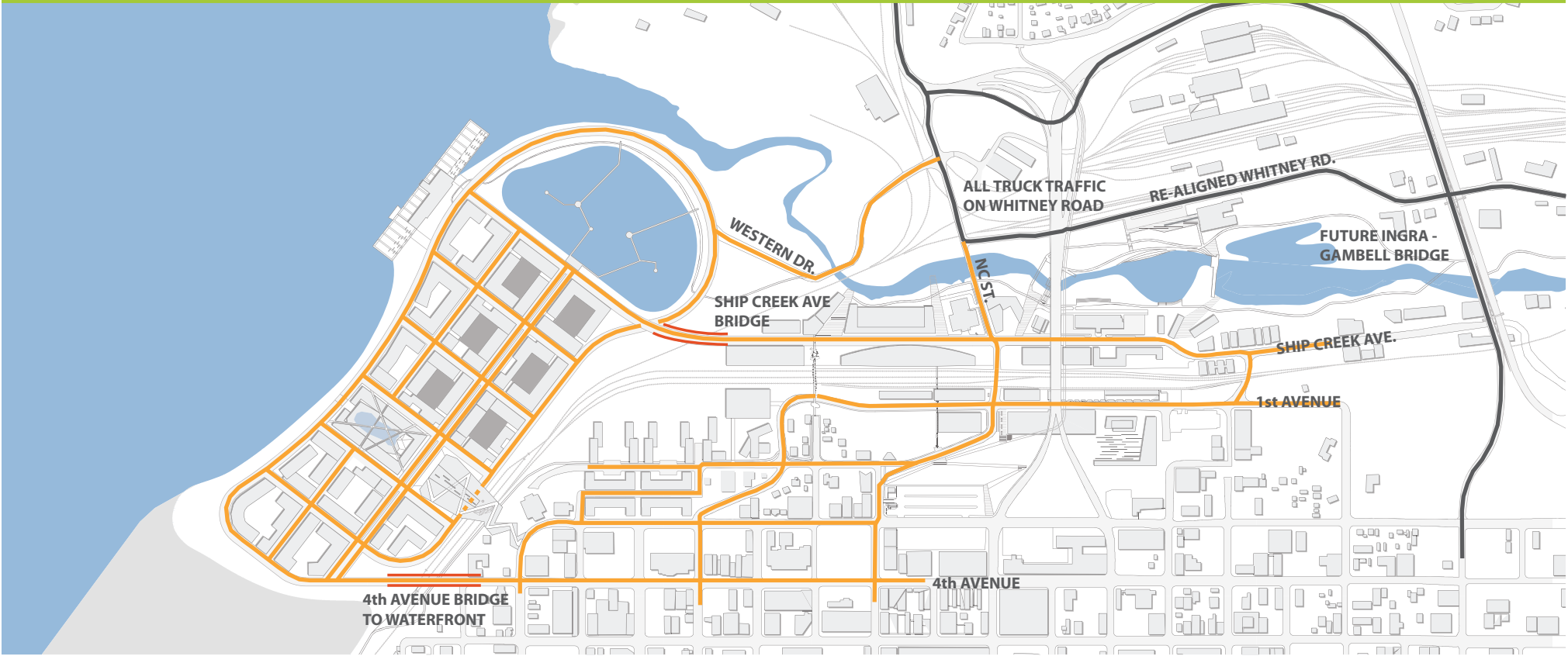


Ship Creek Redevelopment - View Toward Cook Inlet





Uses



Street Network

**Land Use**

The Ship Creek redevelopment is a mixed-use district, including multi-family residential, neighborhood retail, entertainment, commercial office, hotel, transportation and parking. The various uses are located within convenient walking distances from each other to promote pedestrian use and reduce car trips.

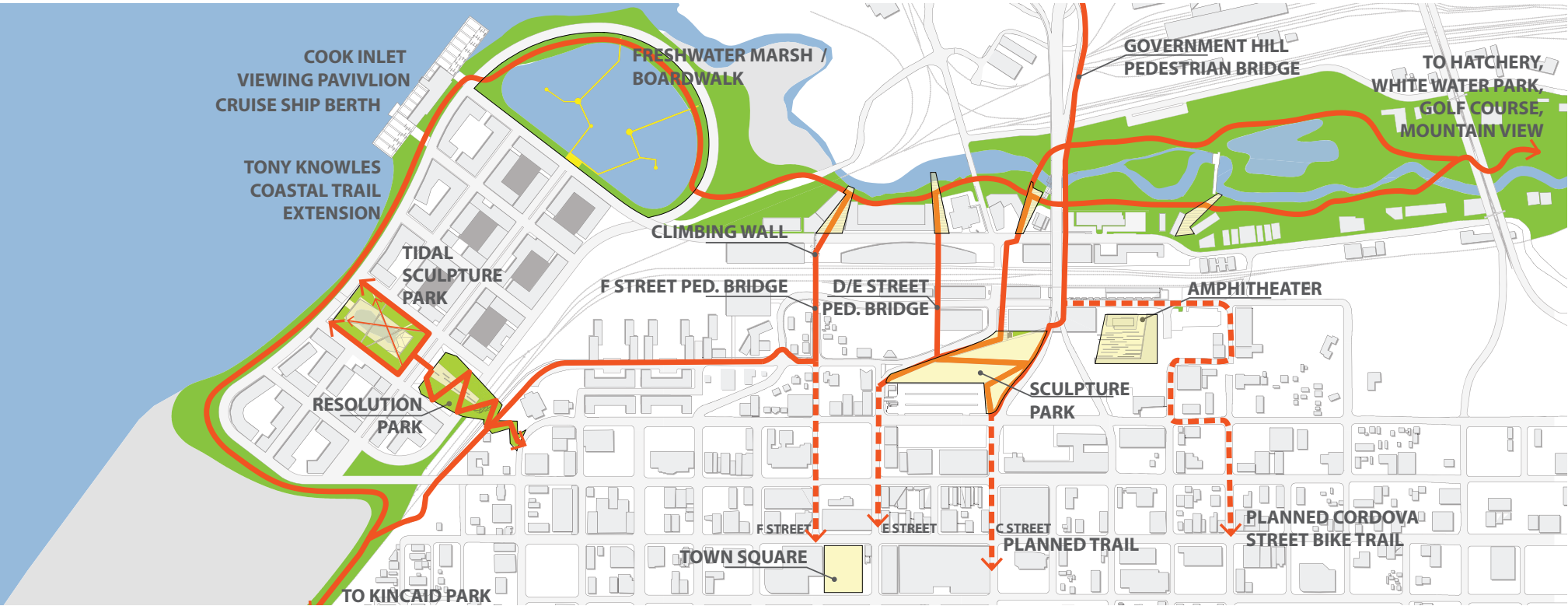
**Street Network**

The downtown street grid is the basis for the redevelopment with adjustments to accommodate structured parking in future development. In order to link downtown and Ship Creek to the Cook Inlet waterfront 4th Avenue and Ship Creek Avenue are extended by bridges over the railroad track, providing direct public access to the water from downtown for the first time. Whitney Road is re-aligned further to the north, improving truck movements and greatly improving pedestrian safety at the Knik Arm Dam angler access. Christensen Drive and E Street remain as the primary vehicular connections from central downtown to North C Street and the heart of the Ship Creek site.



Trail and Park System

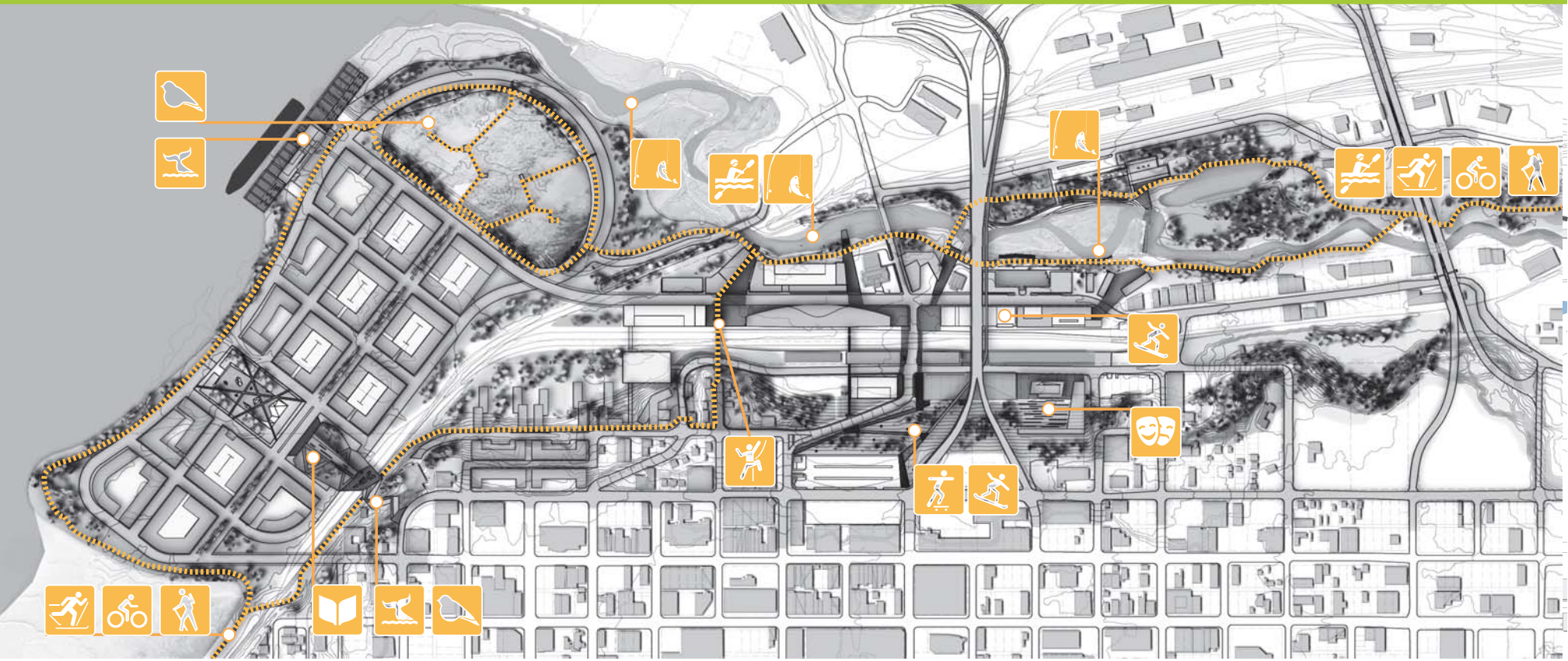
The Ship Creek redevelopment includes a major expansion of the public space network that already exists in the area and knits many of the disparate elements into an integrated whole. The Tony Knowles Coastal Trail and Ship Creek Trail are finally tied together with the new F Street connection and the waterfront extension of the Coastal Trail, as well as connections to other planned trails such as for Government Hill and the Cordova Street Bike Trail. The D/E Street pedestrian bridge links downtown and a new Sculpture Park on the Butress with Ship Creek and the new multi-modal transit center. West of the Knik Arm Dam a new park on the north bank of Ship Creek is expanded creating a beautiful green setting for the Creek. A greenway rings the waterfront district creating a continuous, publicly accessible edge along the water that connects the new Fresh Water Marsh with Elderberry Park. The Tidal Sculpture Park and Escalade anchor the waterfront district and connect the waterfront to the west end of downtown. The new sculpture park and amphitheater on the Butress Park create a direct pedestrian connection from downtown to the heart of the Ship Creek site.



Trail and Park System

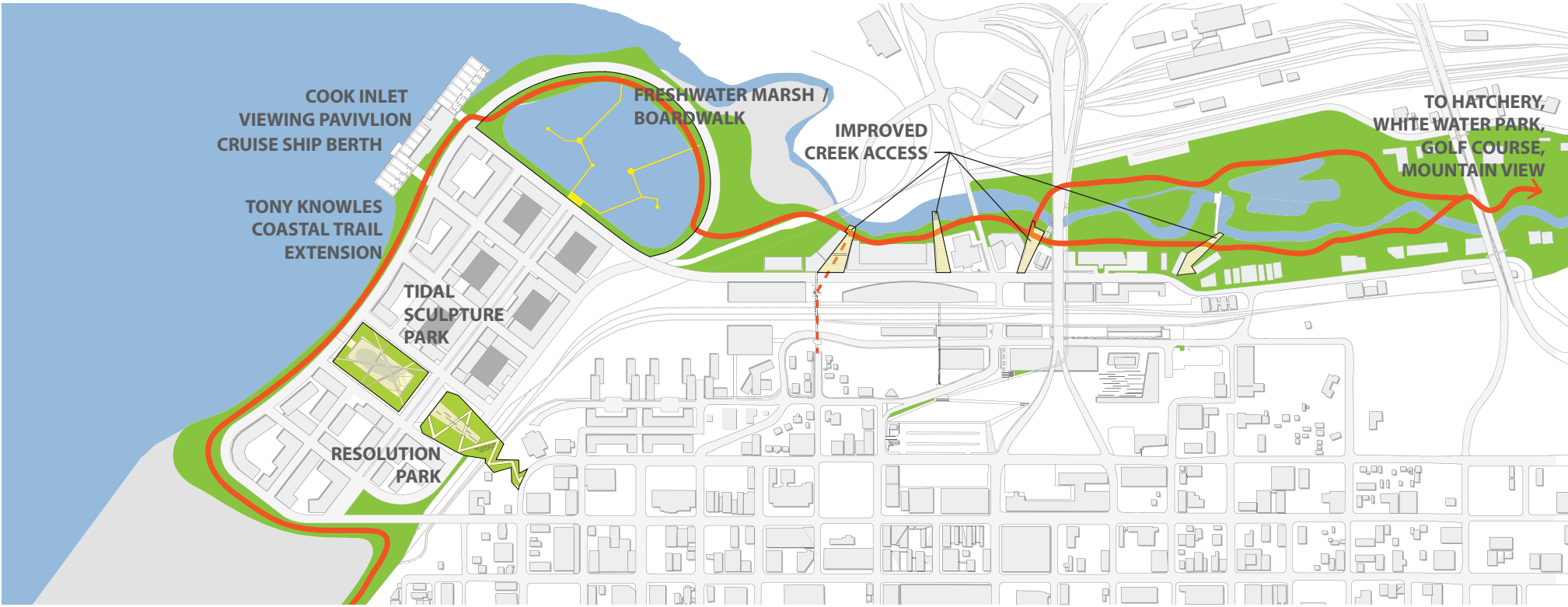
Recreation

Recreational opportunities are significantly expanded in the redevelopment. Angling is maintained and expanded in Ship Creek with improved bank access, viewing platforms, and equipment sales and rentals. The trail system is connected and expanded for hikers, bike riders and cross-country skiers. Opportunities for bird watching and Beluga spotting is much improved with waterfront trails and the Cook Inlet Viewing Platform, as well as the Boardwalk in the Fresh Water Marsh. Skating and snowboarding venues are created, including a long ramp on the parking structure facing the Plaza on North C Street opposite the Market Hall. To the east of the Knik Arm Dam the potential for a white water course should be studied as to its feasibility.



Recreation Opportunities





Water Access



Design Elements

**Water Access**

One of the primary goals of the Ship Creek redevelopment is to make getting to the water a much safer, convenient and pleasant experience. The redevelopment creates multiple opportunities to get to the water's edge of Cook Inlet and Ship Creek and experience the water in new ways. The entire new waterfront district extends downtown Anchorage to the water, with multiple pedestrian connections as well as two new grade-separated street connections, 4th Avenue and Ship Creek Avenue. All of the land fill area is surrounded by a public park and trail that provide year-round access. The Fresh Water Marsh and boardwalk create a new water experience that is also excellent bird habitat. This is not a new idea and was explored by ARRC as they were developing plans as part of a development plan that they developed in the early 2000's. The ARRC proposal included the development of a freshwater marsh similar to Potter Marsh, south of the existing boat launch facility. However, it was found that there was not a ready source of water to provide proper flushing of the marsh. This proposal provides for location of the marsh to the north of the existing boat launch ramp, thus allowing use of water from Ship Creek to flush the marsh as needed. Adjacent to the new marsh, on the existing fill that forms the eastern portion of the existing boat launch, would be a viewing pavilion. The marsh will also create a landscaped natural area which will serve as a visual buffer between the new development and the Port and associated storage uses to the north of Ship Creek, improving the real estate value of those areas.. The banks of Ship Creek will be improved, building on the King's Landing project, to create additional steps and platforms to increase the public's ability to enjoy fishing or just viewing. A new park on the north banks of the Creek will create a much safer and pleasant environment for getting to the Creek, with Whitney Road re-aligned further to the north.

**Design Elements**

The Ship Creek redevelopment offers multiple opportunities for iconic structures and public spaces to re-define the face of Anchorage for future generations. These opportunities start in the initial phase of implementation and continue through the final phase:

Phase I:

- F Street Pedestrian Bridge and Climbing Wall
- Winter Garden Market Hall



- A/C Bridge lighting
- Cook Inlet Viewing Pavilion and Waterfront Park
- Fresh Water Marsh and Boardwalk

Phase II:

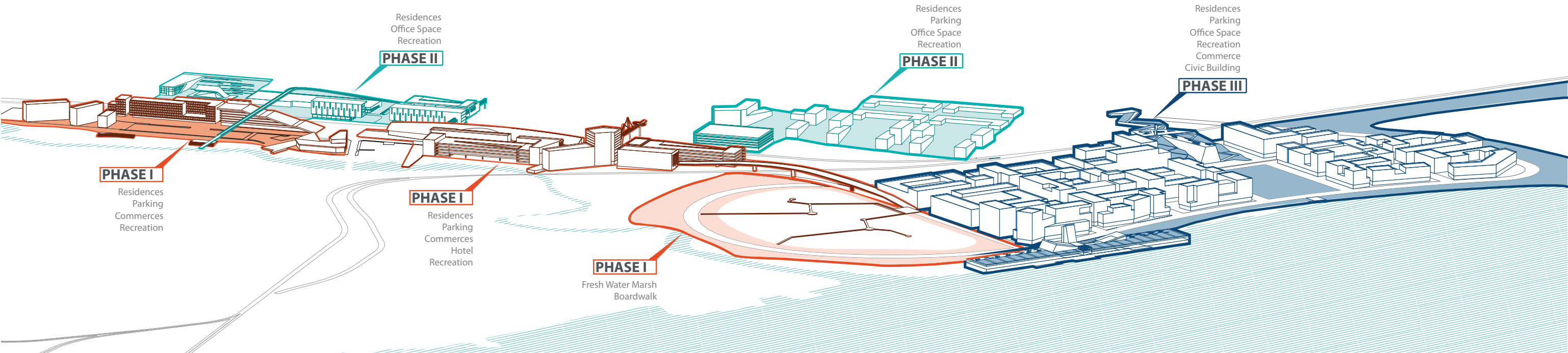
- Amphitheater

Phase III:

- Esplanade
- Tidal Sculpture Park
- Escalade and Civic Building

PHASE	HOTEL (rooms)	OFFICE	RESIDENTIAL (units)	RETAIL	OTHER	PARKING	NOTES
PHASE I							
I-A	150-200	100-200k	150-200	5-10k	60k market	1,400	1800 spaces support market and all uses. Partially replaces spaces lost at ARRC HQ
I-B				10-15k		400	Destination outdoor retail and 500 spaces replaces Comfort Inn Spaces lost to development
I-C			250-350	10-15k		350	Spaces Support both new residential projects
I-D				5-10k	15k Pavilion		Parking provided in surface lots
PHASE II							
II-A		80-100k		10-15k	20k MMC	350	Parking supports Odom Rehab, Multi-Modal Center and Limited Amphitheather. Also replaces spaces lost to new development on existing lots
II-B			200-300			350	Self parking for residents only
TOTALS	150-200	180-300k	600-850 units	40-65k	95k public uses	2,850	
PARKING CALCULATIONS	200 spaces	900 spaces	1,000 spaces	500 spaces	250 spaces	2,850	Hotel 1/Room + Staff, Office 1/250, Apartments 1.5 unit, Retail 1/100, Public 1/250

Totals Summary Phases I and II



Phasing





### Phase I Illustrative Plan.



The intent of the phasing approach is to create an immediate impact and critical mass of activity on the Ship Creek site to generate private investment so that the project will gather positive momentum. The phasing strategy balances public infrastructure investment with private investment for new buildings, particularly for the early stages of development. With that in mind, the first phase is located on the largest parcel of land owned by the Railroad to allow for a significant development without negatively impacting existing business in the Ship Creek basin. Going forward the phasing should accommodate flexibility in implementation, making adjustments for changing market conditions and availability of public funding for transit and other public projects. The specific uses for each phase are also based on current market forecasts, and should be adjusted going forward according to prevailing market conditions.

6.4 PHASE 1

The goals of Phase I are to establish a viable mixed-use development along Ship Creek Avenue, to create a critical mass of activity in support of pedestrian life, to improve access to Cook Inlet and Ship Creek, and to be economically sustainable.

Phase I creates much needed pedestrian connections to downtown through the F Street pedestrian bridge and a new Sculpture Park. The F Street bridge is the missing link that connects the Tony Knowles Coastal Trail and Ship Creek Trail.

Key features of Phase I:

- All development is Railroad or Municipal property.
- Minimal impacts to existing businesses in Ship Creek.
- Establishes pedestrian connections to downtown.
- Connects the Tony Knowles Coastal and Ship Creek Trail.
- Expands and connects the recreational options in the Ship Creek Area.
- Expands and improves public access to Ship Creek and Cook Inlet.
- Builds the required structured parking to support a dynamic mixed use neighborhood.
- Whitney Road is re-aligned to improve truck movements reduce



Creekside Residences at Ship Creek

conflicts and improve safety for pedestrians and bike riders.

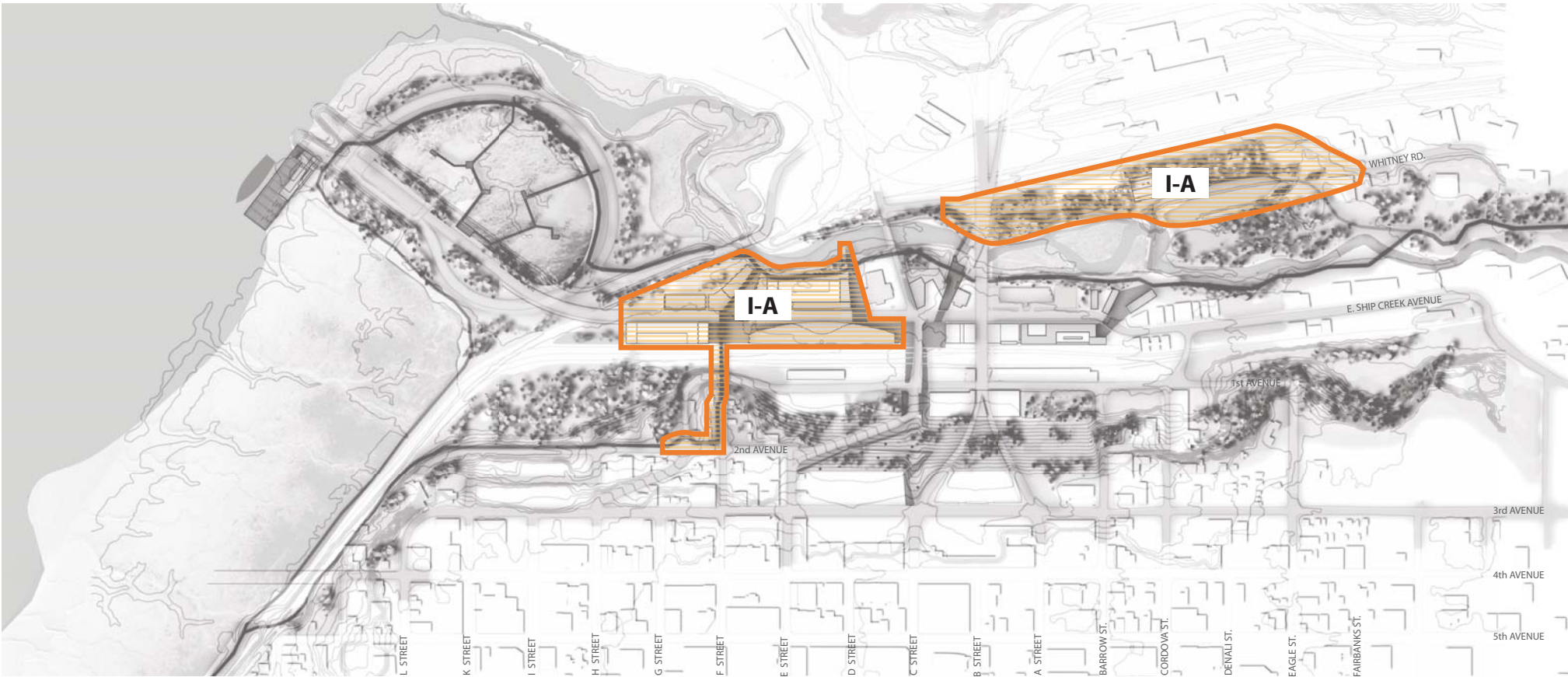
- Local power and heat provided by re-started Knik Arm Power Plant.
- Commercial boat launch remains.

Key uses:

- Hotel
- Intermodal Expansion
- Office
- Multi-family residential
- Neighborhood retail
- Cook Inlet multi-purpose dock
- Parking
- Expanded Recreation Opportunities:
  - i. Winter Garden/Market Hall
  - ii. Parks and fresh water marsh
  - iii. Outdoor outfitter retail/rentals

- iv. Climbing Wall
- v. New trail connections
- vi. Improved access to Ship Creek
- vii. Sledding/boarding hill on C Street Parking Deck
- viii. Boat Launch





Phase I-A



Ship Creek Square in Summer

**Phase I-A**

The goal of this phase is to create a viable cluster of new development that will support pedestrian activity and be a destination from downtown. This new destination creates the momentum for continued investment in Ship Creek. The development focuses on the central part of the site, the largest undeveloped parcel owned by the Alaska Railroad.

The central feature of the development is Ship Creek Square, a new mixed use urban center connected directly to downtown by the Tony Knowles Coastal trail extension and the F Street Pedestrian Bridge. Ship Creek Square will be an active, pedestrian-oriented urban space framed by a new hotel, commercial office building, new urban loft dwellings and an all-season Winter Garden Market Hall. At the heart of the Square is a new climbing wall and stair tower. All of the development will be clustered around the trail system connection and two new fishing access platforms on Ship Creek.

Parallel with the development around Ship Creek Square, Phase I-A also includes improvements further to the eastern end of the site to improve

access to the Creek and improve pedestrian safety. These include the re-alignment of Whitney Road to remove truck traffic from the Knik Arm Dam angler access area, the creation of a new park and stream buffer on the north side of the Creek, new access stairs leading down to the creek itself and the rehabilitation of the Knik Arm Power Plant.

Phase IA is the best location to begin building the critical mass of development and activity to effectively create a pedestrian-oriented destination, offering the following advantages:

- It is on the largest parcel of undeveloped ARRC property, with the potential to create a complete urban environment and destination in Ship Creek Square. The creation of such a destination is critical to create positive momentum for continued development in Ship Creek.
- The development with the F Street link will complete the missing link in the trail network.
- The development will balance public infrastructure investment with private development investments.





Ship Creek Square in Winter

- Ship Creek Square will create a destination to activate the western portion of Ship Creek Avenue and create and anchor on that portion of the site.
- The proposed development will not impact any of the existing operating businesses in the Ship Creek basin.

The F Street pedestrian bridge is crucial as an element of place-making infrastructure and it creates the shortest and most economical connection from downtown to the heart of the site. It finally links the Tony Knowles Coastal and Ship Creek trails, it doubles as an urban recreational asset (climbing wall) that can attract new users to the site and it directs pedestrians into the first in a series of public spaces that front on and improve access to Ship Creek. Lastly, with no vehicular through-traffic and with both Visitors' Centers located on it, F Street has the potential to redevelop as a signature pedestrian and visitor-oriented street linking downtown, hotels and the Town Square Park to Ship Creek and Cook Inlet. Establishing the F Street pedestrian connection in the initial phase of the Ship Creek implementation will offer several significant advantages:

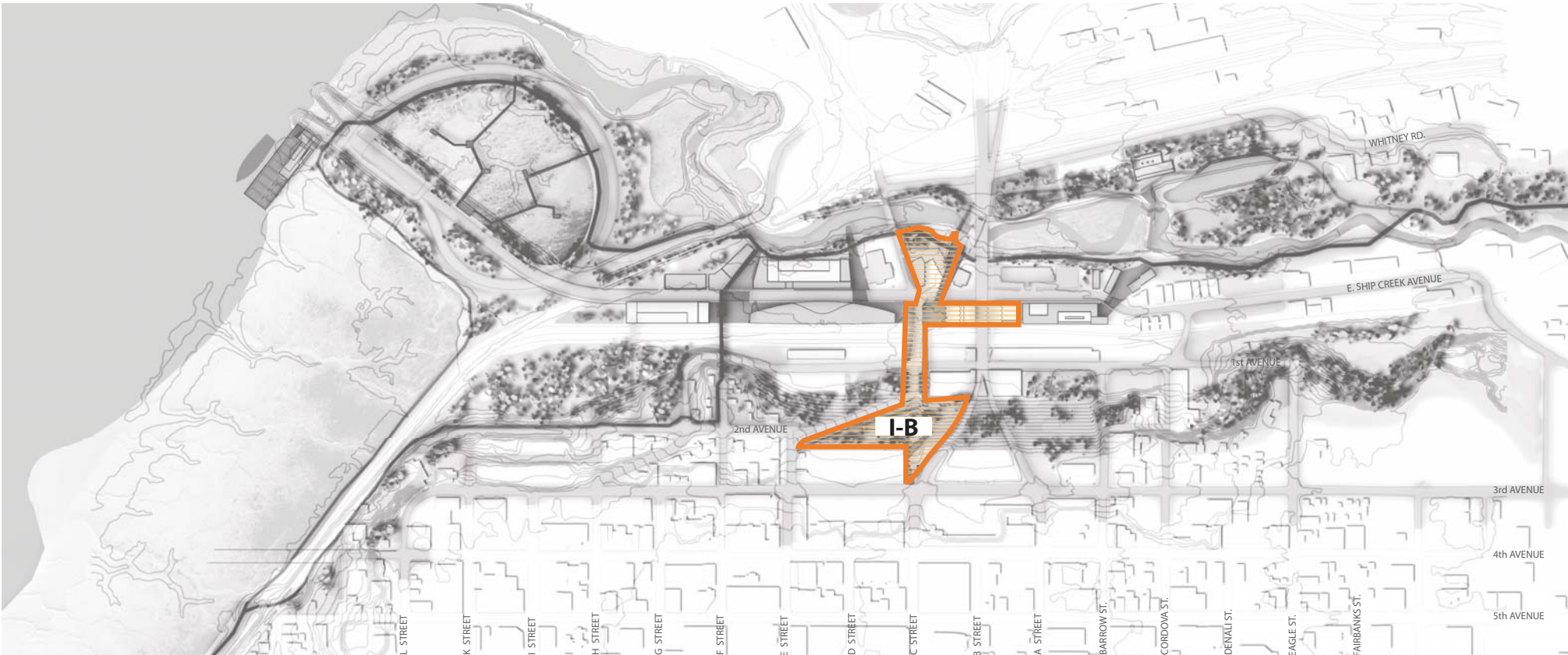
1. F Street is the shortest and most economical link from downtown to the Ship Creek site and exceeds the minimum height limits needed for rail operations.
2. It provides the best location for the connection of the Coastal and Ship Creek Trails. The users of these trails will be critical to supporting and ground floor retail or restaurants in the plaza.
3. It directly connects downtown to a new public space – Ship Creek Square - surrounded by office, hotel, housing, the Winter Garden Market Hall and parking.
4. It offers a direct route from downtown to Cook Inlet and to Ship Creek, improving access to both waterfronts.
5. It doubles as all-season climbing wall, with ice climbing in winter, adding another recreational amenity to the Ship Creek site.
6. F Street has great potential to be a major pedestrian street in downtown Anchorage. It is anchored at its southern end by Town Square Park and the Performing Arts Center and also connects to the new Convention Center further south. It also hosts both

Visitors Centers. Because it is not a vehicular through-street, it has limited traffic and could become a signature pedestrian and visitor-oriented street.

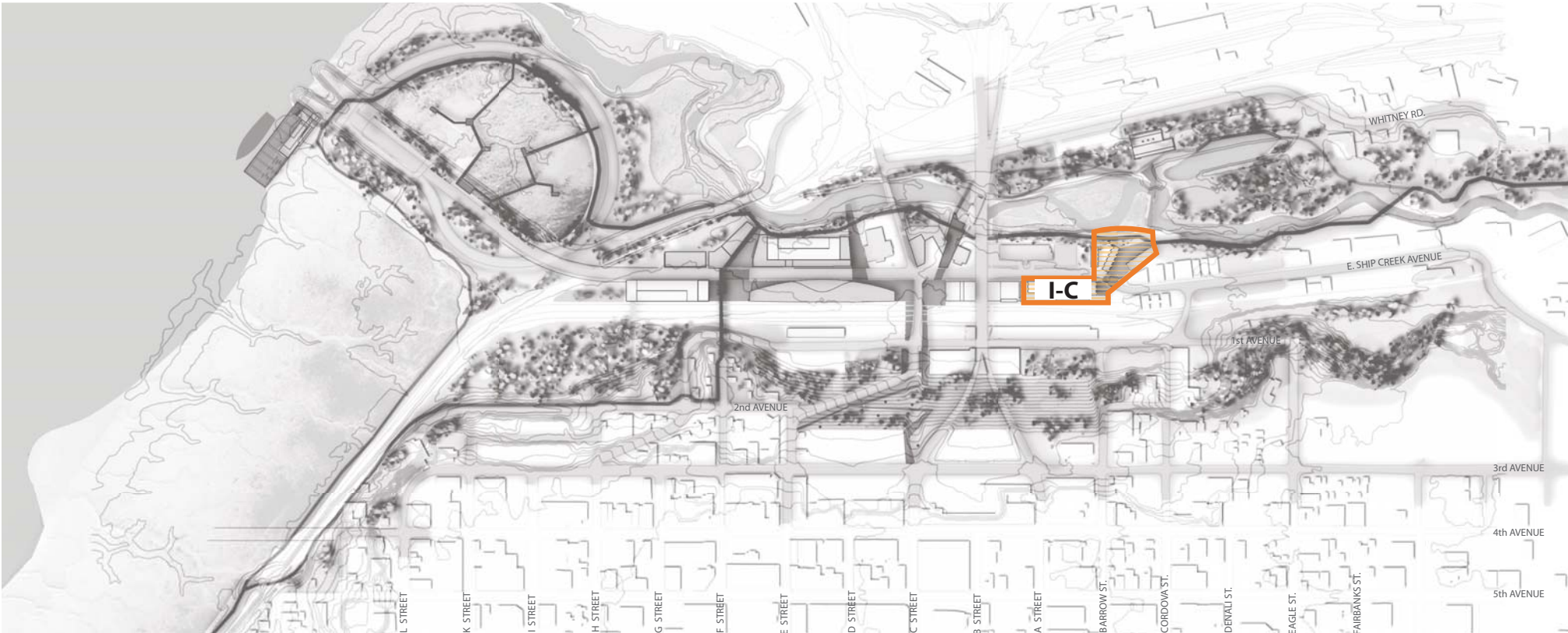
Program:

• Hotel:	150-200 keys
• Office:	100, 000 to 120,000 SF
• Multi-family residential:	150 – 200 units
• Neighborhood retail	5,000 - 10,000 SF
• Parking garages:	+/- 600 spaces @ the Market +/- 600 spaces @ the Loft Apts.
• Winter Garden Market Hall:	60,000 to 80,000 SF
• Power plant office/retail:	60,000 SF





Phase I-B



Phase I-C

**Phase I-B**

This phase creates a new pedestrian connection from E Street in downtown to the heart of the Ship Creek site. A new Sculpture Park creates an accessible connection from the Saturday Market parking lot to the bottom of the Buttruss at North C Street. An outdoor outfitter retail and rental venue anchors the north end of C Street on the bank of Ship Creek. In this phase the trail system is further expanded with a pedestrian loop around Ship Creek (west of the Dam). A third parking structure is built under the A/C bridge and its stair tower connects to the pedestrian way on top of the A/C Bridge providing pedestrian access to Ship Creek Avenue. This structure fronts on the public space at C Street, serves the retail outfitter, the Bridge Restaurant and the Comfort Inn. The western side of this structure is sloped such that it can be used as a sledding, boarding and skating hill by the public.

**Program:**

- Outdoor outfitter retail: 10,000-15,000 SF
- Sledding/boarding/skating hill 25,000 SF
- Sculpture Park: 3-4 acres
- Parking garage: +/- 500 spaces

**Phase I-C**

This phase anchors the eastern end of Ship Creek Avenue with two new multi-family urban projects and an improved pedestrian connection to the Knik Arm Dam Creek access. With the completion of this phase Ship Creek Avenue is substantially redeveloped as a new pedestrian-focused, active street. The Alaskan Railroad parcels are now thoroughly integrated with the newly connected trail and park system and access to the lower end of Ship Creek is greatly improved. The site's connections to downtown are strengthened and streamlined truck routing better serves the Port of Anchorage.

**Program:**

- Multi-family residential: 250-350 units on two sites
- Neighborhood retail: 10,000 - 15,000 SF
- Parking garage: +/- 500 spaces @ the Apts.



### Phase I-D

With the final stage of the Phase I, the development of the new waterfront for Anchorage begins. A multi-function dock will accommodate tugboats, day cruises and other medium sized watercraft. The existing boat launch remains in place for the commercial fishing operations. The mud flats to the north of the boat launch are converted into a fresh water marsh featuring boardwalks for public access and bird watching. The new trails and water's edge drive greatly improve access to the lower reaches of Ship Creek. A new flyover bridge will extend Ship Creek Avenue to a new waterfront park, terminated at a new all-season Cook Inlet Viewing Pavilion – the first phase of a future Cruise Ship Terminal. With this development Anchorage residents have a convenient, safe and attractive way to get to the water's edge and enjoy its spectacular views. Most improvements would be constructed on existing fill that comprises the boat launch facility and its storage yards. The proposed fresh water marsh is an alternative proposal to a marsh that has been proposed on the south side of the boat launch ramp but was deemed unpractical due to the lack of a fresh water source adequate to flush the marsh. This proposal would construct the marsh on the north side of the boat launch ramp, making use of water that would be available from Ship Creek which is immediately north of the proposed marsh.

#### Program:

- Cook Inlet Viewing Pavilion: 15,000 SF
- Cook Inlet Park: 10 Acres
- Freshwater Marsh and Park: 45 Acres



Phase I- D



Cook Inlet Viewing Pavilion





Phase II Illustrative Plan.



## 6.5 PHASE II

The primary goals of the phase II development are to create a viable transit-based commercial, economic and entertainment center on 1st Avenue. The plan further strengthens pedestrian connections from Ship Creek to downtown and creates a new residential enclave on the eastern end of the bluff on 2nd and 3rd Avenues.

The implementation of this Phase is largely dependent on public funding for the new transit center supporting commuter rail. If this funding becomes available it would be highly desirable to accelerate Phase II-A to coincide with Phase I developments, but lacking that certainty the Phase I private development should proceed according to market demands without being delayed by a lack of funding for transit improvements.

This phase includes the D/E Street pedestrian bridge that connects the downtown E Street pedestrian corridor with Ship Creek and the planned transit center. This will further strengthen pedestrian connections between the site and downtown and further the goals of the 2007 Downtown Comprehensive Plan. This bridge will draw pedestrians from downtown through the Phase I Sculpture Park and provide safe and convenient access over Ship Creek Avenue directly to the new transit center, public parking structure and the Winter Garden Market Hall.

Key uses:

- Multi-modal center
- Amphitheater
- Innovation Center/Incubator
- Office
- Multi-family residential
- Parking
- D/E Street pedestrian bridge

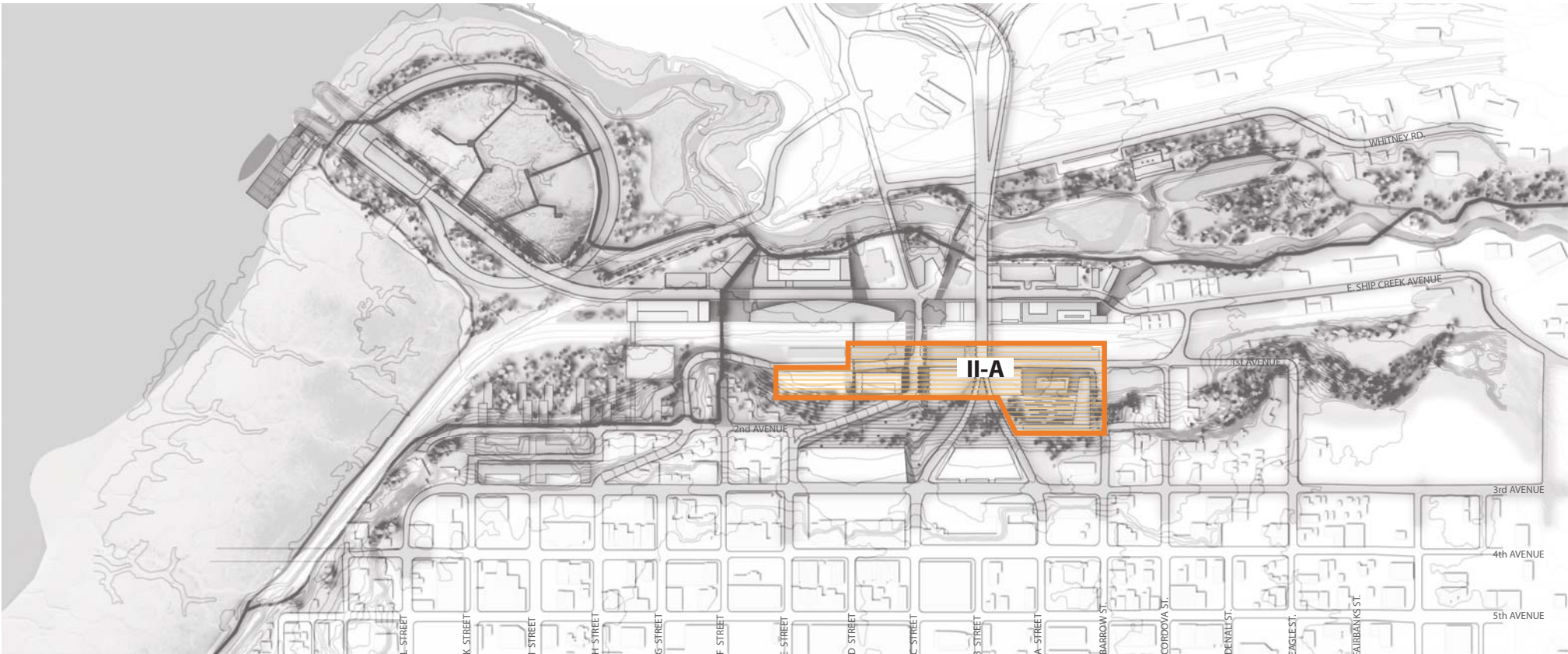


View from Eisenhower Memorial



North C Street in Summer





Phase II-A

**Phase II-A**

The development focuses on 1st Avenue, building on the success of the restored Railroad Shed building and anticipated addition of commuter rail traffic to the Alaska Railroad passenger terminal at the west end of the street to establish 1st Avenue as an arts and creative corridor

A new performing arts amphitheater anchors the east end of 1st Avenue. Events here will generate pedestrian traffic to support ground floor retail uses. A new multi-modal facility will be located next to the existing rail depot on the ground floor of a new commercial office building. Locating the station here prevents bus traffic from crossing all the tracks and entering the middle of the site, improving pedestrian safety. Following the model of the historic depot, new office uses occupy the floors above the waiting and ticketing areas on the ground floor. Buses serving the transit center queue on the redesigned 1st Avenue bus plaza directly in front of the station and adjacent to a new public parking structure.

Another new office is located to the east of North C Street at the current surface parking lot. In anticipation of their relocation, the Odom

warehouse is redeveloped into an innovation incubator to attract start-up businesses to the area in keeping with the light industrial nature of the eastern portion of Ship Creek. A pedestrian bridge links downtown directly to the new multi-modal center, a new parking structure and the Winter Garden Market to the north of the tracks.

*Transit Center*

The 2003 Ship Creek Intermodal Transit Center study indicated the new transit center to be located to the west end of the passenger terminal, connected to a pedestrian bridge crossing Ship Creek Avenue aligning with E Street. The 2003 study was done without the benefit of any context for further urban redevelopment in the Ship Creek basin, and as such was focused primarily on factors related to its own functional requirements. In addition this study was done with the understanding that a new city-wide bus station would be located in the block bounded by 3rd and 4th Avenues and E and C Streets. This facility is now planned to be located in Midtown Anchorage. This is a very significant change that changes assumption for bus access to the ITC, locations for pedestrian connections to the site and parking locations for potential commuter rail and airport passengers.

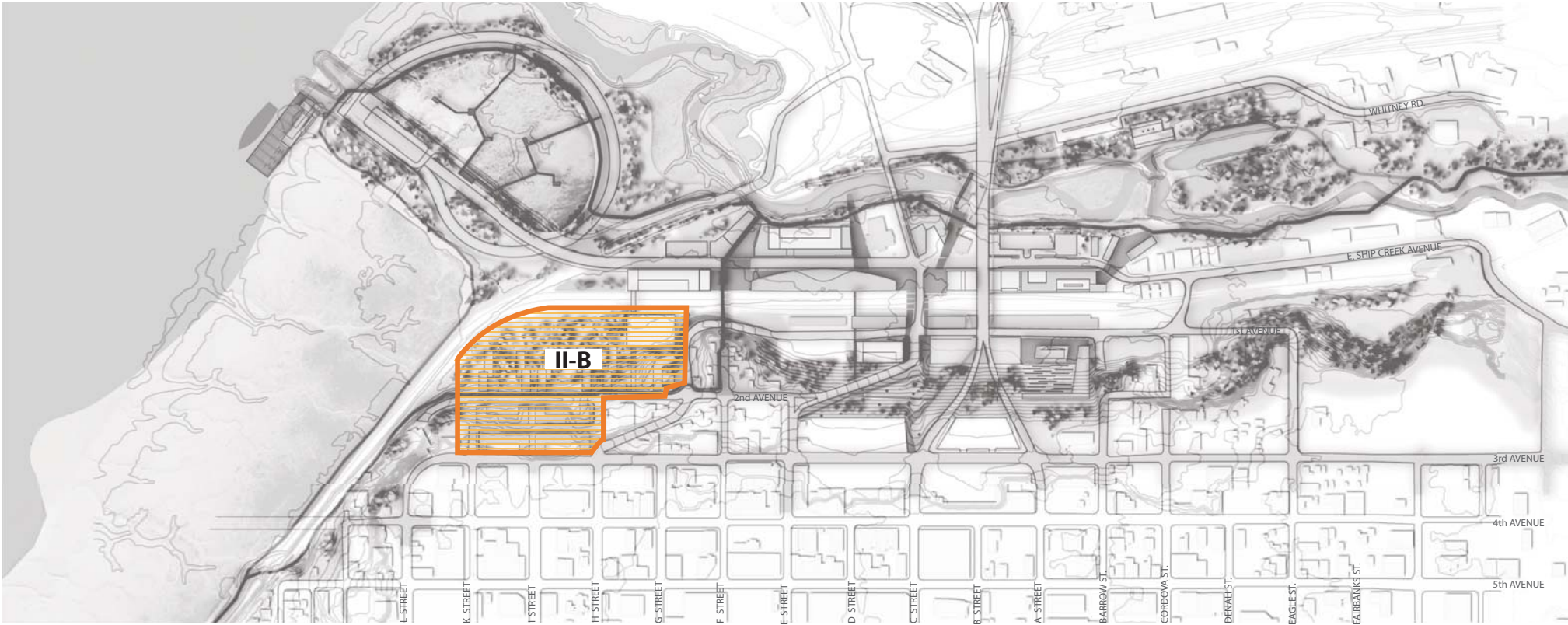


Performing Arts Amphitheater

The Framework Plan maintains the essential elements of the 2003 study, but makes adjustments to its location to better fit within the concept of a pedestrian oriented mixed-use environment and the new planned location for the primary Transit Center in Midtown. Locating the terminal and pedestrian bridge to the east of the terminal has the following advantages:

- Significantly less impact on potential private redevelopment on the ARRC parcel in the center of the site, allowing more land for private, income generating development.
- The creation of a pedestrian anchor near the intersection of North C Street and 1st Avenue and Ship Creek Avenue.
- Direct pedestrian connection between downtown, the Transit Center and the commuter parking garage location (the current Plan indicates the same location for this garage as the 2003 ITC study).
- Significant reduction of bus traffic into Ship Creek Avenue, which should be developed as a major pedestrian street.





Phase II-B

- Lower height for the pedestrian bridge, intersecting the Buttress at a lower elevation and eliminating the need for an intermediate step with an elevator core.

Program:

- Office: 80,000 to 100,000 SF
- Retail: 10,000 - 15,000 SF
- Multi-modal Center: 15,000 - 20,000 SF
- Parking garage: 400-500 spaces
- D/E Street Pedestrian Bridge
- Amphitheater: 3,000 seats

Phase II-B

This stage of development links the west end of downtown to the Ship Creek site through a new hillside residential development. Modeled after an Italian hill town, these residences fit into the steep topography of the bluff and feature attractive stepping masses and great views. This development also offers another vehicular link from downtown to the Ship Creek site through the construction of a new parking structure connected by a bridge to the parking structure to the north of the track built in Phase I-A. Much of this phase is proposed to be constructed in areas of high and very high vulnerability to seismic events. As such, highly detailed geotechnical investigation is required to determine whether it is possible to safely construct residential development at this location and how best to do so in order to protect the safety of the public.

Program:

- Multi-family residential: 300 units
- Parking: 500 cars @ the base of the bluff

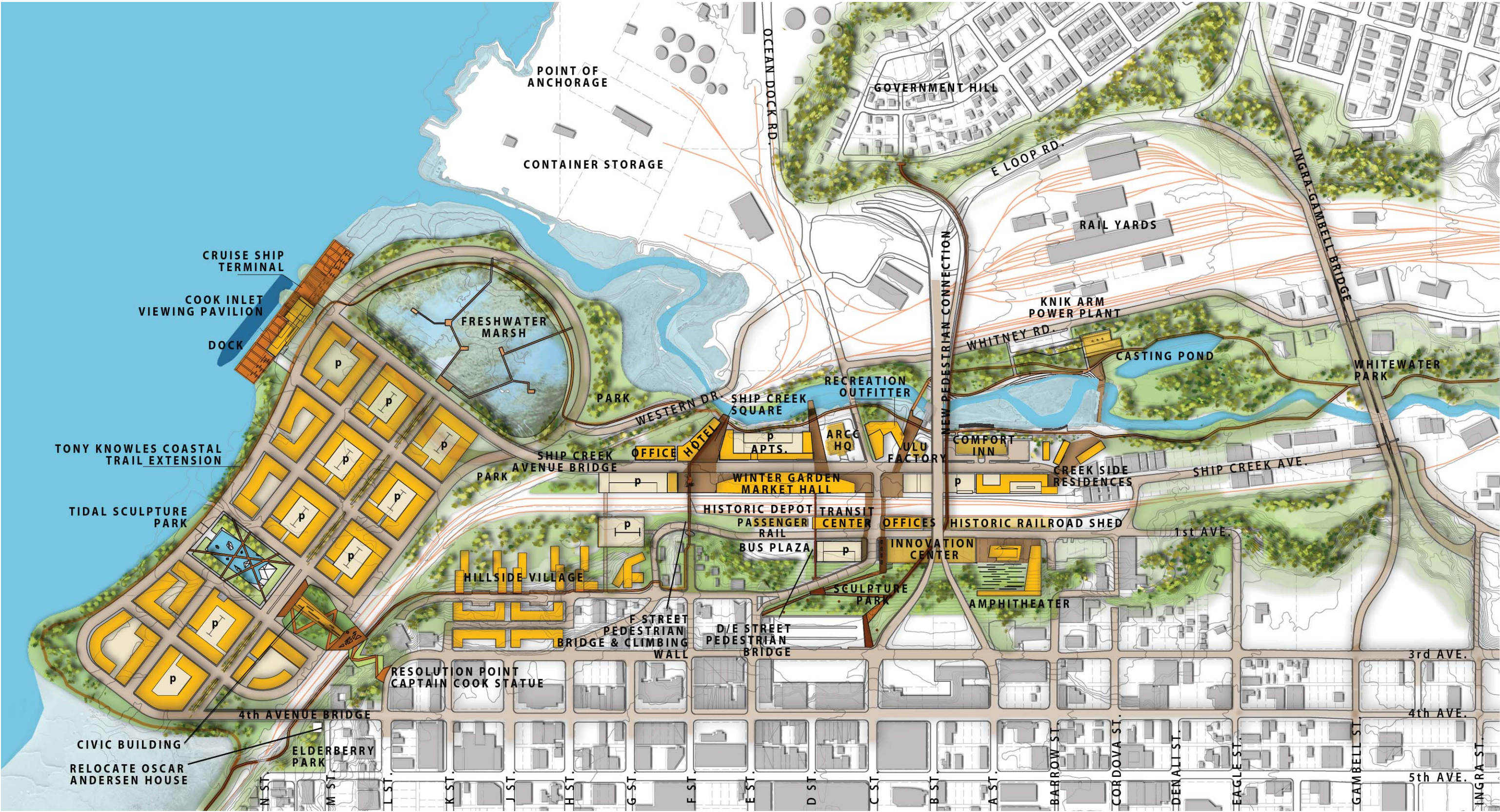


Ship Creek Avenue in Winter



Ship Creek Avenue in Summer









Cruise Ship Terminal in Summer



Cruise Ship Terminal in Winter



View from Resolution Park in Winter

## 6.6 PHASE III

This phase creates the new Anchorage waterfront on Cook Inlet. The iconic image of Anchorage for the next century, this phase completes the transformation of the Ship Creek district into the Gateway to Alaska. Seventy acres of land fill on the mud flats will create an entirely new mixed-use urban waterfront district for downtown Anchorage, truly extending the city to the water's edge on Cook Inlet. Filling the mud flats follows the tradition of many American waterfront cities that historically have expanded and improved their waterfronts using land fill.

The new waterfront district features numerous iconic parks and public spaces in addition to development parcels. A public esplanade creates the first truly active waterfront for Anchorage, featuring a diverse mix of uses along the path from the new cruise ship terminal to downtown. The entire district is ringed with a new waterfront park containing the newly extended Tony Knowles Coastal Trail that provides pedestrians, bikers and cross country skiers access to the water. This park and trail extends Elderberry Park toward the waterfront and connects the Freshwater Marsh and the Ship Creek Trail with the western end of downtown.

The centerpiece of the waterfront district is a dramatic new park featuring a dynamic tidal sculpture basin that changes its form according to the water level of Cook Inlet. From the Tidal Sculpture Park

a terraced hillside park connects the waterfront district to Resolution Park, the Captain Cook Memorial and the west end of downtown with a pedestrian path to the top of the bluff. In the center of a park a site for a major new civic structure creates a dramatic image for Anchorage facing the water and visitors arriving by ship.

The multi-function dock accommodates cruise ships, creating a major new arrival gateway for tourists. Tourists at last will be able to disembark at Anchorage directly into a vibrant urban environment, with restaurants, hotels, and all of the other amenities within walking distance.

The street and block pattern of the waterfront district is based on the grid of downtown Anchorage, but modified to accommodate parking structures in the center of the blocks and alleys for service access. A north-south tree-lined boulevard connects the north end of the district on the Fresh Water Marsh with the Tidal Sculpture Park and the Elderberry Park expansion on the south. For the first time Anchorage's downtown street network reaches to the waterfront: Fourth Avenue is transformed into Anchorage's first downtown street that extends over the railroad track directly to the waterfront, further reinforcing its role as the Main Street of Anchorage.

This phase is the most visionary and conceptual of the proposed phasing for the project. However it does provide some vision and

structure to what is shown in the 1991 Ship Creek Waterfront and Land Use Plan. With respect to implementation, this phase requires further detailed financial and technical feasibility testing as initial phases of the project progress. In particular, this phase requires extensive geotechnical testing and environmental assessment to determine whether to build the proposed facilities, and if deemed appropriate, how best to construct facilities on the tidelands. Conceptually, it assumes that the conditions would be similar to that of the Port of Anchorage expansion which has recently expanded its operations with approximately 70 acres of waterfront fill. As with the Port expansion, with the proper preparations facilities could be constructed that would appropriately protect the safety of the public and safeguard sensitive biological systems.

The following are the key steps necessary to advance this development:

1. Conduct geotechnical studies to determine whether it is possible to construct office, retail, and residential facilities in the tidelands.
2. Concurrent to geotechnical studies, conduct an environmental analysis of the tidelands and determine whether facilities can be constructed that can meet public needs while appropriately addressing environmental concerns.
3. As part of the environmental analysis, determine tidal



characteristics and whether and how to construct in the tidelands such that tides, currents and siltation are appropriately addressed to provide a sustainable project for docking and other proposed features.

4. Conduct a public process to seek public agreement on the type of facilities that should be constructed. Include key stakeholders such as the ARRC, tourism representatives, financial industry representatives, and other public interests.
5. Reach an ownership and management understanding between the ARRC and the Municipality and determine an appropriate approach for infrastructure development.
6. Develop prospectus and seek partners in the financial sector to lead the project and provide for the proposed improvements.
7. Conduct a traffic study to determine the adequacy of vehicular connection between downtown, Ship Creek and the fill area.
8. Finalize the 4th Avenue bridge alignment and determine the impact to the Oscar Andersen house, conduct Section 106 review and recommend remediation measures, if needed.

### Key uses:

- Key public use/institutional site @ east end of Tidal Basin Park
- Cruise Ship Terminal
- Tidal Sculpture Park
- Waterfront Park and Trail Network
- Hotel
- Residential
- Office
- Retail
- Parking



Anchorage's New Waterfront