

# Downtown Core Streets Streetscape Plan

# Anchorage

March, 2007



*Destination Downtown*

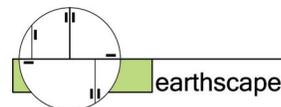
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# Introduction

Anchorage’s *Destination Downtown* planning effort was initiated in 2005 to coordinate the myriad of planning and development projects currently taking place throughout downtown. This Core Streets Master Plan is one component of *Destination Downtown* and provides a cohesive streetscape plan to help tie some of these independent efforts together.

Strategically conceived streetscape improvements are a proven method of stimulating economic activity and private investment in a downtown. They also create vitality, pedestrian activity, and “sense of place.” Since streets are shared by cars, trucks, buses, pedestrians, and bicycles, space must be carefully allocated to function effectively and accommodate all users. Also, coordination among the key parties of currently planned projects is critical to the creation of a holistic downtown, and a strong commitment to downtown public-oriented improvements must be maintained to attract private development in the years to come.

**Vision Statement:** The Core Streets will become a major focal point and downtown amenity, where public streetscape improvements along with private investment will create a vibrant, walkable, and winter-friendly environment.

## Purpose

This Core Streets Master Plan was developed to provide a coordinated streetscape vision that enhances the safety, comfort, wayfinding, and visual experience of pedestrians, bicyclists, and motorists in downtown Anchorage. It is intended to serve as a supplement to the guidelines presented in the Downtown Comprehensive Plan (December 2006) by illustrating in greater detail how streets can be upgraded to create a distinctive urban environment. Specifically, the plan:

- Recommends improvements that will enhance pedestrian activity and support development and economic growth.
- Provides guidance for the design and implementation of streetscape improvements.
- Complements adjacent land uses with a streetscape that supports activities occurring along the street.
- Emphasizes the unique character and streetscape requirements of individual downtown districts and areas.
- Provides the visually appealing connectivity that ties downtown districts together and creates a sense of place.

## Study Area

The study area includes a sixteen square block area bounded by 3<sup>rd</sup> and 7<sup>th</sup> Avenues on the north and south, and C and G Streets to the east and west. Although the plan does not specifically address streets outside this area, the streetscape principles and design guidelines should be applied throughout downtown Anchorage to create a unified design character.

Within the study area several key districts and pedestrian routes have been identified for additional design consideration. These include G Street between 3<sup>rd</sup> and 5<sup>th</sup> Avenues (Art Central), D Street at the intersection with 7<sup>th</sup> Avenue (SoNo), and 7<sup>th</sup> Avenue between F Street and D Street. Two other streets, including E Street from Delaney Park north and F Street between the new Convention Center and Town Square are also being improved as part of other Destination Downtown efforts. Design efforts on these streets have been incorporated with this plan.

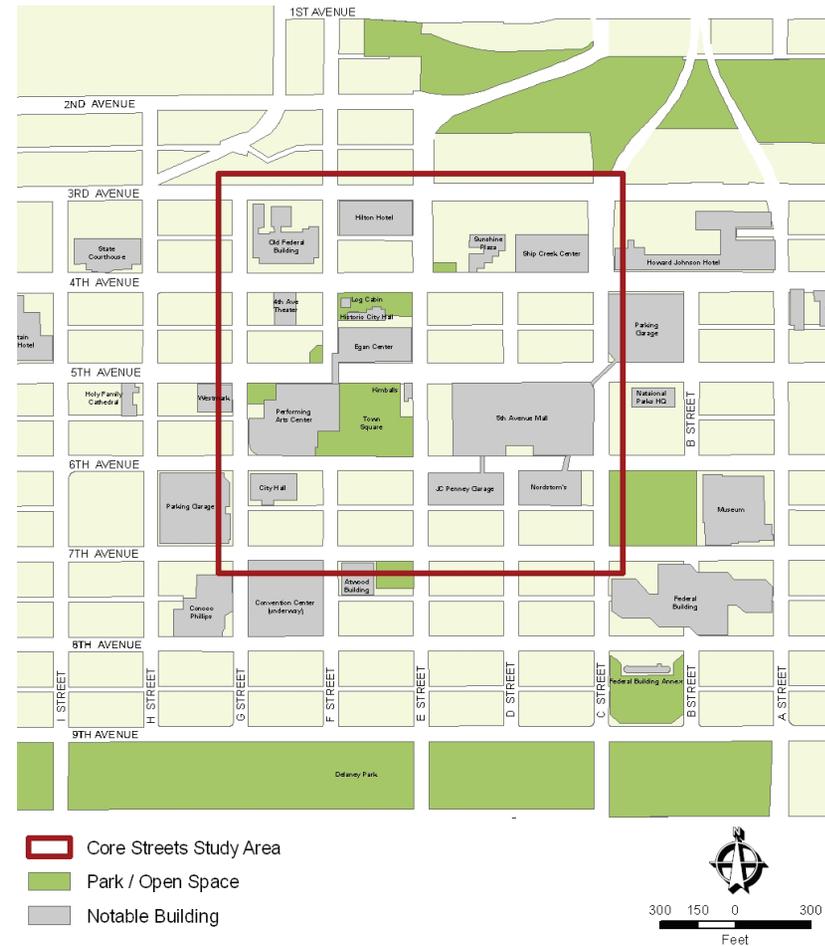


Figure 1. Study Area

## Project Goals

Core Streets project goals were developed during interviews and work sessions with a variety of stakeholders, including business owners, the Anchorage Downtown Partnership (ADP), the Anchorage Visitors and Convention Bureau (AVCB), and MOA staff. Specific goals include:

### ■ Create a safe, pedestrian-friendly atmosphere

Pedestrian activity is crucial to any downtown. This plan focuses on creating an environment that encourages year-round pedestrian activity while responding to the land uses and character of individual districts. In Anchorage, that means widening and heating sidewalks where appropriate, improving pedestrian lighting, and incorporating elements of winter city design.

### ■ Develop a unified set of streetscape standards

The plan identifies recommended styles and locations for street elements, including pedestrian lighting, curb bulbs, wider sidewalks, special paving, street furniture, artwork, wayfinding, and landscaping. By selecting elements that are most appropriate for local conditions, locating them where they are most effective, and reducing the number of different styles and element types, the MOA can reduce maintenance costs, increase design quality, and reinforce downtown's identity.

### ■ Reinforce the cohesion and identity of special districts

Several special districts have been identified with the core based on land use, character, and connectivity. Unique streetscape plans will be developed for these districts to enhance their unique character and define them within the overall downtown framework.

### ■ Facilitate Connectivity and Wayfinding

The compact nature of downtown Anchorage encourages pedestrian movements between local destinations and districts. Connections between these destinations must be clearly defined with an intuitive wayfinding system and coordinated urban design.

### ■ Promote Private Investment and Redevelopment

The Draft Anchorage Downtown Comprehensive Plan calls for an active, mixed-use, and walkable urban hub with more downtown housing and increased public investment. This vision is embraced by the Core Streets Master Plan. The streetscape strategies presented in this plan are cognizant of redevelopment opportunities and provide a framework that is compatible with future residential and mixed use projects.

# Existing Conditions and Projected Changes

Existing conditions within the core streets project area vary widely. Although some streets offer a positive pedestrian experience, the core lacks a unified design concept and many areas are characterized by poor lighting, narrow sidewalks, incompatible ground floor uses, inadequate landscaping, and an overall lack of pedestrian amenities.

The following section summarizes existing conditions within the core streets. Projected future conditions are also identified for downtown circulation and land use.

## Streetscape Character

Before developing a streetscape plan, it is important to identify those streets that already have a strong design identity and high level of activity. Figure 5 indicates good, fair, or poor streetscape quality based on elements such as lighting, landscaping, sidewalk widths, and ground floor uses. Although it is not a scientific analysis, it does suggest that certain areas already have relatively attractive street settings. At the same time, many sections of the core have relatively low-quality streetscapes that could benefit greatly from enhancement. Ultimately, this analysis will be useful in setting priorities for street improvements throughout the core.

### ■ Good

Good streetscapes present a comfortable and inviting pedestrian environment. They typically have all or most of the following: street trees, flower baskets, pedestrian lights, street level store fronts or open space, sufficient width sidewalks, and amenities such as awnings, kiosks, and benches.



Figure 2. Good Streetscapes

### ■ Fair

Fair streetscapes are safe places for pedestrians to move, but they lack many of the amenities found in good streetscapes. Sidewalk width is generally constricted with fewer pedestrian attractions, such as ground floor retail or open space.



Figure 3. Fair Streetscapes

■ **Poor**

Poor streetscapes are uninviting locations where pedestrians may even feel uncomfortable. Sidewalks are typically narrow and without basic amenities such as pedestrian lighting and landscaping. Adjacent uses fail to promote pedestrian activity and may include surface parking lots or expansive blank walls. Within downtown there is a high correlation between streets with poor streetscape character and the prevalence of non-pedestrian oriented uses.



Figure 4. Poor Streetscapes

The most serious deficiencies impact the safety of downtown streets and should be a top priority. These deficiencies include poor pedestrian lighting on multiple streets, pedestrian/vehicle conflicts at the JC Penney parking garage, and pedestrian crossing challenges on C Street.

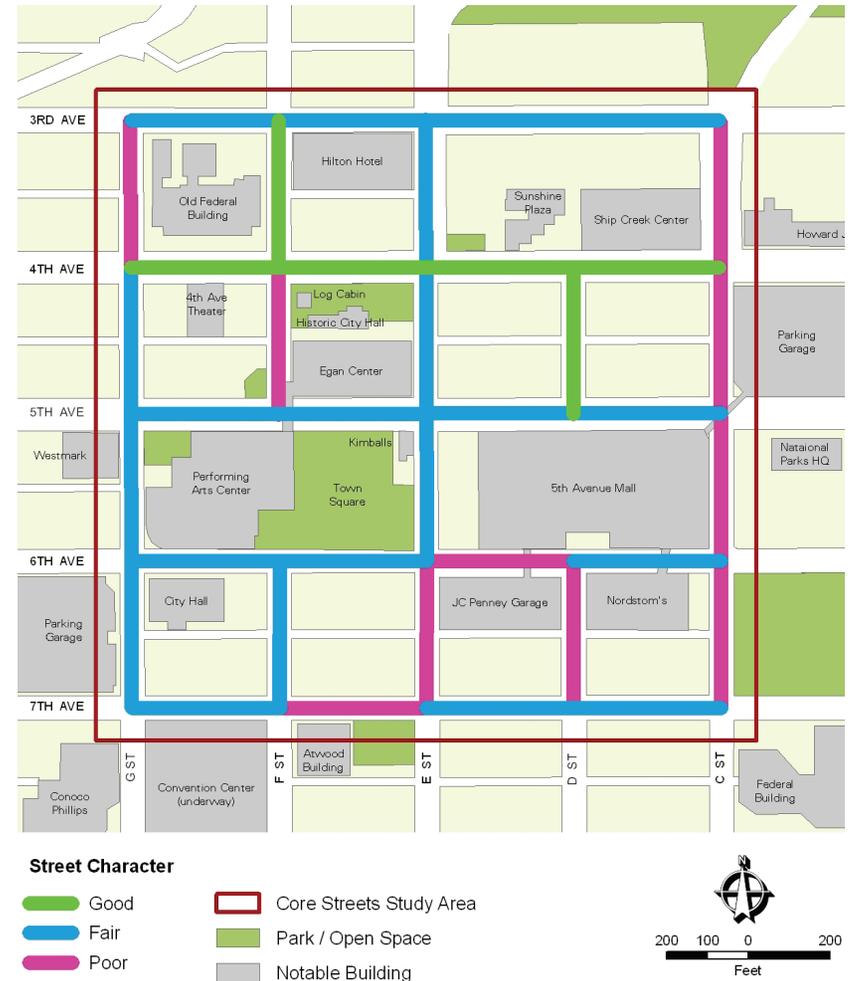


Figure 5. Streetscape Character

## Lighting

Downtown has a wide variety of lighting types and intensities. While some street sections are well illuminated with a combination of pedestrian and roadway lights, others lack lights altogether. The map in Figure 6 corresponds with the images below and illustrates the types and locations of existing pedestrian lights. Images are also provided for existing roadway lights.

Lights along 4<sup>th</sup> Avenue were originally selected because of their historic character. They are one of the defining elements along the 4<sup>th</sup> Avenue corridor, which is generally recognized as the historic heart of downtown (2006 Downtown Comprehensive Plan).

Type 1



Type 2



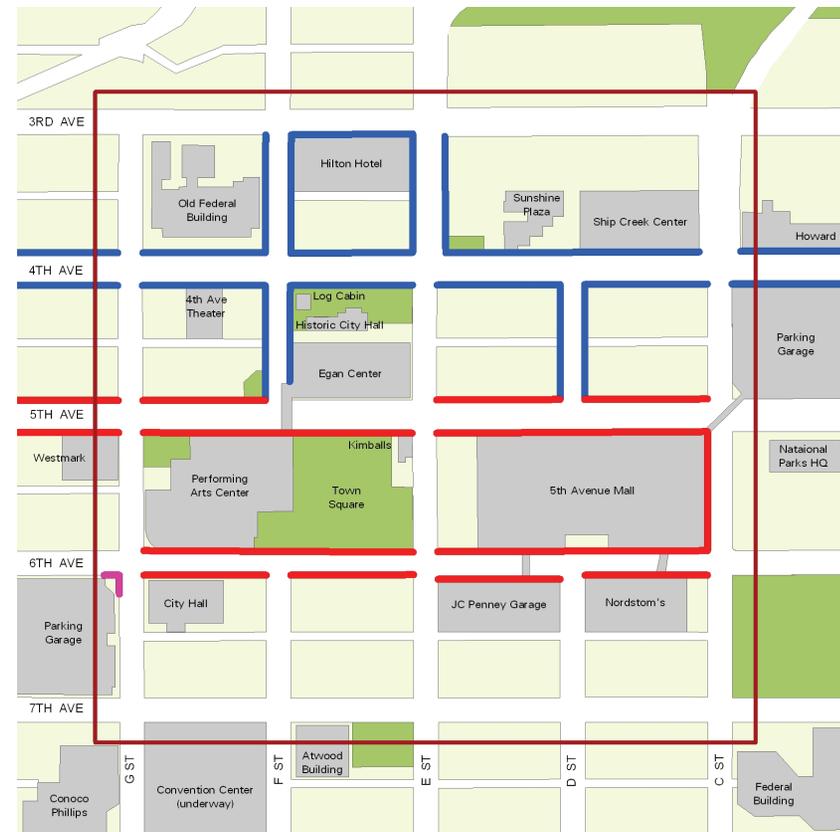
Type 3



Existing Pedestrian Lights



Existing Roadway Lights



Existing Lights

- Type 1: 5th / 6th Avenues
- Type 2: Historic District
- Type 3: 7th Ave Parking Garage

- Core Streets Study Area
- Park / Open Space
- Notable Building

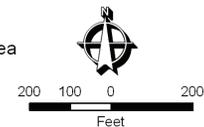


Figure 6. Existing Pedestrian Lights

## Landscaping

Street trees, hanging flower baskets, and movable planters are found on many downtown streets depending on the season. Mountain Ash (*Sorbus acuparia*) is the most common street tree variety and is usually planted in at-grade tree pits. Maintaining healthy street trees in Anchorage is a challenge since salts and other snow melt chemicals often run into tree pits. Snow removal equipment can gouge or break trees near their base. For these reasons it is important to preserve existing healthy street trees whenever possible. Figure 7 identifies the types of landscaping typically found in downtown Anchorage.

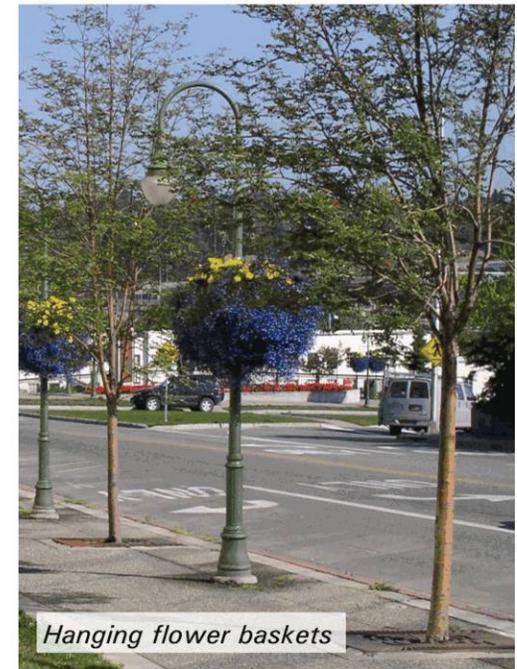


Figure 7. Existing Landscaping

## Right-of-Way and Sidewalk Widths

The street right-of-way (ROW) is the publicly owned area maintained by the City or State that lies between the property lines. Unless property acquisition is pursued, it represents the area that can be utilized when redesigning a street. Components of the ROW include the streetscape (property line to curb face) and the roadway (vehicle travel lanes and on-street parking).

Although some core streets have a ROW of 80 or 100 feet, the most common street ROW is 60 feet (see Figure 8). On these narrower streets it becomes increasingly difficult to provide sufficient room for pedestrian movement and amenities once allocations are made for vehicle travel and parking lanes. As sidewalk widths become narrower streetscape elements like trees, benches, and lights cease to be amenities and start to become obstacles to pedestrian movement.

Sidewalk widths within the core range from 6' in several locations to 18' along portions of 4<sup>th</sup> Avenue. In general, sidewalks below 8.5' wide are considered inadequate for high pedestrian traffic zones because on-street amenities like trees, benches, waste receptacles, and parking meters often come into conflict with pedestrian movement. Sidewalks over 8.5' are preferred because of their positive impacts on pedestrian circulation.

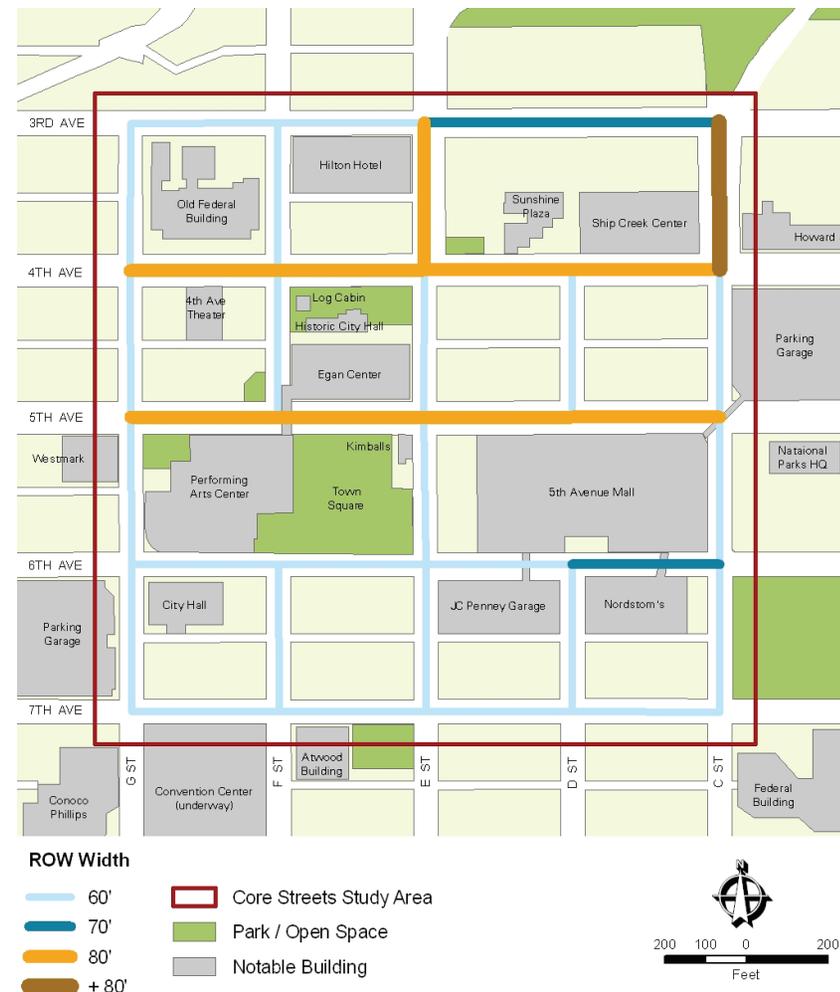


Figure 8. Right-of-Way Widths

## Pedestrian Movement

Pedestrians move through downtown in a variety of ways depending on the purpose of their trip and final destination. Common pedestrian destinations, routes, and barriers were identified over the course of numerous site visits and through public workshops held in conjunction with the E Street Downtown Corridor Enhancement Project (March 2006). Figure 9 illustrates destinations, routes, and barriers within downtown and reflects recommendations made by the Downtown Comprehensive Plan to convert 3<sup>rd</sup> Avenue into the westbound couplet through town. Nearly all streets within the Core Streets study area were identified “Primary Pedestrian Connections” by the Downtown Plan (exceptions include C Street and 3<sup>rd</sup> Avenue between E and G Streets).

### Destinations

Downtown destinations generally have higher concentrations of pedestrian activity, making them important contributors to the Downtown atmosphere. Frequent destinations include the following:

#### Retail Destinations

- 5th Avenue Mall
- 4<sup>th</sup> Avenue Shops
- SoNo District
- Downtown Market (summer)
- G Street Art Central

#### Civic and Entertainment Destinations

- PAC
- City Hall
- Egan Center
- Museum
- New Convention Center (fall 2008 / spring 2009)

#### Open Space and Recreational Destinations

- Town Square Park
- Peratrovich Park
- Delaney Park Strip
- Coastal Trail

### Routes

Although pedestrians utilize most downtown streets throughout the day, some streets support a disproportionate share of pedestrian activity due to their location, the destinations they serve, and/or the quality of their pedestrian environment. The routes described below are based on current land uses and will likely change as downtown redevelops and new destinations emerge.

- **4<sup>th</sup> Avenue** is a heavily used pedestrian corridor because of its location in the heart of downtown, wide sidewalks, colorful hanging flower baskets, and the mix of shops, tourist services, restaurants, and bars. 4<sup>th</sup> Avenue is particularly popular with both tourists and residents.

- **7<sup>th</sup> Avenue** was identified as a popular east/west route during E Street public workshops. Although the streetscape has narrow sidewalks, limited street lights, and minimal landscaping, it does provide good connections with the museum and vehicle traffic volumes are much lower than alternate east/west routes on 6<sup>th</sup> Avenue. At D Street the route passes through the SoNo district, a burgeoning area characterized by “hip” shops and hang-outs. The Federal Building at 7<sup>th</sup> and C Street also generates increased pedestrian activities.
- **G and F Streets** are often used as a north/south route through downtown. Many participants at the E Street workshops reported the route as follows: cross Delaney Park on the pedestrian path at G Street and travel north for two blocks; turn east on 7<sup>th</sup> Avenue for one block before continuing north on F Street and cutting through Town Square Park. Again, the streetscape elements on this route aren’t exactly overwhelming. It does however provide the neighborhood and parking areas south of Delaney with a nice connection to the PAC, Town Square, the Egan Center, and, eventually, the new convention center.
- **E Street** is a common northbound route primarily because of the destinations adjacent to it. Over a four block stretch it passes the Saturday Market, a key intersection on 4<sup>th</sup> Avenue, Peratrovich Park, the Egan Center, Town Square, and the 5<sup>th</sup> Avenue Mall. The street also connects Ship Creek with Delaney Park, Valley of the Moon Park, and the Chester Creek Trail, which connects with the Coastal Trail and ultimately links back to Ship Creek.

## Barriers

Barriers prompt walkers to find alternate routes because they make pedestrian movement difficult or unpleasant. Barriers can include physical elements like a busy street or steep slopes, as well as social elements like undesirable activities or harassment.

- **The JC Penny parking garage** onramp at the southeast corner of E Street and 6<sup>th</sup> Avenue is frequently sited as an unsafe pedestrian crossing. The structure itself is also considered a barrier due to its poor architectural quality and lack of ground floor activity, both of which impact the surrounding streetscape. As of December 2006 the garage was in the middle of a renovation to improve its appearance and activate portions of the ground floor along E Street.
- **The A/C Street couplet** has high traffic volumes (including truck traffic from the Port) and extremely narrow sidewalks, making pedestrians feel like they’re right in the midst of oncoming traffic. The streets are not a pleasant place to walk and crossing can be a challenge too.
- **North E Street** slopes down toward Ship Creek on the north side of 4<sup>th</sup> Avenue. During winter months the sidewalks in this area can become iced over, making for slick and hazardous walking conditions.
- **Inebriate populations** have been known to hassle, threaten, or even grab pedestrians, making some downtown streets unpleasant places to walk. Identified problem areas include Town Square Park and 4<sup>th</sup> Avenue, particularly between C and E Streets.

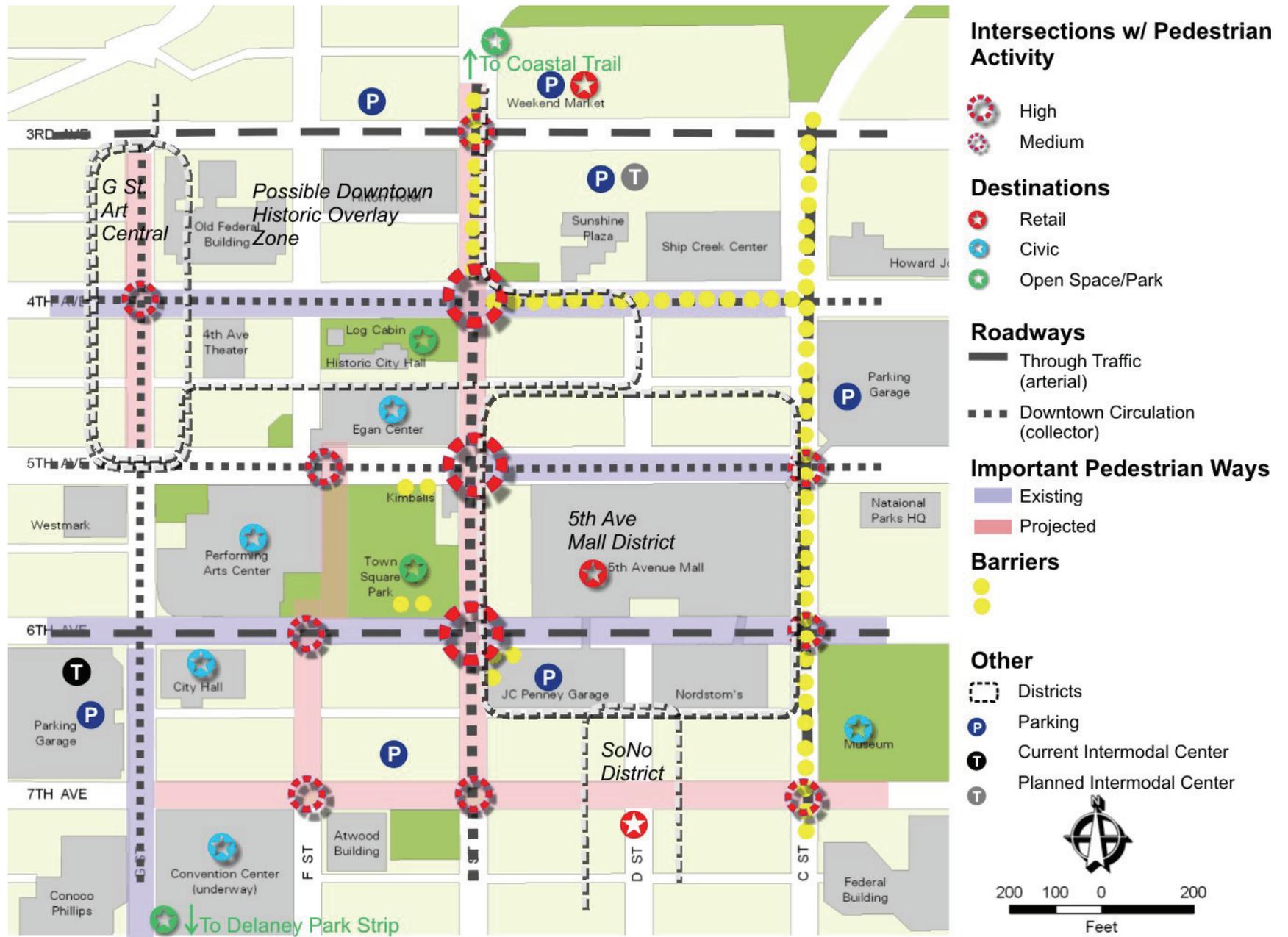


Figure 9. Pedestrian Destinations, Routes, and Barriers

## Downtown Vehicle Circulation

The downtown Anchorage street circulation network contains an assortment of roadway types with both one- and two-way traffic patterns. Most east/west traffic through town is handled by the 5<sup>th</sup> and 6<sup>th</sup> Avenue couplet, which is operated as a State owned highway. Major north/south routes include the A/C Street and I/L Street couplets.

The 2006 Anchorage Downtown Comprehensive Plan explored the merit of possible modifications to downtown circulation. Figure 10 illustrates the Downtown Plan's proposed circulation network and street types. All streetscape recommendations included in this document are based on the projected circulation network. Key recommendations from the Downtown Plan include:

- Convert D Street and F Street to two-way traffic north of 5<sup>th</sup> Avenue
- Convert 3<sup>rd</sup> Avenue to one-way westbound traffic (replaces 5<sup>th</sup> Avenue as the westbound portion of the 6<sup>th</sup> Avenue couplet; the proposal is contingent upon the Freeway-to-Freeway project being competed)
- Convert 5<sup>th</sup> Avenue to two-way traffic upon completion of the 3<sup>rd</sup> Avenue conversion described above
- Convert E Street to two-way traffic north of 4<sup>th</sup> Avenue



Figure 10. Proposed Circulation Network

## Land Use

Retail and commercial activities are the predominant land uses in the core, with the 5<sup>th</sup> Avenue Mall serving as the largest individual retail destination. As Figure 12 shows, E Street tends to divide land uses, with retail and commercial uses on the east side of the street and civic and open spaces on the west side.

The 2006 Anchorage Downtown Comprehensive Plan identifies a series of land use strategies to guide future development. In particular, the Downtown Core is identified as a priority area for high-density, mixed-use development, including residential, office, civic, entertainment, and retail uses. Specific recommendations that pertain to the streetscape include the following:

- Activate the sidewalk by requiring ground-floor retail in new buildings in select locations (e.g., 4<sup>th</sup> and 5<sup>th</sup> Aves)
- Provide capital improvements to the surrounding streetscape environment along with marketing downtown amenities to employers
- Encourage more structured and shared parking along with the redevelopment of surface parking lots
- Create a distributed parking pattern that allows visitors to park in one garage and traverse the core on foot

Height and density targets for the core include the following:

- 4 to 20+ stories; 30 to 60+ units/acre
- Ground-floor retail, housing, civic/government, cultural/entertainment, office, open space, and hotel/visitor services

- Tall building massing set back from street; ground-floor design to accommodate sun-lit plazas and public interior spaces
- Highly active streetscape with pedestrian amenities, multiple building entries, and no blank walls



Figure 11. Downtown Core Development Examples

The Downtown Comprehensive Plan identifies several “catalytic” and “opportunity” development sites within the Core Streets study area. Catalytic sites are high visibility projects that could spur additional investment in downtown. They are considered top priorities for development due to their location, development potential, and/or because they are currently being underutilized. Opportunity sites have many of the same characteristics but have a longer timeline for redevelopment.

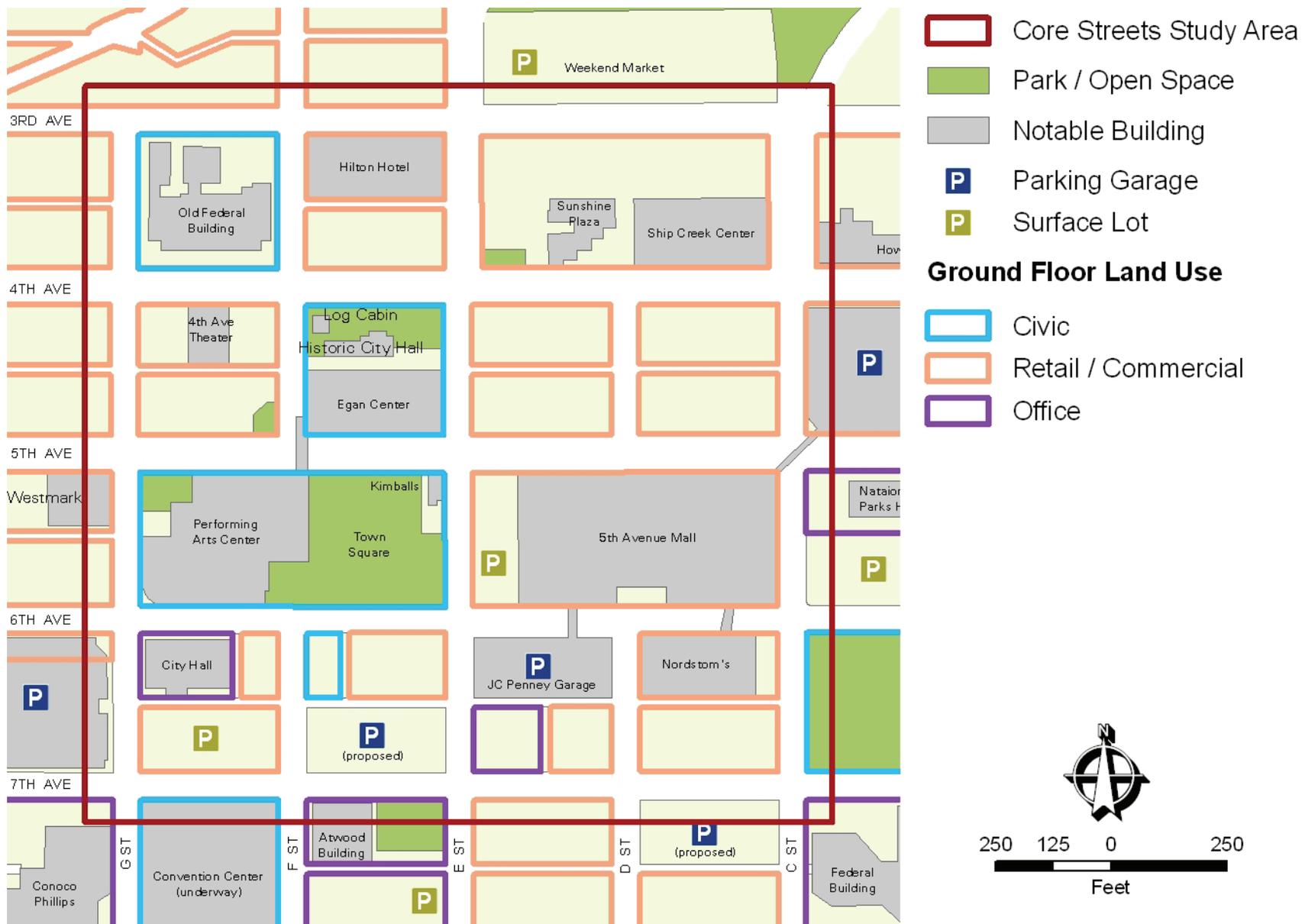


Figure 12. Land Use

## Utilities

The existing utilities within the Core Streets project limits include water, sanitary sewer, electric, traffic signal and street lights, telephone, cable television, fiber optic, natural gas, and storm drains. Following is a summary of existing utilities within the project area. For a more in-depth description and layouts of each utility see Appendix A. The locations of utilities shown are based on two sources of information: current utility company facility maps; and 2006 MOA GIS data. Many of the potential upgrades were identified from the utility companies.

### Water

The Anchorage Water and Wastewater Utility (AWWU) owns and operates the water facilities within the project area. Many of the water mains are located within the alleys and run west-east. There are, however, several mains or significant portions that run parallel to and within the road right-of-ways. Water mains vary in size from 6-inch to 24-inch diameter and are constructed of various materials including asbestos concrete, wood stave, cast iron, and ductile iron. Most of the water mains in the Downtown Core area are between 38-68 years old (1939 to 1969), with a majority constructed in the mid-1950's. That makes the majority of the water mains more than 50 years old. It appears there have been a few upgrades in the early 1980's and one upgrade as recent as 1997.

AWWU's Water Master Plan indicates that they will be making an effort to upgrade the wood stave pipe in order to meet current water quality regulations. They also are attempting to upgrade the 6-inch diameter piping since it no longer meets AWWU Design Criteria for fire flow.

### Sanitary Sewer

AWWU also owns and operates sanitary sewer facilities within the project area. Many of the sewer mains are located within the alleys and run west-east. There is, however, one main along 7<sup>th</sup> Avenue and several portions that run parallel to and within the road right-of-ways. Sewer mains vary in size from 8-inch to 24-inch diameter and are constructed of various materials including vitrified clay, concrete, asbestos concrete, and ductile iron. Most of the sewer mains in the Downtown Core area are between 42-99 years old (1908 to 1965). It appears there have been a few upgrades or additions throughout the 1980's with the latest recorded upgrade occurring in 1989.

AWWU's Wastewater Master Plan indicates that they will be making an effort to upgrade the older vitrified clay and asbestos concrete pipe due to extensive debris inside the pipe and possibly age related issues.

### Electric

Municipal Light and Power (ML&P) owns and operates electric facilities within the project area including overhead and underground lines, vaults, junction boxes, load centers, utility poles, and services. Most of the lines are also located within the alleys and run west-east. There is, however, one line along F Street and several smaller segments that run parallel to and within the road right-of-ways. Most of these facilities are underground with a very limited number of overhead electric lines.

ML&P has plans in spring of 2007 to relocate the overhead electric lines underground along E Street from 6<sup>th</sup>/7<sup>th</sup> alley south to 8<sup>th</sup> Avenue. ML&P has not indicated any other electric improvements planned within the project area in the near future; however they would like to eventually

relocate all overhead electric lines underground. For all roadway improvement projects, ML&P would also like to have conduits placed at the alleys for future use.

### Telephone

Alaska Communications Systems (ACS) owns and operates telephone facilities within the project area including lines, manholes and services. It appears these lines are all underground and the majority is located within the alleys, running west-east. A few segments are located parallel to and within the road right-of-way, running north-south. ACS has not indicated plans for improvements within the project area in the near future.

### Fiber Optic / Coaxial Cable

General Communications Inc. (GCI) owns and operates facilities that include coaxial cable and fiber optic lines in the project area. It appears that most of these lines are underground with only a small percentage of the coaxial cable lines overhead. Most of the facilities are located in the alleys, running west-east, with several segments located parallel to and within the road right-of-way, running north-south.

GCI has expressed interest in having a duct available along E Street for future development.

### Natural Gas

Enstar Natural Gas Company owns and operates natural gas facilities in the project area. Most of the natural gas lines are located in the alleys, and run west-east, with several short segments located in the road right-of-way. They vary in size from 2-inch to 6-inch, and are constructed of either plastic or stainless steel.

Enstar has not indicated plans for improvements within the project area in the near future.

### Lighting and Traffic Signals

The existing lighting system in the Downtown Core area consists of a mix of several different types of luminaires installed on several different types of poles. The range varies from cobra head luminaires mounted on wooden utility poles to acorn luminaires that provide pedestrian lighting. At most of the intersections, cobra head luminaires are mounted on steel traffic signal poles and/or wooden utility poles. These lights provide illumination for the roadway, crosswalks, and sidewalks.

Several vintages of cantilevered signal mast arm poles and numerous signal bridges make for an eclectic mix of traffic signal structural supports.

There does not appear to be any improvements planned for these facilities in the near future.

### Storm Drains

Existing storm runoff flows over streets and sidewalks to gutters, and drains into curb inlet catch basins located throughout the Downtown Core Project area. The catch basins drain into one of four drainage basins within the project area. Each of the drainage basins eventually discharges to Cook Inlet.

The MOA maintains the existing drainage systems within the project limits and considers the systems to be in fair to good condition.

In conclusion, the MOA desires to see significant improvements to both pedestrian amenities and roadway infrastructure within the Downtown Core Streets area. Some of these improvements include extensive use of landscaping, pavers, heated sidewalks and roadway crossings in order to facilitate a friendlier pedestrian environment year round.

MOA has also taken the position that utilities will not be relocated in conjunction with a pedestrian or road improvement project unless there is a direct conflict with the proposed project or the utility companies themselves indicate a need to upgrade or relocate. Since most utility lines are located a minimum 30-inch below grade, it would appear, for the most part, that apparent conflicts with these underground lines during construction of surface improvements would be minimal. Above ground utilities such as manholes, pedestals, fire hydrants, catch basins, water valves, and utility poles could still be impacted and or adjusted to finish grade.

But as the desire for improved pedestrian amenities increases, especially in the way of heated sidewalks, so do the potential conflicts with the underground utilities. Especially if the soon to be constructed surface improvements could potentially be affected by the replacement or maintenance of these older utility lines in the near future.

The success and longevity of both the surface pedestrian/road improvements and the underground utility lines should be considered together. If not, future utility improvements and maintenance will bear the cost of replacing recently constructed pedestrian and roadway improvements. This current method of operation will affect the public not once but twice, both in inconvenience and cost.

Therefore, considering the age and condition of some of the utility lines, each utility is highly encouraged to upgrade their lines in conjunction with the construction of any proposed pedestrian and road improvements.

**Table 1. Existing Utilities Summary**

|                | Size (inches) | Type              | Approximate Location        | Year Constructed | Utility Upgrade Planned (Design Year) |
|----------------|---------------|-------------------|-----------------------------|------------------|---------------------------------------|
| Water Mains    | 10,12         | Asbestos Concrete | 5th Avenue                  | 1939             | -                                     |
|                | 6             | Cast Iron         | F St. at 4th / 5th alley    | 1942             | -                                     |
|                | 6             | Cast Iron         | F Street, 6th Ave. south    | 1942             | 2007                                  |
|                | 8             | Wood Stave        | G Street                    | 1949             | 2008                                  |
|                | 6             | Cast Iron         | 3rd / 4th alley             | 1953             | -                                     |
|                | 8             | Cast Iron         | 3rd Avenue, 3rd / 4th alley | 1953             | -                                     |
|                | 8             | Cast Iron         | 4th / 5th alley             | 1955             | -                                     |
|                | 8             | Cast Iron         | 5th / 6th alley             | 1955             | -                                     |
|                | 8             | Cast Iron         | 6th/ 7th alley              | 1955             | -                                     |
|                | 8             | Cast Iron         | D Street                    | 1955             | -                                     |
|                | 8, 12         | Cast Iron         | C Street                    | 1965             | -                                     |
|                | 12            | Cast Iron         | E Street                    | 1969             | -                                     |
|                | 24            | Ductile Iron      | 7th Avenue                  | 1982             | -                                     |
|                | 8             | Ductile Iron      | 5th / 6th alley             | 1985             | -                                     |
| 8              | Ductile Iron  | 6th Avenue        | 1997                        | -                |                                       |
| Sanitary Sewer | 10            | Vitrified Clay    | 5th / 6th alley             | 1908             | 2007                                  |
|                | 10, 12        | Vitrified Clay    | 3rd / 4th alley             | 1917             | 2013                                  |
|                | 10            | Vitrified Clay    | 4th / 5th alley             | 1917             | 2007/2013                             |
|                | 8, 10         | Vitrified Clay    | 6th / 7th alley             | 1939             | 2007/2013                             |
|                | 8             | Concrete          | 3rd Avenue                  | 1955             | -                                     |
|                | 8             | Concrete          | F Street                    | 1955             | 2013                                  |
|                | 8             | Asbestos Concrete | 3rd / 4th alley             | 1965             | -                                     |
|                | 8             | Asbestos Concrete | 3rd Avenue at C Street      | 1965             | -                                     |
|                | 10            | Asbestos Concrete | 6th / 7th alley             | Unknown          | 2013                                  |
|                | 8             | Ductile Iron      | 3rd Avenue                  | 1978             | -                                     |
|                | 12            | Ductile Iron      | G Street                    | 1981             | -                                     |
|                | 12            | Ductile Iron      | 4th / 5th alley             | 1981             | -                                     |
|                | 8, 12, 16     | Ductile Iron      | 6th Ave., 5th / 6th alley   | 1981             | -                                     |
|                | 24            | Ductile Iron      | 7th Avenue                  | 1981             | -                                     |
| 10, 18         | Ductile Iron  | C Street          | 1986                        | -                |                                       |
| 12             | Ductile Iron  | G Street          | 1989                        | -                |                                       |

**Table 1 (continued). Existing Utilities Summary**

|                                | Size<br>(inches) | Type            | Approximate Location                           | Year<br>Constructed | Utility Upgrade<br>Planned (Design<br>Year) |
|--------------------------------|------------------|-----------------|--|---------------------|---|
| Electric                       | N/A              | <b>Overhead</b> | 3rd Avenue, G to E St.                         |                     | -   |
|                                | N/A              | Underground     | 3rd Avenue, E to C St.                         |                     | -   |
|                                | N/A              | Underground     | Alleys between 3rd & 7th Ave.                  |                     | -   |
|                                | N/A              | <b>Overhead</b> | 4th / 5th alley, E to D St.                    |                     | -   |
|                                | N/A              | <b>Overhead</b> | 6th / 7th alley, F to D St.                    |                     | -   |
|                                | N/A              | <b>Overhead</b> | 7th Avenue, E to D St.                         |                     | -   |
|                                | N/A              | Underground     | 7th Avenue, D to C St.                         |                     | -   |
|                                | N/A              | Underground     | C, E, F & G Streets                            |                     | -   |
|                                | N/A              | <b>Overhead</b> | F Street, 6th / 7th alley                      |                     | -   |
|                                | N/A              | <b>Overhead</b> | E Street, 6th / 7th alley to 8th               |                     | 2007  |
| Telephone                      | N/A              | Underground     | 3rd Avenue, G to F St.                         |                     | -   |
|                                | N/A              | Underground     | 3rd / 4th alley                                |                     | -   |
|                                | N/A              | Underground     | 4th / 5th alley                                |                     | -   |
|                                | N/A              | Underground     | 5th / 6th alley                                |                     | -   |
|                                | N/A              | Underground     | 6th / 7th alley                                |                     | -   |
|                                | N/A              | Underground     | G Street                                       |                     | -   |
|                                | N/A              | Underground     | F Street                                       |                     | -   |
|                                | N/A              | Underground     | E Street                                       |                     | -   |
| Fiber Optic /<br>Coaxial Cable | N/A              | Underground     | 4th / 5th alley                                |                     | -   |
|                                | N/A              | Underground     | 6th / 7th alley                                |                     | -   |
|                                | N/A              | Underground     | E Street                                       |                     | -   |
|                                | N/A              | <b>Overhead</b> | E Street, 6th / 7th alley south                |                     | -   |
|                                | N/A              | Underground     | C Street                                       |                     | -   |
| Natural Gas                    | 2                | Plastic Pipe    | 5th / 6th alley                                |                     | -   |
|                                | 2                | Stainless Steel | C Street                                       |                     | -   |
|                                | 3                | Plastic Pipe    | 3rd / 4th alley                                |                     | -   |
|                                | 3                | Plastic Pipe    | E Street                                       |                     | -   |
|                                | 3, 4             | Stainless Steel | 6th / 7th alley                                |                     | -   |
|                                | 4                | Stainless Steel | G St., F St., C St.                            |                     | -   |
|                                | 4                | Stainless Steel | 3rd Avenue                                     |                     | -   |
|                                | 4                | Stainless Steel | 3rd / 4th alley                                |                     | -   |
|                                | 4                | Stainless Steel | 6th Avenue                                     |                     | -   |
|                                | 6                | Stainless Steel | 4th / 5th alley, F St., 4th Ave., E St., C St. |                     | -   |

**Bold Text** = Potential Upgrade

# Design Criteria

Core streets redevelopment is subject to a variety of design standards that affect both the roadway and streetscape. These standards come from multiple sources, including the 1996 Official Streets and Highways Plan (OS&HP), the MOA Project Management and Engineering Design Criteria Manual (DCM), Title 21 of the Anchorage Municipal Charter, and Code and Regulations Supplement No. MA 31. Design criteria for the core was taken from these sources or developed during work sessions with appropriate MOA staff and departments. Waivers may be required when recommended design criteria deviate from published standards.

## Functional Classifications

The 1996 OS&HP is the current planning document providing policies and standards for the transportation needs of the MOA. The Plan lists the functional classification for primary roadways located within Anchorage, Eagle River, and Girdwood based on the Municipality’s Long Range Transportation Plan. Core Streets are currently classified as Major Arterial, Minor Arterials, and Neighborhood Collectors.

### ■ Arterials

The first and most important function of arterials is to move large volumes of vehicles and goods. Usually they accommodate longer trips, as from one part of the community to another. Access to adjacent lands should be a secondary consideration for an arterial.

### ■ Collectors

A collector street collects traffic from local streets and then conducts it to arterials or to local traffic generators such as shopping centers, schools, community centers, or park and recreational facilities. It may provide the abutting property with some degree of land service but this should be avoided.

Table 2 summarizes relevant characteristics of each functional classification based on data in the OS&HP and DCM. It is important to note that many of these criteria may not apply to the Core Streets since they are located in the CBD. It is probable that roadway classifications within downtown will be modified when/if the circulation changes proposed in the 2006 Downtown Comprehensive Plan are implemented. Table 2 therefore shows both current downtown classifications in the “Roads - Existing” line, as well as potential classifications in the “Roads - Possible” line. Figure 13 provides an illustration of the possible classifications.

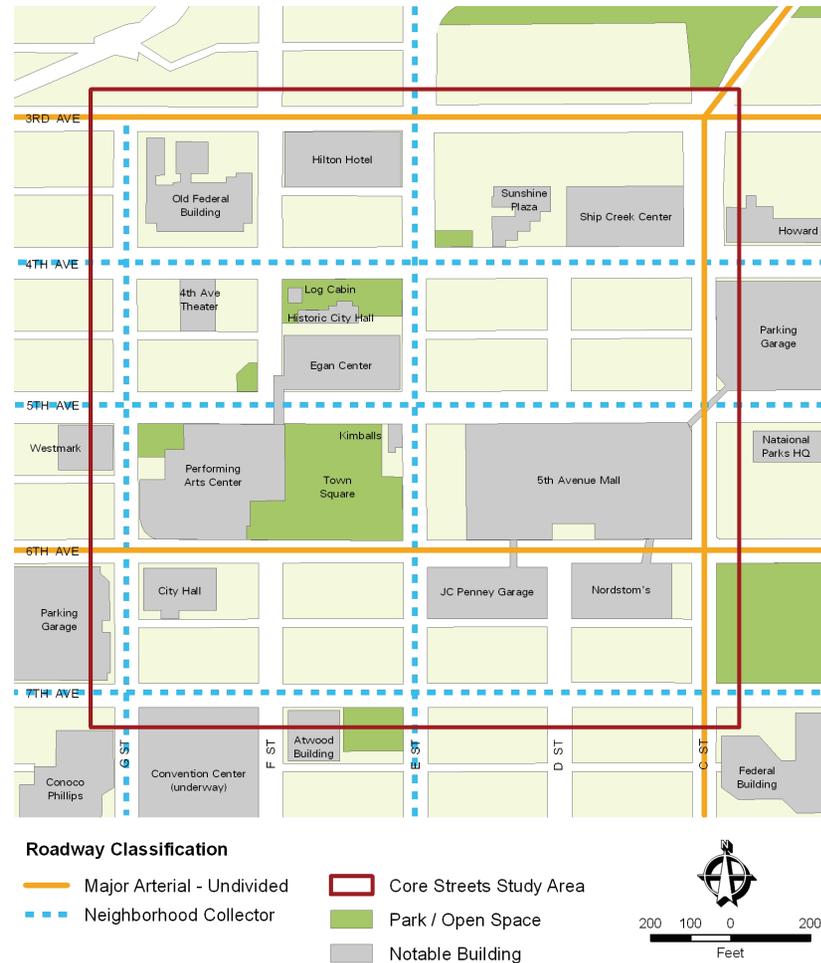
**Table 2. Street Classifications and Characteristics**

|                       | Major Arterial   | Minor Arterial         | Collector  |
|-----------------------|--|------------------------|--|
| Street Class          | IIIC<br>(Undivided)  | IIA                    | IC<br>(Neighborhood)   |
| Number of Lanes       | 4  | 2 – 4                  | 2  |
| Lane Width            | 12'  | 11'                    | 10' – 11'  |
| Minimum ROW           | 60'  | 60'                    | 60'  |
| Average Daily Traffic | + 20,000   | 10,000 – 20,000        | 2,000 – 10,000   |
| Design Speed*         | 55 MPH   | 35 MPH                 | 35 MPH   |
| Posted Speed*         | 45 MPH   | 30 MPH                 | 30 MPH   |
| Roads - Existing      | 5 <sup>th</sup> Avenue<br>6 <sup>th</sup> Avenue<br>C Street | 3 <sup>rd</sup> Avenue | 4 <sup>th</sup> Avenue<br>7 <sup>th</sup> Avenue<br>E Street<br>G Street                           |
| Roads - Possible**    | 3 <sup>rd</sup> Avenue<br>6 <sup>th</sup> Avenue<br>C Street |                        | 4 <sup>th</sup> Avenue<br>5 <sup>th</sup> Avenue<br>7 <sup>th</sup> Avenue<br>E Street<br>G Street |

Source: 1996 Official Streets and Highways Plan;  
MOA Project Management and Engineering Design Criteria Manual

\* Design and posted speeds will be much lower within the central business district; average speeds of 20 MPH are recommended by the 2006 Downtown Comprehensive Plan

\*\* The "Roads - Possible" line summarizes possible roadway classifications following implementation of the transportation recommendations proposed in the 2006 Downtown Comprehensive Plan



Note: This map is based on possible roadway classifications following implementation of transportation recommendations being proposed by the 2006 Downtown Comprehensive Plan.

**Figure 13. Roadway Functional Classifications**

## Design Speeds

The design speed affects the sight distance available along the roadway’s horizontal alignment and vertical profile, particularly at intersecting roadways and pedestrian facilities. As design speeds increase, longer sight distances are required to provide more reaction time and braking distance when responding to roadway obstacles. It is important that the design speed slightly exceed the posted speed on downtown streets to provide a safety margin for drivers traveling at the posted speed limit in poor driving conditions.

Design and posted speeds recommended by the DCM are summarized in Table 2. In some instances it is recommended that the design and/or posted speeds be reduced to improve pedestrian safety. The Downtown Comprehensive Plan recommends reducing the average speed on all downtown streets to 20 MPH by using traffic calming measures such as raised intersections, curb extensions, and narrower travel lanes.

## Design Vehicle

The design vehicle is used to determine minimum turning radii at intersections and is based on the largest vehicle for which the roadway is expected to serve on a regular basis. Streets within the core will use a variety of design vehicles since they all serve a different purpose within the overall transportation network. Common design vehicles are summarized in Table 3.

**Table 3. Comparison of Design Vehicles**

| Vehicle                | AASHTO Designation | Length of Vehicle (feet) | Length of Wheel Base (feet) | Center Turning Radius (feet) |
|------------------------|--------------------|--------------------------|-----------------------------|------------------------------|
| Semi-trailer           | WB-50              | 55.0                     | 50                          | 41                           |
| City Bus               | CITY-BUS           | 40.0                     | 25                          | 37.8                         |
| Coach Bus              | BUS-45             | 45.0                     | 30.5                        | 40.8                         |
| Emergency (Fire Truck) | SU                 | 30/35*                   | 20                          | 38                           |

\* Anchorage fire truck

## Lane Width

The DCM recommends varying lane widths depending on the situation and local traffic conditions. Within the core, lane width standards range from 10 to 11 feet for collectors up to 12.5 feet for arterials.

Options may be available for using an 11 foot lane standard within the core when it is adjacent to on-street parking. 11 foot lanes are recommended as a means to reduce vehicle speeds and provide additional ROW for sidewalks and other pedestrian amenities. A 12.5 foot lane is appropriate when there is no on-street parking functioning as a buffer between the pedestrian and vehicle.

## On-Street Parking Lane

On-street parking helps create a buffer between sidewalks and vehicle travel lanes while providing motorists with convenient access to adjacent businesses. The DCM permits on-street parking on any of the street types found in downtown, but it is not required. Minimum identified parking lane widths are 7 feet (page 1-26).

The Core Streets Master Plan recommends maintaining on-street parking throughout the study area, but in some locations the parking lane is removed to create a wider sidewalk. Eight foot lane widths are recommended as a standard (includes gutter pan).

## Sidewalk Width

According to the DCM, pedestrian facilities should be installed on streets within the CBD to provide a safe walking environment and encourage greater pedestrian use. Although the DCM recommends 5 foot wide sidewalks as a minimum (page 1-11), Title 21 guidelines state that sidewalks within the CBD shall be at least 11.5 feet wide. Improvements presented in this report strive for the 11.5 foot standard and greater, but in some cases a narrower sidewalk is proposed due to ROW limitations or other extenuating circumstances. Waivers will be required when sidewalk widths fall below the 11.5 foot standard.

The configuration of the streetscape will play an important role in determining the activities that can occur on the sidewalk, the level of activity and pedestrian traffic that can be accommodated, and landscaping opportunities. Downtown sidewalks are ideally composed of four distinct zones (see Figure 14).

### ■ Curb Zone

This zone is located immediately adjacent to vehicle travel lanes or on-street parking. In addition to providing a clear definition between street and sidewalk, the curb face prevents vehicles from driving on the sidewalk, assists in snow and debris removal, and diverts street runoff to the gutter. A curb zone of 18" generally provides the space necessary to allow passengers to access parked vehicles.

### ■ Furniture Zone

This zone lies between the curb zone and sidewalk, making it a key buffer between vehicular traffic and pedestrians. The zone accommodates streetscape objects that should be kept clear of the walkway, like benches, parking meters, refuse receptacles, newspaper stands, street signs, light poles, and landscaping. While the zone's width is dependent on the street's function and adjacent land uses, a width of 4 feet will be encouraged.

### ■ Movement Zone

Pedestrian movement is a primary function of sidewalks and should therefore be a primary consideration when configuring downtown sidewalks. The *Pedestrian Facility Users Guide* advises a movement zone width of 8 to 12 feet in a CBD, which allows two couples to pass comfortably. Movement zone widths within the core will fall somewhere within this range depending on the amount of available ROW and the level of pedestrian activity generated by adjacent land uses.

■ **Storefront Zone**

Located between the movement zone and the property line, the storefront zone protects pedestrians from opening doors and objects protruding from buildings. The storefront zone should be at least 2 feet wide to accommodate window shopping and building egress and ingress.

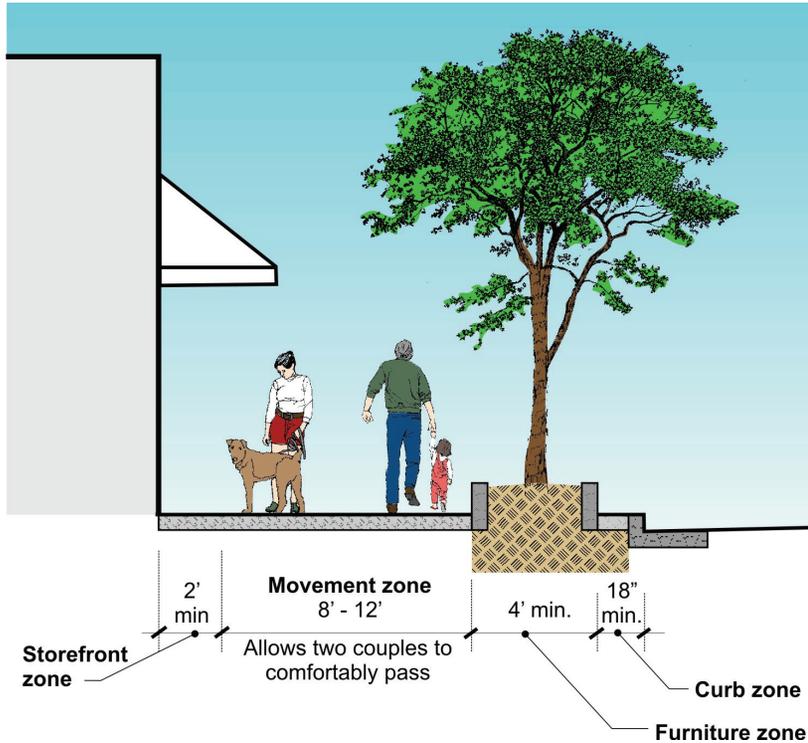


Figure 14. Typical Sidewalk Zones

**Lighting**

The primary purpose of the lighting system is to enhance traffic and pedestrian safety. An illumination system should be designed to provide the required illumination and uniformity levels and minimize construction and maintenance costs, adverse impacts on adjacent properties, and hazards to pedestrians and vehicular traffic.

The DCM recommends a range of design criteria depending on the roadway classification and the pedestrian conflict area classification. Streets within the core are classified as “high” pedestrian conflict areas due to the significant numbers of pedestrians on the sidewalks and crossing streets during darkness. Lighting values for the core streets are summarized in Table 4; additional information can be found in Chapter 5 of the DCM.

Table 4. Illumination Values

| Roadway Class | Illuminance (Lux/Footcandles) (minimum) | Uniformity Ration (avg/min) (maximum) | Veiling Luminance Ratio (vmax/min) (maximum) |
|---------------|---|---------------------------------------|--|
| Arterial      | 17.0 / 1.7                              | 3.0                                   | 0.3  |
| Collector     | 12.0 / 1.2                              | 4.0                                   | 0.4  |

Note: Values are based on the Illuminance Method, as presented in Table 5-1 of the DCM.

## Landscaping

Street trees and other types of landscaping are encouraged by the DCM for their aesthetics, dust and pollution absorption capabilities, and ability to bring nature into an urban space and control glare. In areas with high pedestrian traffic the DCM suggests that trees should only be planted when sidewalks are 18 feet or wider to avoid impacts on pedestrian mobility. Sidewalks as narrow as 11 feet can also have street trees if window shopping is not a prevalent activity (i.e. along blank walls or parking lots) and in areas with lower pedestrian activity.

The DCM recommends that trees be set back a minimum of 3.5 feet from the back of curb to reduce damage from opening car doors, minimize splash from cars, and provide space for temporary snow storage. A minimum of 200 cubic feet of available planting bed with topsoil is recommended for each tree. Of all possible approaches for planting trees in urban locations, raised planting beds with tree roots being able to reach contiguous earth (as opposed to self contained, moveable planters) are identified as the best option for plant performance since they protect trees from melting agents and allow soils to more effectively absorb solar radiation.

Where sidewalks are heated so that melting agents are no longer necessary, a raised planting bed may not be required to protect roots from chemical runoff. However, a low wall along the back of curb should still be considered to offer protection from the road spray of passing vehicles.

## Waivers and Stakeholder Buy-in

Waivers are required any time a streetscape design varies from guidelines set forth in the DCM, Title 21, or other similar planning documents. Several design features being proposed in this report would require a waiver upon implementation. The following provides a summary of potential waiver requirements.

- **Sidewalk Width:** Sidewalks falling below 11.5 feet (Title 21)
- **Travel Lane Width:** 10 foot and 11 foot travel lanes immediately adjacent to a parking lane may require a waiver (DCM)
- **Parking Lane Width:** 8 foot parking lanes (including the gutter pan) may require a waiver (DCM)
- **Roadway Shoulders:** A waiver may be required if shoulders are not provided along arterials and collectors in the CBD (DCM)
- **Raised Intersections:** An MOU with the ADOT may be required for raised intersections on 5<sup>th</sup> and 6<sup>th</sup> Avenues
- **Pavers:** Using pavers in the roadway will require buy-in from the MOA Traffic Department and PM&E
- **Lights:** The use of “Cut-Off” type pedestrian lights (vs. “Full Cut-Off”) may require a waiver (DCM)
- **Bicycles:** Allowing bicycles to ride on the sidewalk would require a waiver

# Street Typology

Functional classifications for streets are historically based on design and operational characteristics as they relate to the movement of motor vehicles. Consideration for adjacent land uses is minimal and has more to do with vehicular access than compatibility, while virtually no thought is given to alternate forms of transportation like walking and biking.

The Anchorage Bowl 2025 Long-Range Transportation Plan (December 2005) recognized the need for a more balanced street classification system that puts greater emphasis on adjacent land uses and other transportation types, including pedestrians, bicyclists, and transit riders. Appendix C of the Transportation Plan declares:

*“The design of a street, its intersections, sidewalks, and transit stops should reflect the adjacent land uses because the type and intensity of the adjacent land use directly influences the level of use by other modes.”*

The Transportation Plan identifies several street typologies designed to augment traditional classifications like arterial and collector. Each street typology prioritizes various design elements (sidewalks, on-street parking, lane widths, etc.) by looking at factors related to both the adjacent land uses and the functional classification.

## Mixed-Use Streets

Although the Transportation Plan does not specifically identify typologies for individual streets, downtown roadways tend to fit the description provided for mixed-use streets. Mixed-use streets are defined as follows.

*“Mixed-use streets are located in areas characterized by a mix of high-intensity commercial, retail, and residential areas with substantial pedestrian activity...Alternative modes of travel are emphasized on mixed-use streets with increased use of pedestrian, bicycle, and transit design elements...Improvements such as trees, lawns, and street furniture are desirable to make mixed-use streets more attractive for pedestrians. Mixed-use streets frequently provide on-street parking and wide sidewalks, depending on the type and intensity of adjacent commercial land uses.”*

Elements of the mixed-use street typology will be applied throughout the core, including wider sidewalks, street trees, and furniture.



Figure 15. Mixed-Use Streets

## Sub-Typologies

The mixed-use typology can be further refined to reflect the unique character of several downtown streets. The following sub-typologies have been created for the core and will be used when developing an overall streetscape framework for downtown. Typologies are summarized in Table 5 and also appear in Figure 19.

### Signature Street

Signature streets are located in key pedestrian traffic areas and receive additional treatments to create defining urban spaces. Identified signature streets include 4<sup>th</sup> Avenue, E Street, and F Street between 7<sup>th</sup> Avenue and the PAC.

#### ■ 4<sup>th</sup> Avenue

4<sup>th</sup> Avenue is widely viewed as the historic core of Anchorage and supports some of the highest pedestrian volumes in downtown. It has a main street atmosphere, with high density retail and commercial spaces, colorful hanging flower baskets, wide sidewalks, bustling activity, and Peratrovich Park at its center. Design treatments along 4<sup>th</sup> Avenue will respond to the high pedestrian volumes while keeping an emphasis on the street's historic character.

#### ■ E Street

E Street is unique in that it offers a direct link between Delaney Park and Ship Creek. It passes through the heart of Anchorage, acting like a spine with ribs that connect to many of the key downtown destinations. In March 2006 a Design Study Memorandum was completed for E Street to identify improvements that support pedestrian mobility and wayfinding between Delaney Park and 2<sup>nd</sup> Avenue. Initial improvements are

scheduled to be constructed in summer 2008 and will include wider and heated sidewalks, intersection curb bulbs, raised intersections, landscaping, integrated public art, and a special urban design scheme around Town Square that will be coordinated with the park.

#### ■ F Street

The one block section of F Street south of the PAC is expected to become a pedestrian thoroughfare upon completion of the new civic and convention center. As sessions let out upwards of one thousand delegates and conventioners could take to the streets, many of whom will be walking north on F Street in route to downtown restaurants, parks, shops, and hotels. A preliminary design concept was completed for F Street in May 2006 and features wider and heated sidewalks, a pedestrian canopy, increased pedestrian lighting, and other improvements to the pedestrian environment. Although the design scheme for F Street is singular in nature, some elements will be coordinated with improvements occurring on E Street and in Town Square to give the core a unifying character.



Figure 16. Signature Streets

## Districts

Downtown Anchorage has several unique districts that display a distinct character based on their retail mix and types of service provided. These districts include G Street Art Central and the SoNo (South of Nordstrom's) District.

### ■ G Street Art Central

Art Central is located on G Street between 3<sup>rd</sup> and 5<sup>th</sup> Avenues. As its name implies, the district is noted for its concentration of art galleries, which exhibit a variety of styles and mediums. The district also contains a well known café, a variety of retail outlets, and several casual eateries. Art Central retailers envision their district as a place with low traffic volumes where pedestrians can casually stroll through art galleries, window shop, or enjoy an outdoor dining experience.

### ■ SoNo

The SoNo district includes the area immediately south of Nordstrom centered around the intersection of F Street and 7<sup>th</sup> Avenue. SoNo has an eclectic mix of businesses, including a salon and day spa, a boutique clothing store, a health and beauty retailer, and a popular martini bar and lounge. SoNo retailers think of their district as a “hip” destination with products and services not available elsewhere in Anchorage.



Figure 17. Districts

## Pocket Streets

Pocket streets support extremely low traffic volumes and vehicle speeds, making them quiet and peaceful places for pedestrians. D Street north of the 5<sup>th</sup> Avenue Mall and F Street north of the PAC are two pocket streets within the core. The design character on these streets should reflect the intimate atmosphere by creating a sanctuary for downtown walkers.



Figure 18. Pocket Streets

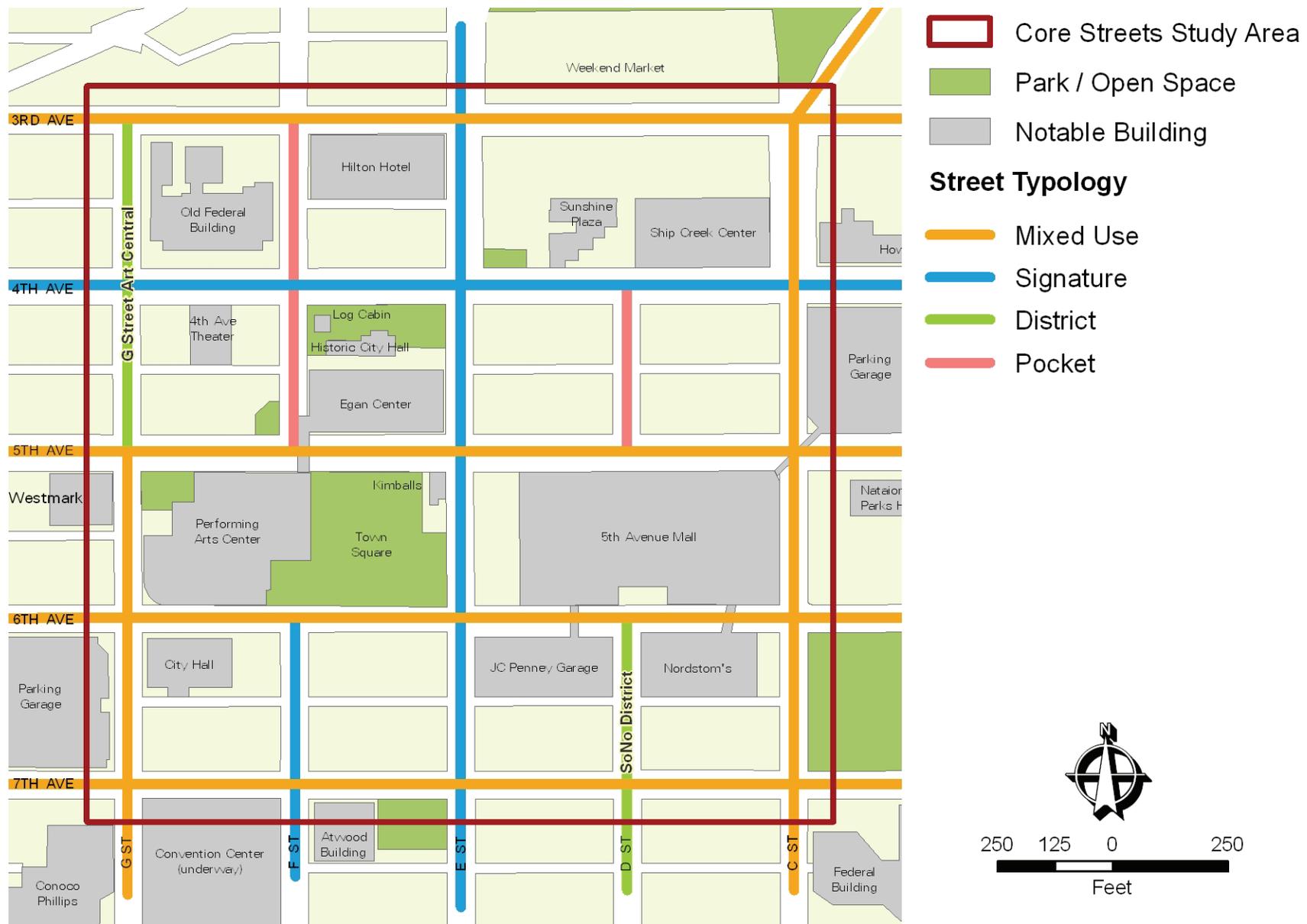


Figure 19. Street Typologies

**Table 5. Typology Summary**

| Typology         | Streetscape Elements   | Character  |
|------------------|--|--|
| Mixed Use        | <ul style="list-style-type: none"> <li>• One- or two-way with limited or no on-street parking.</li> <li>• Landscaping and pedestrian amenities where warranted by adjacent activities.</li> <li>• Standard pedestrian lighting, sidewalk paving, wayfinding, and other pedestrian elements.</li> <li>• Curb bulbs where possible.</li> <li>• Landscaping where adequate sidewalk width exists.</li> </ul>  | <p>A standard downtown streetscape supporting multiple modes of transportation through downtown; no specific design character.</p>                         |
| Signature Street | <ul style="list-style-type: none"> <li>• One or more lanes of traffic in a two-way or one-way configuration and on street parking.</li> <li>• Landscape planters as distinguishing features; street trees and hanging flower baskets as individually identified for each street.</li> <li>• Standard pavement in movement zone with decorative pavement at curb bulbs or areas of heavy pedestrian traffic.</li> <li>• Canopies and awnings are encouraged.</li> <li>• Raised intersections at key pedestrian crossings.</li> <li>• Artwork reflective of Alaska’s history, culture, and natural setting incorporated into the streetscape elements.</li> <li>• Street furniture provided in support of the adjacent activities.</li> <li>• Curb bulbs where possible.</li> <li>• Wayfinding elements as key design features.</li> </ul> | <p>Streetscape elements and design relate to the history/culture and/or natural setting of Alaska.</p>   |
| District         | <ul style="list-style-type: none"> <li>• Narrow lane widths and on-street parking; expanded pedestrian areas.</li> <li>• The street and pedestrian amenities should be unique to the district; signage, pedestrian light fixture, banners, artwork, landscaping, and street furniture at areas warranted by adjacent activities.</li> <li>• Curb bulbs where possible.</li> </ul>  | <p>The character is reflective of the uses/ composition within the district and unique to the rest of downtown.</p>  |
| Pocket Street    | <ul style="list-style-type: none"> <li>• Narrow lane widths and on-street parking.</li> <li>• Standard signage, pedestrian light fixture, and street furniture.</li> <li>• Street trees to contribute to a sense of enclosure.</li> <li>• Curb bulbs to signify the change in design character and slow traffic.</li> <li>• Street furniture at areas warranted by adjacent activities.</li> </ul>   | <p>A retreat from the more active downtown streets is created with low vehicular traffic volumes at slow speeds and small scale neighborhood ambiance.</p> |



# Design Guidelines

Design guidelines are presented in Chapter 6 of the Anchorage Downtown Comprehensive Plan. This section is intended to provide supplemental guidance on specific streetscape features, including lights, landscaping, furniture, pavements, and other design elements.

## Considerations and Goals

The Downtown Comprehensive Plan provides a number of planning considerations and urban design goals related to the pedestrian environment. In general, the Downtown Plan finds that:

- Sidewalk widths are insufficient
- There are limited opportunities to stop, sit, and relax in the public right-of-way
- Icy sidewalks and intersections limit pedestrian mobility throughout the winter
- Many of downtown’s buildings lack appropriate pedestrian shelters and awnings
- The use of heavy equipment and chemicals to remove snow and ice has a negative impact on both landscaping and hardscapes
- The streetscape lacks amenities and visual attractions during the winter months

**Urban Design Goal:** Provide walkable, safe, easily accessed connections throughout downtown and to adjacent districts (2006 Anchorage Downtown Comprehensive Plan).



Figure 20. Considerations for the Pedestrian Environment

## Streetscape Elements

The streetscape elements described below have been selected because of their character, styling, and functionality. Although the elements will display some variation to differentiate and define independent districts, they will retain a commonality that helps to unify the greater downtown area.

### Colors and Finishes

Using standard colors and finishes on streetscape elements will help to create greater unity and cohesion across downtown. Recommended colors are illustrated in Figure 21.

#### Design Guidelines

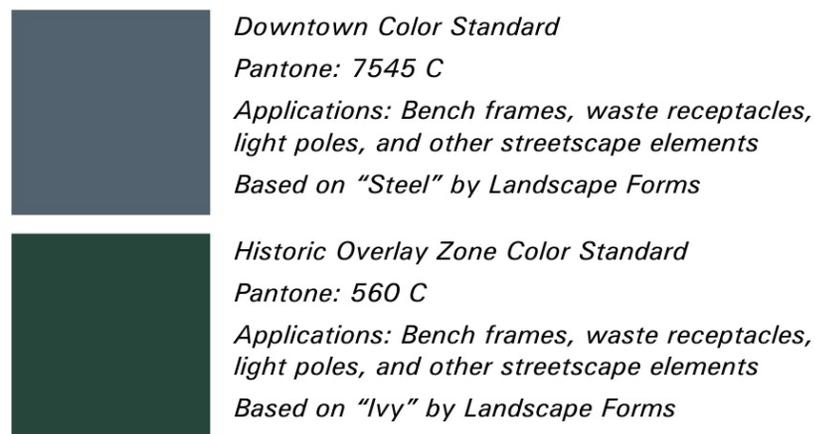
- **Downtown Color Standard:** A silver-blue is the recommended standard color for downtown and will be incorporated with light poles, bench frames, waste receptacles, ash urns, pay and display parking meters, bike racks, bollards and other elements. The color is based on "Steel" by Landscape Forms.
- **Historic District Color Standard:** A dark forest green is the recommended accent color for 4<sup>th</sup> Avenue and the proposed historic overlay zone. Elements incorporating the dark green color include light poles, bench frames and arms, waste receptacles, ash urns, pay and display parking meters, bike racks, and bollards. The color is based on "Ivy" by Landscape Forms.
- **Color Accents:** Special color treatments can be applied to light poles between 8' and 14' as a defining element for districts and other unique areas (see Figure 22).

- **Downtown Finish Standard:** Powdercoat finishes over self-healing zinc phosphate pretreatments are recommended for iron and/or steel streetscape elements. The end result should prevent rust, provide excellent gloss retention, and resist cracking, chipping, and abrasion. An epoxy primer can also be applied between the zinc pretreatment and topcoat to increase adhesion and strengthen their bond.

Elements constructed with aluminum do not require the zinc pretreatment, but may still require a powdercoat finish depending on the use.

Stainless and galvanized steel elements do not require a zinc pretreatment or powdercoat finish.

- **Wood Elements:** Unpainted ipe wood is recommended for benches and other elements constructed of wood. Ipe is a durable hardwood that requires no finish and weathers to a soft pewter gray. See the Street Furniture section for more information.



*Note: colors may vary by printer and computer monitor*

*Figure 21. Downtown Color Palette*

## Pedestrian Scaled Lighting

Lighting will be emphasized to improve visibility and public safety while fostering a sense of place, especially during the long nights of winter months. Two pedestrian light standards are recommended for downtown. An historic acorn style standard will be used along 4<sup>th</sup> Avenue and within the proposed historic overlay district (2006 Downtown Comprehensive Plan). A second standard similar in design to existing lights on 5<sup>th</sup> and 6<sup>th</sup> Avenues will be used throughout the rest of downtown to add a unifying element and simplify maintenance activities. Existing light fixtures should be preserved whenever possible, but the new styles can be phased in as replacement becomes necessary due to age and condition.

Although two standards are being recommended, opportunities still exist to use unique banners, flower baskets, and other treatments on the pole as a means to differentiate districts and signature streets. Unique design treatments can be applied in the “special treatment zone”, which is located between 8’-14’ on the pole (Figure 22). This will keep unique treatments at a consistent level while maintaining continuity on the lower portions of poles.

In some instances a different light fixture may be appropriate due to the localized urban character. However, before an additional fixture type is added, careful consideration must be given to the perceived benefits versus the maintenance cost increases.

A preferred roadway light is also identified for use at intersections and other high traffic areas. This light style is already being used within downtown and will ultimately replace existing cobra heads.

## Design Guidelines

- **Intent:** Streets will be lit with pedestrian scaled fixtures that promote comfort, security, and safety. Lighting levels will be intensified at key pedestrian crossings and where adjacent land uses require additional sidewalk illumination due to increased pedestrian activity.
- **Fixture Selection:** Two fixtures will be used within downtown. An historic acorn style fixture will be used along 4<sup>th</sup> Avenue and within the proposed historic overlay zone (2006 Downtown Comprehensive Plan). The other style will be installed throughout the remainder of downtown (Figure 23).  
  
Both fixtures will be post top mounted.
- **Placement:** Pedestrian scaled lighting will be installed along both sides of the street within the furniture zone. Spacing will range from 40’ to 60’ and fixtures will be a minimum of 3’-0” on-center from the outside curb face. Placement will be coordinated with street trees and other overhead features.
- **Roadway Lights:** Traditional cobra head fixtures for street lights will be discouraged in downtown. The proposed high level street light will only be used when necessary, such as at intersections and other high traffic areas.
- **Base:** Lights will be elevated on a low concrete pedestal to facilitate snow removal and minimize pole damage.
- **Color:** The historic street light standard will use a dark forest green pole. The other downtown standard will have a silver-blue finish. Roadway light poles may be constructed of unpainted galvanized steel. (See Colors and Finishes section for additional information.)

- **Pole Variation:** Special design treatments can be applied to the upper portions of pedestrian light poles to foster a unique character for individual streets and districts. Light poles will accommodate hanging flower baskets, banners, and other seasonal decorations.
- **Shape:** Poles will use a standard cylindrical shape.
- **Height:** Pedestrian light fixtures will be mounted between 14'-0" and 15'-0" above the sidewalk (measured from the sidewalk to the bottom of the fixture).
- **Utility:** Electrical outlets will be integrated at the base of the pole to support street festivals, vendors, and other events.
- **Optics:** Luminaires will be cut-off type to reduce light pollution. Adhere to lighting performance measures which maintain white light rated at color rendering index of 70 and above.
- **Miscellaneous:** Decorative lighting is encouraged throughout the core, especially seasonal lights.

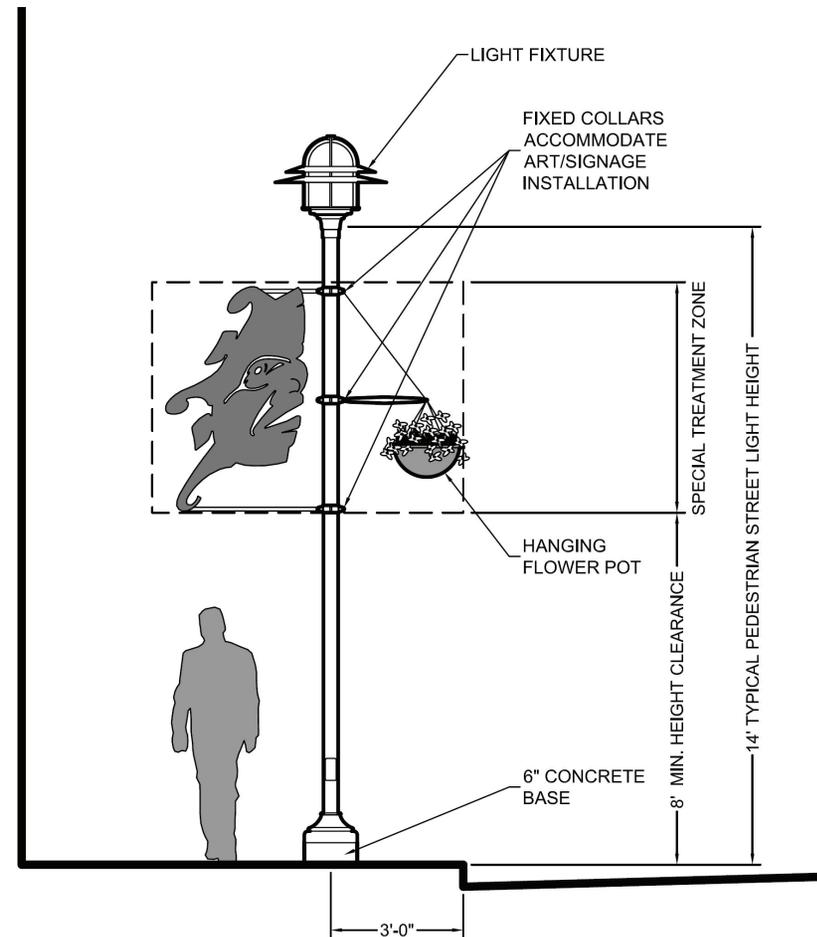


Figure 22. Light Pole Special Treatment Options

**Downtown Standard**

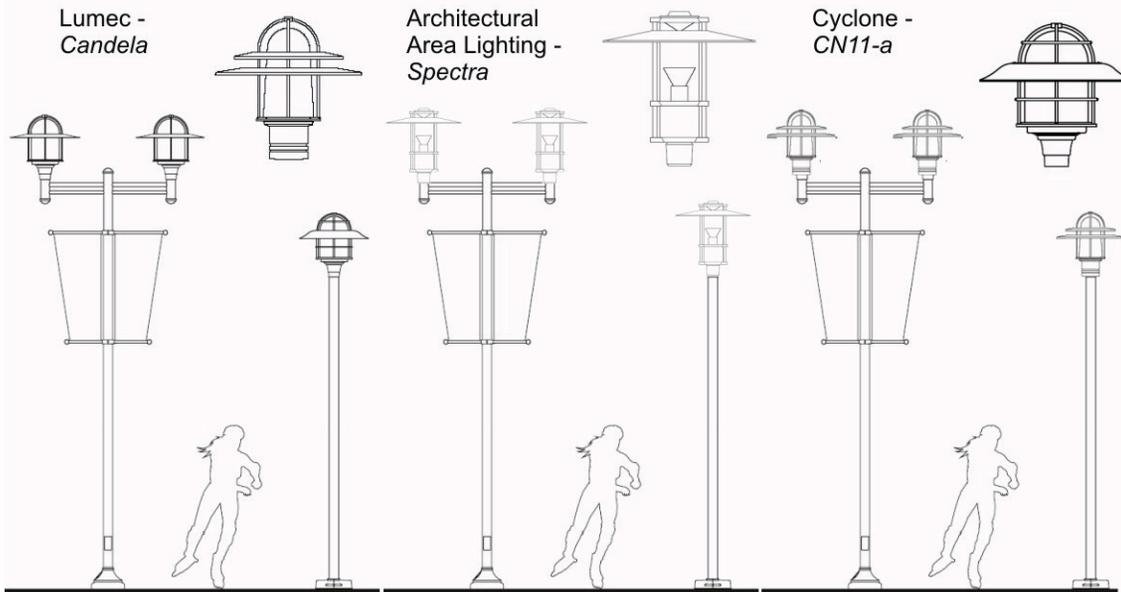


Existing lights on 5th and 6th Avenues.

The suggested downtown standard light fixtures illustrated below are similar to existing lights on 5th and 6th Avenues. Key differences include post top mounting, fixture scale, and mounting height.

**Desired Characteristics**

- Post top mounted as standard application
- Post mounted arm for limited areas requiring increased lighting levels
- Appropriate scale for pedestrian applications
- Clean lines with limited decorative elements
- Metal hood(s) with surrounding guards



**Note:** One of these light fixtures or one with similar characteristics that meet the design intent will become the recommended pedestrian light for the Downtown Core Streets.

**4th Ave & Historic Overlay District**



Existing lights on 4th Avenue.

Lumec - Serenade



The acorn style light illustrated above is recommended for the proposed historic overlay district. Like the downtown standard fixture, it will be post top mounted and at an appropriate scale for pedestrian applications.

Figure 23. Proposed Lighting Fixtures

## Street Furniture

Street furnishings such as benches, bollards, trash receptacles, and parking pay stations have been selected for the core area to enhance the pedestrian experience. These elements work together along with the other streetscape features such as lights and kiosks to create a cohesive, integrated environment. Consistent street furnishings will be encouraged throughout the core for continuity, but in some instances the furniture may display a unique design or color to differentiate districts and signature streets.

### Design Guidelines

- **Intent:** A standardized set of street furnishings is suggested for downtown, but some streets or districts may have some variation to differentiate them.
- **Design:** Elevate furnishings as much as possible to facilitate the cleaning of sidewalk surfaces.
- **Materials:** Use only high quality furniture capable of withstanding Anchorage's weather conditions. Steel surfaces should be treated with a durable coating.
- **Placement:** Minimize impacts on pedestrian movement by grouping elements whenever possible. Vehicular sightlines will guide placement to avoid conflicts and safety issues.
- **Seating:** Two benches are recommended for downtown, including a historic bench for 4<sup>th</sup> Avenue and the historic overlay zone as well as a more contemporary bench for the rest of downtown.

Wood benches are encouraged to improve comfort during winter months.

All benches will include mid-bench arms to discourage sleeping.

Incorporate seating with raised tree planters where possible.

- **Waste Receptacle:** The Ironsites trash receptacle by Victor Stanley, Inc. or a similar design is recommended, with vertical slats and a flared top.
- **Ash Urn:** Stand alone ash urns can be provided where warranted by smoking activity. Locations might include outside the PAC, bus stops, parks, and near benches.
- **Parking Meters:** Replace individual parking meters with grouped "pay and display" meters.
- **Bike Rack:** Bike racks will only be provided in areas with high demand for bike parking and when adequate space is available.  
  
A single rack / pole design is preferred (see image on following pages). Multiple poles can be provided when additional capacity is required.  
  
A cylindrical shape will be used to match proposed light poles.
- **Bike Storage:** Bicycle storage lockers can be considered where warranted by anticipated utilization.
- **Bollards:** A cylindrical shape will be used to match proposed light poles.
- **Colors:** Silver and stainless/galvanized steel are the color standard. On 4<sup>th</sup> Avenue and throughout the historic overlay district green will also be used as an accent color.



### **Downtown Bench Standard**

Model: Austin Bench

Manufacturer: Landscape Forms

Size: 72"

Material: ipe wood seat / cast iron frame with a zinc phosphate pretreatment and a powdercoat finish

Cost: \$1,850 (includes 3 arms at \$90 each)

Comment: ipe wood weathers to a silvery gray after 1-2 seasons; the Austin Bench is also available in a backless model; Austin benches will use the silver-blue downtown standard for frames, footings, and arms



### **4<sup>th</sup> Avenue and Proposed Historic Overlay District Bench Standard**

Model: Plainwell Bench

Manufacturer: Landscape Forms

Size: 72" or 96"

Material: ipe wood seat / sand-cast aluminum frame with powdercoat finish

Cost: \$1,420 (72" with 3 arms)

\$1,750 (96" with 3 arms)

Comment: frame will be painted green to match the historic district accent color; ipe wood weathers to a silvery gray after 1-2 seasons; a second center arm can be added to the 96" model; Plainwell benches will use the dark green historic overlay zone standard for frames, footings, and arms

*Note: costs do not include shipping or installation*



### **Waste Receptacle**

Model: Ironsites Series, Model S-424 (or similar)

Manufacturer: Victor Stanley, Inc

Size: 36 gallon

Material: steel with powdercoat finish

Cost: \$818 (includes low profile formed domed lid with self-closing door at \$120)

Comment: an alternate model with a similar design (vertical slats and a flared top) can be used; a domed or closed top is recommended to reduce water weight and prevent entry by birds; top entry is preferred for emptying the cans since snow frequently blocks side opening versions; waste receptacles on 4<sup>th</sup> Avenue will use a standardized green color, all others will use the silver-blue standard for downtown



### **Ash Urn**

Model: Napoleon Ash Urn

Manufacturer: Landscape Forms

Size: 85 oz. (shown, a 24 oz. size is also available)

Material: cast molded and extruded aluminum with powercoat finish

Cost: \$410 (85 oz. embedded base)

\$440 (85 oz. free standing / surface mount)

Comment: stand alone ash urns will be provided at the discretion of MOA and building managers in locations with high smoking concentrations; the ash tray rotates to facilitate emptying and cleaning; ash urns on 4<sup>th</sup> Avenue will use a standardized green color, all others will use the silver-blue standard for downtown

*Note: costs do not include shipping or installation*



### **Pay and Display Parking Meter**

Model: TBD

Manufacturer: TBD

Material: stainless steel or colored powdercoat finish to match other elements

Cost: TBD

Comment: an alternate pay and display meter can be selected but should be used consistently throughout downtown; both aesthetics and functionality must be considered when selecting a pay and display meter



### **Bike Rack**

Model: TBD

Manufacturer: TBD

Material: stainless steel or powdercoated metal to match other elements

Cost: TBD

Comment: an alternate bike rack can be selected but should be used consistently throughout downtown; a pole design is preferred and should be cylindrical to match the shape of recommended light pole; individual racks can be grouped when more capacity is needed; bike racks will only be provided when warranted and when space is available



### **Bollards**

Model: TBD

Manufacturer: TBD

Material: stainless steel, powdercoated metal to match other elements, or concrete

Cost: TBD

Comment: bollards can show some variation but should be cylindrical to match the general shapes of recommended light poles; colored banding, lighting, and other design elements can also be incorporated

## Landscaping

Landscaping adds value to the streetscape by establishing a barrier between pedestrians and vehicles, adding greenery and color, providing a platform for winter lighting, and softening the urban environment. Street trees and other landscaping should be provided throughout the core in areas where they will not impact pedestrian mobility.

Street trees can be planted in either at-grade tree pits or raised planters depending on space availability and other localized conditions. Trees are not recommended when sidewalk space is limited and they would interfere with pedestrian movement. Figure 24 illustrates both an at-grade tree pit and a raised planter.

### Design Guidelines

- **Placement:** Include street trees only in areas where the sidewalk width will accommodate a raised tree pit without impacting the pedestrian movement zone, such as curb bulbs and mid-block sections where on-street parking has been eliminated.

Street trees will be placed within the furniture/buffer zone and approximately 3'-6" or more from the back of curb.

Trees will be coordinated with storefronts so they will not impinge on visibility of signage and windows.

- **Design:** A combination of at grade tree pits and raised planters will be used. At grade tree pits are only recommended where it can be assured that snow and ice melting agents (e.g. salt) will not enter the tree pit. For example, where the sidewalks are heated. Tree grates will be of metal construction and will have a decorative treatment.

Planting surfaces for both raised planters and at grade pits will be a minimum of 3'-0" wide with a minimum of 200 cubic feet of topsoil per tree. A minimum depth of 24" is recommended. At grade pits can use a cantilevered design to achieve topsoil requirements.

- **Species Selection:** Potential landscape species that suitable for downtown are listed in Table 6. They include drought and pollution tolerant species with a variety of forms and habits.

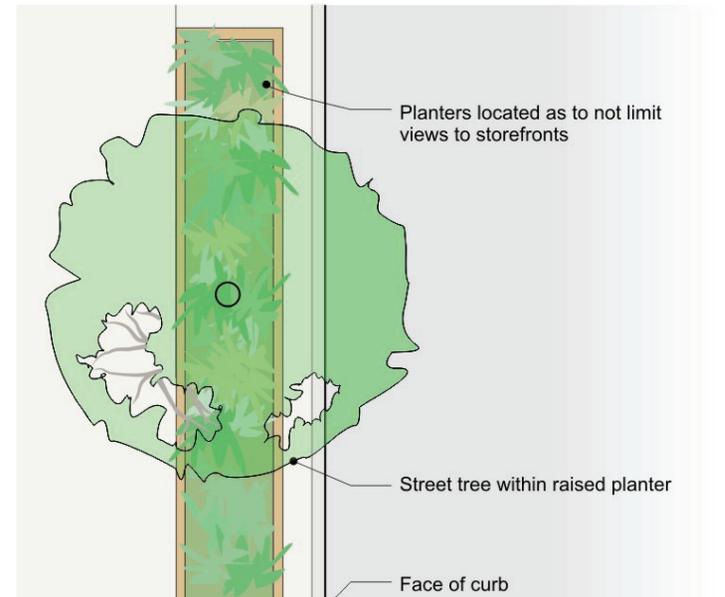
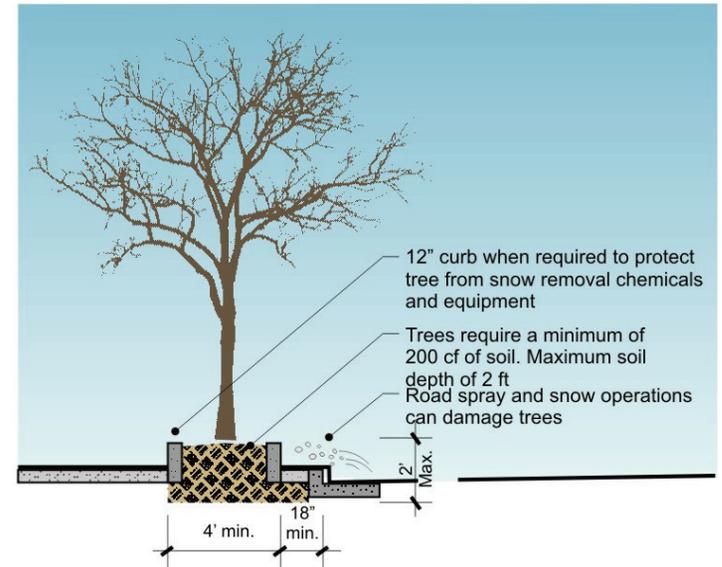
Tree species will be used whose limbs are naturally 72" above ground or can be pruned to 72" above ground to allow pedestrians to walk beneath branches.

Match tree species to meet spatial needs. Canopy trees shall be placed where a sense of overhead cover is beneficial and shade is not an issue.

- **Annuals:** Plant annuals throughout the downtown core. Hanging flower baskets will be used in select locations and will be designed to match those currently being hung from pedestrian lights in the core.
- **Vines:** A trellis with vines can be used to cover blank walls or where an alternative to street trees is desired. The trellis can be a stand alone feature or mounted to a building. Pedestrian shelter can be incorporated with the trellis where possible.
- **Existing Trees:** Preserve mature trees where possible.
- **Utility:** Power outlets for lighting displays will be installed at the base of street trees and trellises for decorative winter lights and other on street functions requiring electrical outlets.



*Decorative tree grates are encouraged; designs may vary for individual streets and/or districts*



*Figure 24. At-Grade Tree Pit and Raised Planter Options*

**Table 6. Potential Landscape Species Matrix**

|                     |   | Type                                       | Characteristics   |
|---------------------|---|--|---|
| <b>TREES</b>        |   |  |   |
| 1                   | Amur Chokecherry<br>( <i>Prunus mackii</i> )          | Small deciduous tree up to 20' tall        | Drought tolerant with peeling, copper color bark. Short lived (30 years) with a tendency to split at 15-20 years old.   |
| 2                   | Birch<br>( <i>Betula papyrifera</i> )                 | Native deciduous tree up to 40-foot tall   | White peeling bark has winter interest. Better for large areas where expansive roots can spread.  |
| 3                   | Black Ash<br>( <i>Fraxinus nigra</i> )                | Deciduous tree up to 30' tall              | Moderate canopy with bright yellow fall color. Pollution and drought tolerant. Short-lived (50 years). Currently planted in open space at 4 <sup>th</sup> Ave & Fairview Elementary School. |
| 4                   | Columnar Aspen<br>( <i>Populus tremula erecta</i> )   | Columnar deciduous tree up to 50' tall     | Very narrow tree (6-8' diameter) adds distinct architectural element. Drought and pollution tolerant.   |
| 5                   | Maple<br>( <i>Acer platanoides 'Deborah'</i> )        | Deciduous tree up to 40' tall              | Provides large canopy. Distinct color and form unusual for south central Alaska.  |
| 6                   | Mountain Ash<br>( <i>Sorbus acuparia</i> )            | Small deciduous tree with multiple species | Brilliant, colorful berries add seasonal interest. Currently located along a number of downtown streets.  |
| <b>GROUND COVER</b> |   |  |   |
| 7                   | Heartleaf Bergenia<br>( <i>Bergenia cordifolia</i> )  | Evergreen perennial                        | Very coarse texture and rich green color. 8-12" tall with early to mid summer spike magenta flowers.  |
| 8                   | Bishop Weed<br>( <i>Aegopodium podagraria sp.</i> )   | Perennial                                  | Pale green and white variegated at 12-18" tall. Spreads well.   |
| 9                   | Iris<br>( <i>Iris setosa</i> )                        | Perennial                                  | Distinct vertical leaves, 12-18" tall. Blue flowers in early summer.  |
| 10                  | Native Geranium<br>( <i>Geranium Johnson's Blue</i> ) | Perennial with multiple species            | Fast growing groundcover with bright blue flowers, 12-18" tall.   |
| <b>VINES</b>        |   |  |   |
| 11                  | Kiwi<br>( <i>Actinidia arguta</i> )                   | Woody vine                                 | Provides vertical growth ideal for trellis or walls. Green, pink, and white fall color with edible fruits.  |
| 12                  | Hops<br>( <i>Humulus lupulus</i> )                    | Perennial vine                             | Large distinct tri-foliolate leaves. Grows to 30' tall before dying back. Requires maintenance.   |

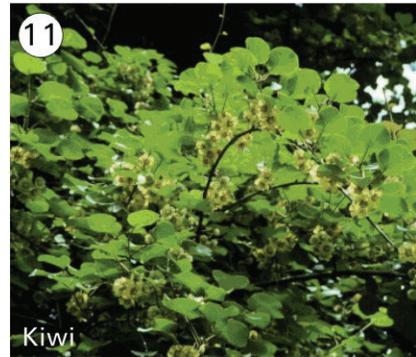
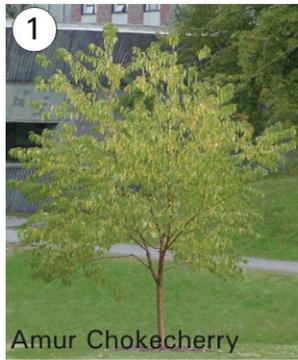


Figure 25. Potential Landscape Species

## Pavement

Paving styles will be selected for their design character and ability to withstand the Anchorage climate. While standard concrete paving will be applied on most streets to create a consistent downtown environment, a unique decorative paving treatment or type will be installed on some streets to indicate an important downtown destination.

### Design Guidelines

- **Design:** Pavement will extend from the building face to the curb face, raised planter, or tree pit (Figure 26).

The standard pavement used in downtown will be concrete scored modules between 3' and 4' squared and a broomed finish. It will be void of patterns and colors to keep pedestrians focused on building façades, businesses, and the activities occurring on adjacent properties (Figure 26).

- **Decorative Treatments:** At select special locations like civic spaces and building entries, a more decorative treatment can be integrated with the basic pavement. Decorative treatments can be applied in the furniture zone or across the entire sidewalk depending on the function and design intent.

Decorative pavement treatments may include pattern imprinting, pavers, exposed aggregate, tinted concrete additives, and/or embedded artwork.

Decorative and specialty pavement can be tied in with other wayfinding efforts to facilitate pedestrian movement.

- **Color:** A standard gray concrete is recommended for typical downtown sidewalks.

The sand used to produce concrete locally is a glacial till with strong gray colors. As a result, vibrant colors are difficult to achieve in locally produced concrete and pavers because they tend to get washed out by the gray sand. Muted earth tones will therefore be the easiest and most cost effective to produce and are recommended when applying decorative treatments.

Black concrete and pavers are recommended as a trim feature for areas with decorative treatments (Figure 26).

- **Performance:** All concrete and decorative treatments must meet minimum performance standards to ensure durability. Concrete pavers must meet minimum psi and freeze/thaw requirements.

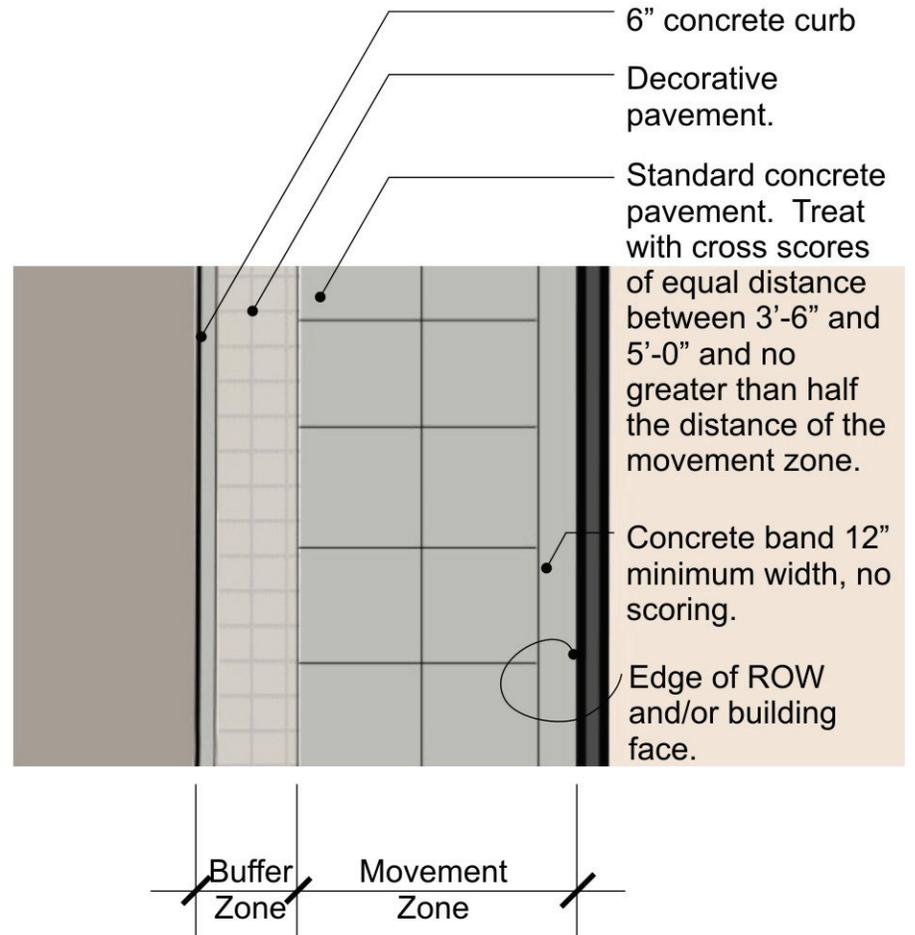


Figure 26. Pavement Options

## Heated Sidewalks

Heated walkways are becoming increasingly popular in winter cities around the world to reduce maintenance costs and as a tool for urban planners to create more pedestrian friendly environments. Benefits of heated sidewalks include:

- Greater year round pedestrian mobility and safety, leading directly to an improved retail environment for downtown businesses.
- Increased urban design options for walkway surfacing types (color, texture, patterns, and materials). Unit pavers are currently avoided due to their potential to “catch” on snow removal equipment.
- Improved environmental conditions for landscaping due to the elimination of de-icing chemicals and snow-removal equipment damage.
- Reduced damage to walkway surfaces and on-street amenities caused by snow removal equipment and de-icing chemicals. Walkway surfaces, furniture, light poles, trees, and other streetscape elements should last longer and look better.
- Reduced amount of moisture, debris, and chemicals tracked into nearby business from pedestrian traffic.
- Reduced snow removal efforts.

The 2006 Anchorage Downtown Comprehensive Plan identified most streets in the Core Streets project area as priority streets for heated sidewalks (see Figure 27). Funding strategies for installation, maintenance, and long term operation require additional analysis.

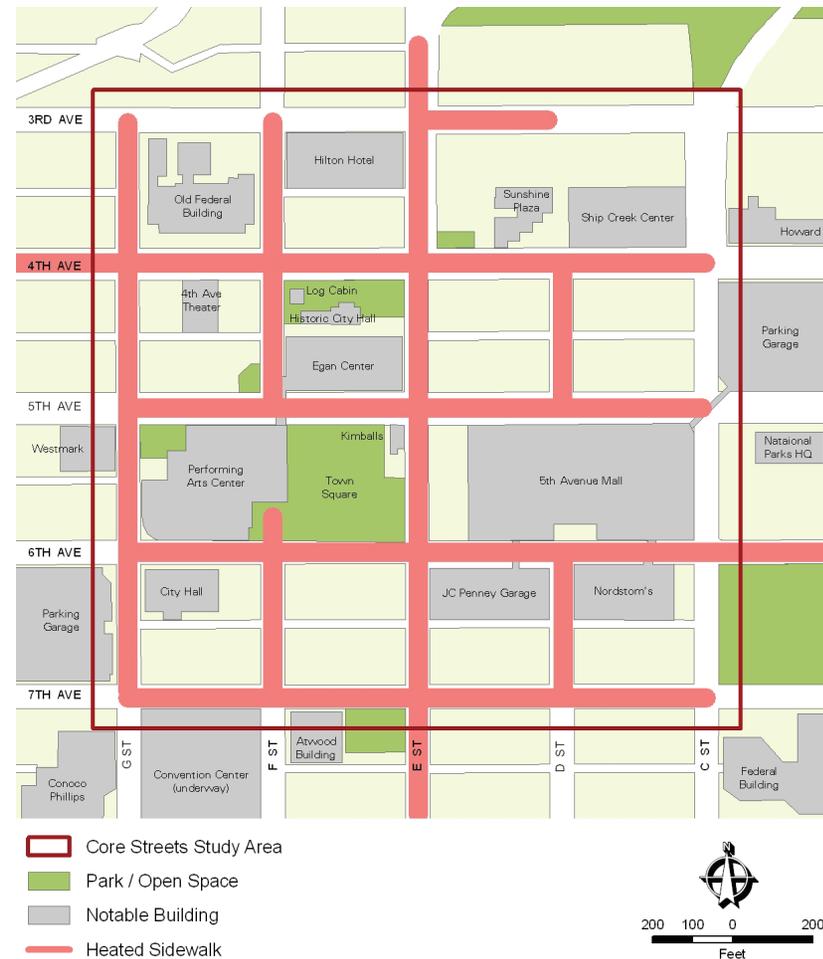


Figure 27. Heated Sidewalk Priority Streets

Hydronic (circulating liquid) and electric systems are the two basic categories of heated walkway systems. The Core Streets Master Plan recommends a hydronic system because they are more practical for large scale applications and have much lower operating costs.

CRW Engineering Group, LLC, developed cost estimates for the installation, maintenance, and operation of a hydronic snowmelt system on a typical Anchorage city block with 60 feet of ROW, ten-foot wide sidewalks, and heated crosswalks. This equates to approximately 15,000 square feet of heated surface. Cost summaries for a typical city block are provided below. For a detailed review of the cost estimate and heated sidewalk analysis please refer to CRW’s *Downtown Anchorage Heated Walkway Feasibility Study, January 2007*.

**Table 7. Heated Sidewalk Cost Summary**

|                                | Total Cost | Cost Per SF |
|--------------------------------|------------|-------------|
| Installation                   | \$ 680,000 | \$ 45       |
| Annual Maintenance & Operation | \$ 36,000  | \$ 2.40     |

*Installation estimates include one heat source per block, storm water system upgrades, and utility relocations.*

The annual cost to operate and maintain the snow melt system is slightly more expensive than the current snow removal methods. However, considering the benefits listed on the previous page, of which some actually generate a cost benefit not considered in the annual cost comparison, the snow melt system will contribute to a higher quality experience for downtown pedestrians. Benefits that are cost savings including:

- Extended life of the sidewalks since chemicals that deteriorate concrete are not used.
- Shop owners end up paying less for cleaning and floor replacement since gravel, dirt, and chemicals are not tracked into their shops.

Similar snow melt systems are already being used throughout Anchorage with a proven record of success. Local examples include City Hall, Providence Alaska Medical Center, Alaska Native Medical Center, and the new Muldoon Middle School. Holland, Michigan also provides a comparable example. In Holland the City heated six blocks of ROW (both sidewalks and roadways) through the heart of downtown, including concrete pavers in the sidewalk. Community reaction has been tremendous and many locals consider the system to be “one of the best things to happen to downtown Holland”.



Figure 28. Heated and Unheated Sidewalk Examples

## Wayfinding

Kiosks and other directional indicators will be emphasized to facilitate pedestrian connections between downtown destinations and provide other important information, such as local and regional history. Wayfinding tools will become increasingly critical as more visitors and residents park their vehicles and disperse through downtown on foot.

Local artists are exploring ways to increase the representation of Athabaskan culture in the public realm as a component of the E Street pedestrian enhancement project. The artists are looking specifically at kiosks since they offer wide ranging opportunities for incorporating public art. Possible concepts for wayfinding elements and kiosks are illustrated in Figure 29.

A wayfinding hierarchy is suggested for downtown since each kiosk location will need to display a unique type and amount of information. The hierarchy includes four kiosk types, the general characteristics of which are described below.

- **Major Kiosk:** Includes space for a staff member or volunteer; an interactive computer station for scheduling events, hotels, and restaurant reservations; a large map of the area from Chester Creek to Ship Creek; and enlarged map of the downtown core; and other information.
- **Standard Kiosk:** Includes an interactive computer station for scheduling events, hotels, and restaurant reservations; a large map of the area from Chester Creek to Ship Creek; and enlarged map of the downtown core; and other information.

- **Small Kiosk:** Includes a large map of the area from Chester Creek to Ship Creek; and enlarged map of the downtown core; and other information.
- **Block Kiosk:** Includes a small downtown map with locator (i.e. You Are Here); and an informational map with destinations and attractions for specific blocks. Each block should have its own block kiosk.

### Design Guidelines

- **Design:** A standardized kiosk design is proposed to facilitate and simplify wayfinding.

Incorporate public art and references to local Athabaskan culture.

A hierarchy of kiosk designs will be utilized based on the type and amount of information being communicated.

Some wayfinding elements may incorporate fire as a design element. Public safety and vandalism must be considered in the design of fire kiosks.

- **Content:** Kiosks will contain varying levels of information depending on their location and purpose (see hierarchy discussion above).

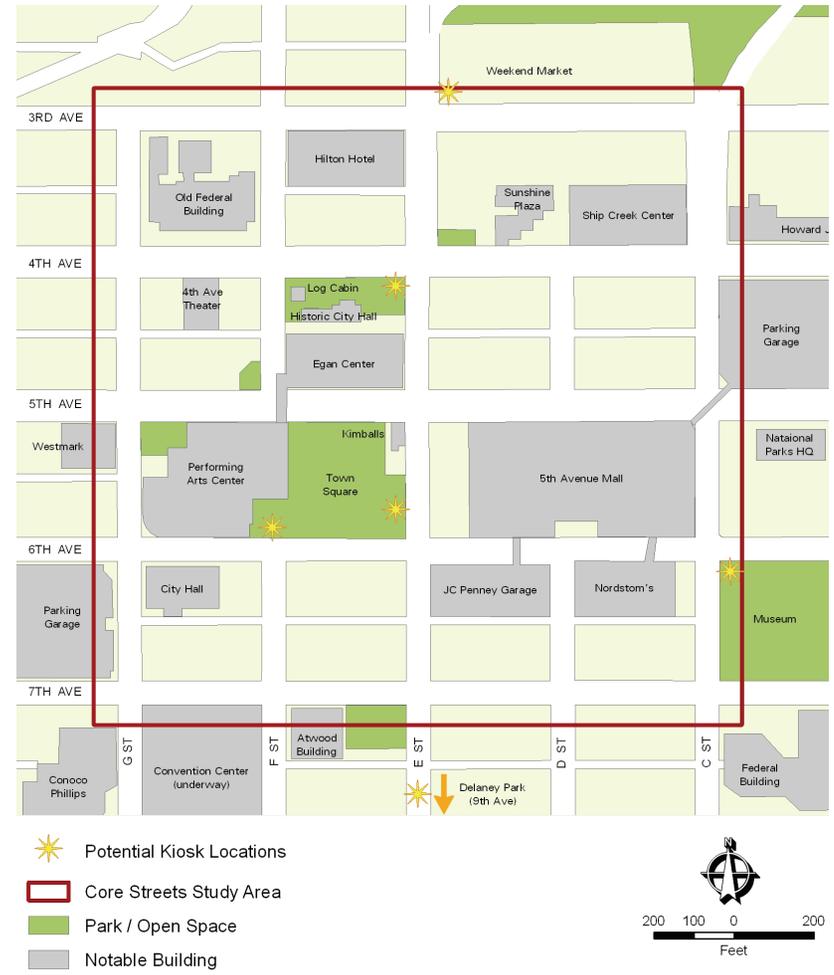
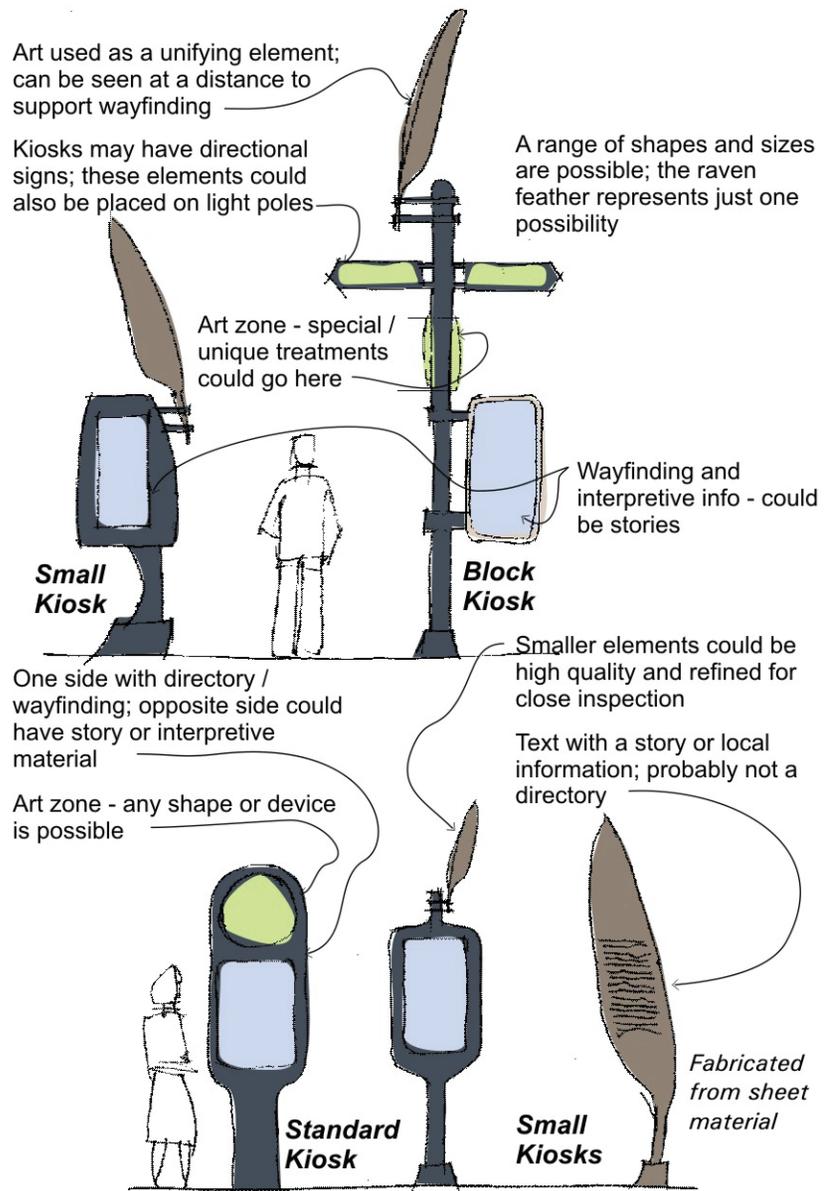


Figure 29. Conceptual Wayfinding Designs and Kiosk Locations

## Curb Bulbs

Curb bulbs can improve the pedestrian experience in a variety of ways. First, they visually and physically reduce the crossing distance, making street crossings more convenient for pedestrians. Second, they narrow the roadway at intersections, improving the ability of pedestrians and motorists to see each other and reducing the amount of time pedestrians are exposed to traffic. Lastly, they provide the space needed to focus landscaping and street furniture without impacting the pedestrian movement zone. A standard curb bulb is illustrated in Figure 30.

### Design Guidelines

- **Design:** Turning radii must meet minimum requirements for the design vehicle.
- **Placement:** Install curb bulbs at corners with an adjacent lane of on-street parking.  
Use enlarged curb bulbs to signify the entrance into a distinctive district or street.
- **Function:** Cluster landscaping, furniture, kiosks, and other streetscape elements at curb bulbs when sufficient space is not available at mid-block locations.



Figure 30. Typical Curb Bulb Examples

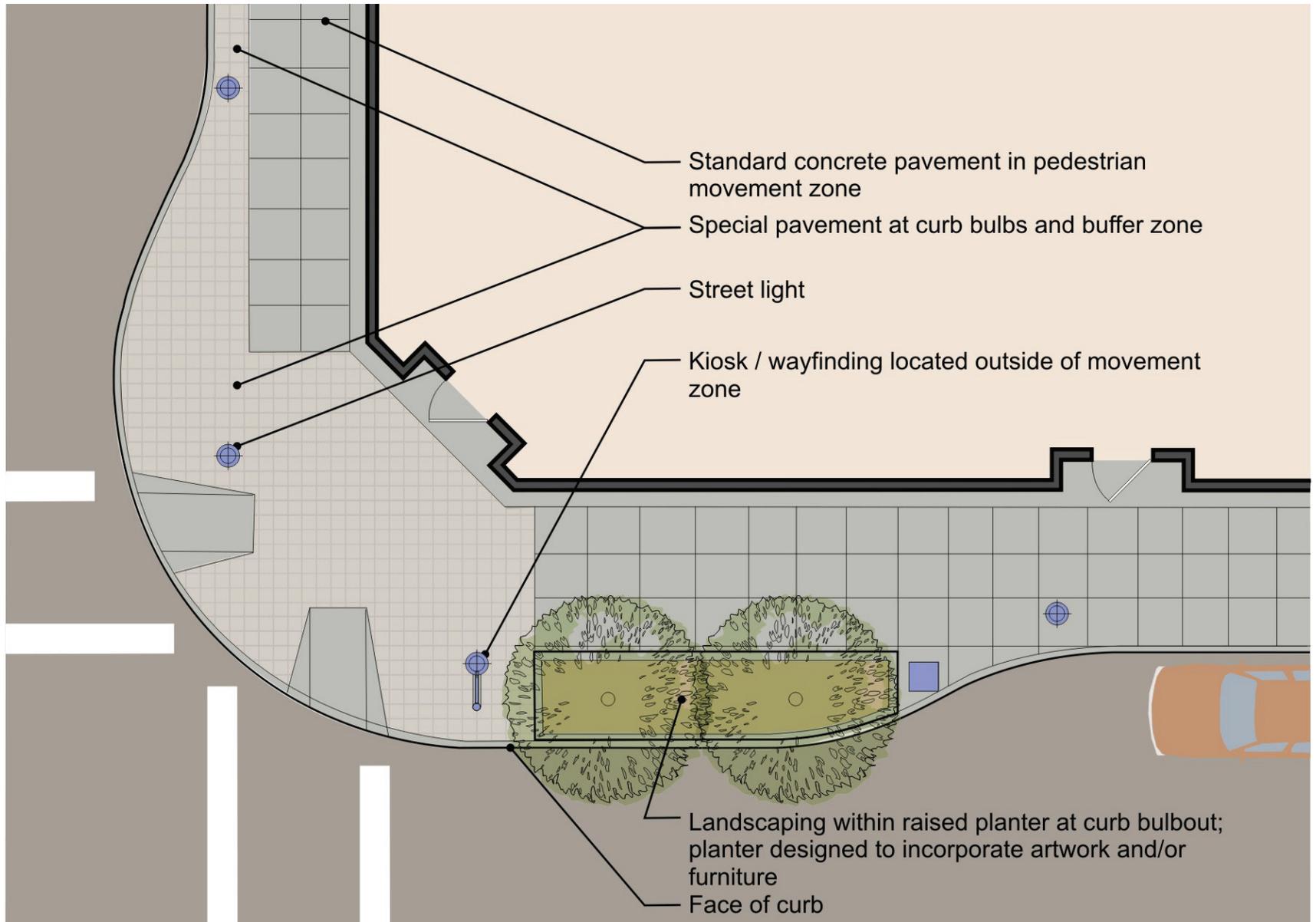


Figure 31. Proposed Standard Curb Bulb

## Pedestrian Crossings

Intersection crossings are paramount because they allow pedestrians to move safely through downtown and between districts. The Anchorage Downtown Comprehensive Plan recommends raising and/or adding special design treatments to all intersections within the Core Streets study area. Raised intersections and crossings are identified as the most desirable design treatment because they provide a continuous, at-grade walking surface while helping to eliminate icy curb cut ramps and making pedestrians more visible to approaching drivers.

### Design Guidelines

- **Design:** Raised intersections will be sloped up gradually to minimize impacts on traffic movement and snow removal.

Drainage requires special consideration at raised intersections.

- **ADA:** Use detectable warnings at the boundary between the sidewalk and the street to enable pedestrians with vision impairments to detect the crossing.

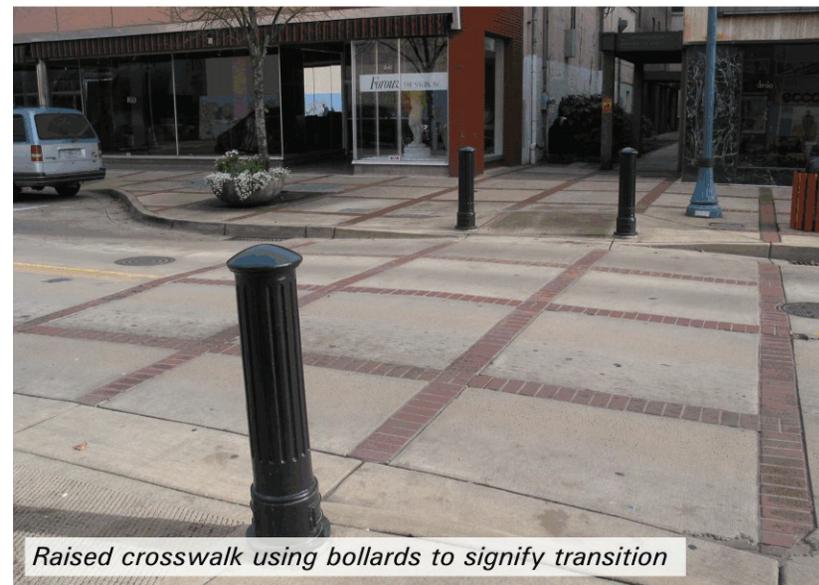


Figure 32. Raised Intersections and Crosswalks

### Overhead Protection: Awnings and Canopies

Promoting year round comfort will become increasingly important as pedestrian levels continue to grow. Awnings (temporary and movable), canopies (permanent), and other forms of overhead protection can shelter pedestrians from the elements while adding color and visual interest to the streetscape. The new convention center currently under construction includes a pedestrian canopy that is expected to provide a good local example when completed.

#### Design Guidelines

- **Design:** Canopies can be freestanding or attached directly to buildings.

Overhead protection should be designed to prohibit runoff from creating an icy drip-line on the sidewalk.

Designs must take snow loads into consideration and might consider the use of heated surfaces to prevent snow from accumulating.

The color and design of the awning or canopy should complement and enhance the overall architectural scheme of the building.

Awnings and canopies should be positioned at least 10 feet above the sidewalk and should not conflict with adjacent street lights and trees.

- **Materials:** Canopies will be constructed with metal frames and clear or transparent materials so that sunlight can reach the sidewalk.

Fabric awnings attached directly to building fronts are appropriate.

- **Lighting:** Recessed lighting should be mounted under canopies for additional illumination.



Figure 33. Acceptable Canopy Designs

## Public Artwork

Although often an undervalued aspect of public spaces, art is encouraged throughout the core to provide visual enhancement and promote a greater understanding of local Athabascan culture. Streetscape improvements provide an opportunity to incorporate public art in a variety of ways, ranging from large stand alone pieces to more subtle textures and patterns that are integrated with other streetscape elements. Sidewalks pavements, banners, lighting, kiosks, furniture, and even building façades can incorporate the textures, patterns, beliefs, and history of Athabascan culture to provoke a sense of tradition.

Three local artists are participating in the design process to integrate elements of Athabascan culture with the streetscape. Their contributions have led to the Artwork Strategy Report (Appendix B), which captures the artists' overall design concept as well as specific design ideas. The guidelines below provide a brief summary of the artists' findings.

### Design Guidelines

- **Intent:** Art will be a background feature, incorporated subtly with streetscape elements like kiosks, lights, and pavement. Art will not be eclectic or chaotic.
- **Emphasis:** There will be an emphasis on Athabascan culture and in particular the Dena'ina culture found around the Cook Inlet. Key elements of Dena'ina culture include respect for all living things, survival, and a well organized lifestyle.

Iconic features that emphasize the uniqueness of Anchorage should be a major component of public artwork. Art must allow people to sense where they are and what is special about the place.

- **Design:** Street designers should work collaboratively with artists having knowledge of Alaska's history and culture to integrate their ideas in the streetscape fabric.

Art must appeal to Anchorage residents as well as seasonal visitors.

Art should be educational in addition to aesthetically pleasing.

- **Town Square:** Town Square will serve as a focal point for the artwork concept and may include commissioned large scale sculptural elements.
- **Discoveries:** Each street would provide "rewards" for the careful and observant traveler. This might include subtly embedded imagery and text that offers surprises and additional layers of discovery.

A number of specific elements with significance to local Athabascan culture were identified while working with the artist team. Several of these elements were then selected by the design team for possible integration with the streetscape because of their iconic significance, their adaptability to the streetscape environment, and /or their strong design character. These elements are described below and summarized in Table 8.

**Fish:** Fish have always been closely tied to life and survival. Although the idea of using salmon as a streetscape theme received little support during E Street Enhancement Project public workshops, it is possible to use the colors, shapes, and other abstract patterns of fish to convey their importance in local culture. In addition to salmon, the stickleback (or needlefish) might also be represented because of its historical presence in Ship Creek and as a food source for the Dena'ina people.



**Fish Nets:** Catching and preserving fish was an important part of life for the Dena’ina people. The fish net is a strong form that can be used for a variety of streetscape elements and applications. Within the core streets opportunities include use as a paving pattern in Town Square Park and as a trellis for use in conjunction with planters and vines.

**Raven:** The raven plays a prominent role in Athabascan culture and mythology, including some stories which credit raven with the creation of mankind. The raven or raven feather can be used as a district’s defining element or as a component of kiosks and other wayfinding elements.

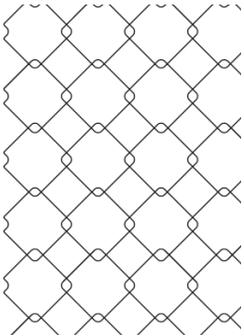
**Other Animals:** A variety of other animals figure into local culture and can be represented both literally and figuratively in the streetscape. A few examples include loon, beluga whales, bear, and eagle.



**Birch baskets:** Birch bark containers and baskets are a frequently seen component of Athabascan culture. Concrete raised planters along the street might be cast to resemble birch bark containers.

**Lucky agates:** The lucky agate represented luck to the Dena’ina people. They were thought to have fallen out of the sky and, if found, could bring good luck. Lucky agates might be embedded in the sidewalk, perhaps represented by glass marbles or by true agates.

**Culturally modified trees:** Birch trees were sometimes bent into unusual shapes to serve as directional indicators and wayfinding tools for cross country travelers. Select street trees might be manipulated to recreate this affect, or the shape can be incorporated with kiosks to reinforce its traditional use as a wayfinding device for travelers. Gateway elements can also take the shape to signify one’s arrival to downtown.



**Patterns:** Intricate patterns were often incorporated into beadwork, birch baskets, and other elements of Athabascan culture. Floral patterns were frequently found after the 1830s, while geometric patterns were typically found in the 1700s and earlier. These patterns can be incorporated in a number of ways, including with pavements, planters, and light poles.

**Mythology:** Athabascan stories and myths can be told with text as well as imagery. Complete stories might be included at kiosks for the interested traveler, while select words and phrases might be inscribed on benches or in the pavement. Symbolic features such as the raven might also be incorporated in conjunction with the stories.

**Flowing Water:** Streams and rivers served as a food source and important mode of transportation. Water bodies can be represented with colored pavers or textured concrete and would meander down the street after originating from the “headlands” of Town Square Park.

**Table 8. Public Artwork Strategy**

| Element                            | Paving  | Kiosks                              | Lights / Poles*                  | Furniture                                  | Landscaping  | Other   |
|------------------------------------|---|-------------------------------------|----------------------------------|--|--|---|
| Fish                               | Embedded or stamped; used sparingly             |                                     |                                  |  |  |   |
| Fishing Net Pattern                | Net pattern in T.S.P. plaza                     |                                     |                                  |  | Net pattern used as a trellis for vines            | Manhole covers                                  |
| Raven                              | Tracks embedded in pavement                     | Raven feather as a unifying element |                                  |  |  |   |
| Other Animals                      | Tracks embedded in pavement                     |                                     |                                  |  |  |   |
| Birch Baskets                      |   |                                     |                                  |  | Basket design used for raised planters             |   |
| Lucky Agates                       | Agates imbedded in pavement                     |                                     |                                  |  | Agates imbedded in raised planters                 |   |
| Culturally Modified Trees          |   | Key design feature of small kiosks  |                                  |  | Live modified birch in select locations            | Gateway features at key entrances to downtown   |
| Patterns – Geometric and/or Floral | Incorporated with paving                        | Incorporated with kiosk design      | Special treatment on light poles |  | Incorporated with raised planters                  | Manhole covers; used w/ awnings to cast shadows |
| Mythology                          |   | Stories & text located on kiosks    |                                  | Text inscribed on furniture                |  | Used w/ awnings to cast shadows on sidewalks    |
| Streams & Flowing Water            | Pavers and colored concrete to signify a stream |                                     |                                  | Shapes could be reflective of water course | Planter shapes could be reflective of water course |   |

\* Light poles can support most of the art elements described above in the art installation zone, as described on Page 34.

# Design Focus Areas

The previous section identified a broad urban design concept with streetscape elements for the greater downtown area. While it provides a streetscape vision for the core, it lacks many of the specifics necessary for implementation. This section differs in that it provides detailed design plans for key focus areas within downtown. These focus areas were identified by MOA staff early in the project process and represent areas with high pedestrian volumes or the potential to become significant destinations. Design focus areas include:

- **G Street Art Central:** The two block section of G Street between 3<sup>rd</sup> and 5<sup>th</sup> Avenues has a unique character created by its art galleries and other businesses.
- **SoNo:** The area immediately “South of Nordstrom” (SoNo) and centered around the 7<sup>th</sup> Avenue and D Street intersection is a “hip” district with an eclectic mix of retailers and businesses.
- **6<sup>th</sup> Avenue:** The block between D and E Streets requires an extra emphasis on the streetscape along the JC Penney’s garage.
- **7<sup>th</sup> Avenue:** The three block section between C and F Streets provides important pedestrian connections between the museum and new convention center.

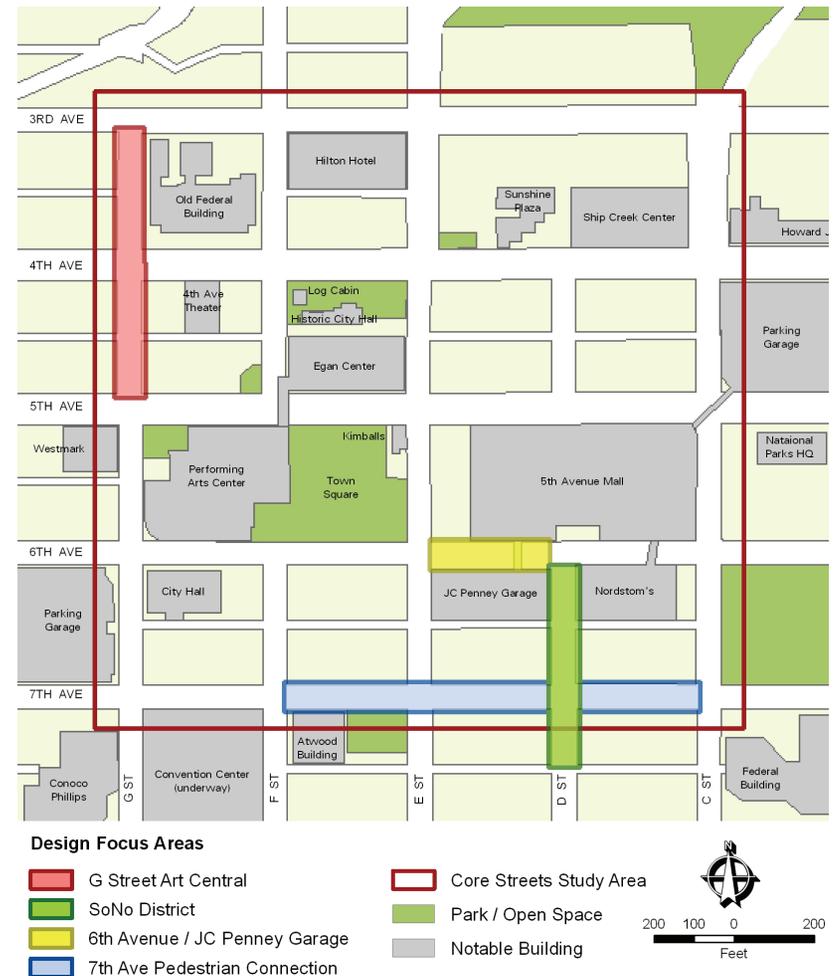


Figure 34. Design Focus Areas

## G Street Art Central



Figure 35. G Street Art Central

As the name implies, G Street Art Central is a unique district with an eclectic mix of art galleries and showrooms. The district also features a variety of shops and dining opportunities, making it a popular destination with both residents and visitors alike. Business owners see Art Central as an intimate district where pedestrians can linger in galleries, window shop, or enjoy an outdoor dining experience on the street. Street festivals were also identified as a desirable use for the roadway.

**Issues:** Art Central has narrow sidewalks and limited pedestrian lighting.

### Design Recommendation

The design recommendation for Art Central provides an emphasis on pedestrians by working to slow traffic movement. Vehicular traffic is reduced to one lane and parking is provided with angled stalls on one side of the street only. This will result in slower traffic speeds while greatly enhancing the amount of space available for sidewalks and other streetscape amenities. There will be an emphasis on incorporating artwork into the streetscape as well as providing space for artwork displays. Pedestrian scale street lighting and curb bulbs will be installed.

Providing strong visual and physical connections with the rest of downtown will be important to ensure that Art Central has adequate drawing power. Gateway elements are therefore recommended at all intersections to signify one's arrival to the district and provide a visual queue to passersby.

Street configuration: One southbound lane with angled parking on the west side

Lights: Historic standard pedestrian scale light throughout; unique Art Central color treatments, banners, or art work can be applied in the special treatment zone (8'-14')

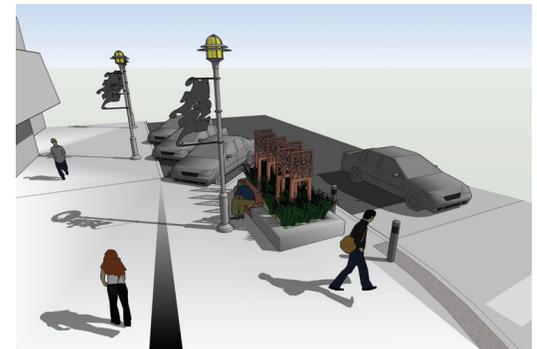
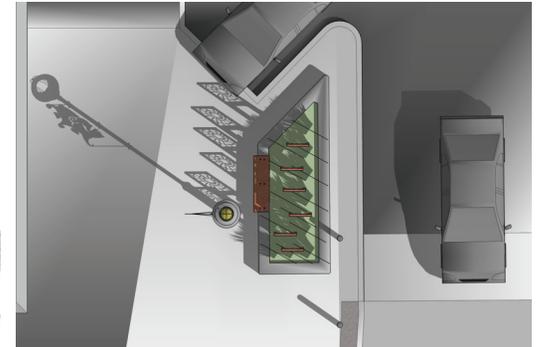
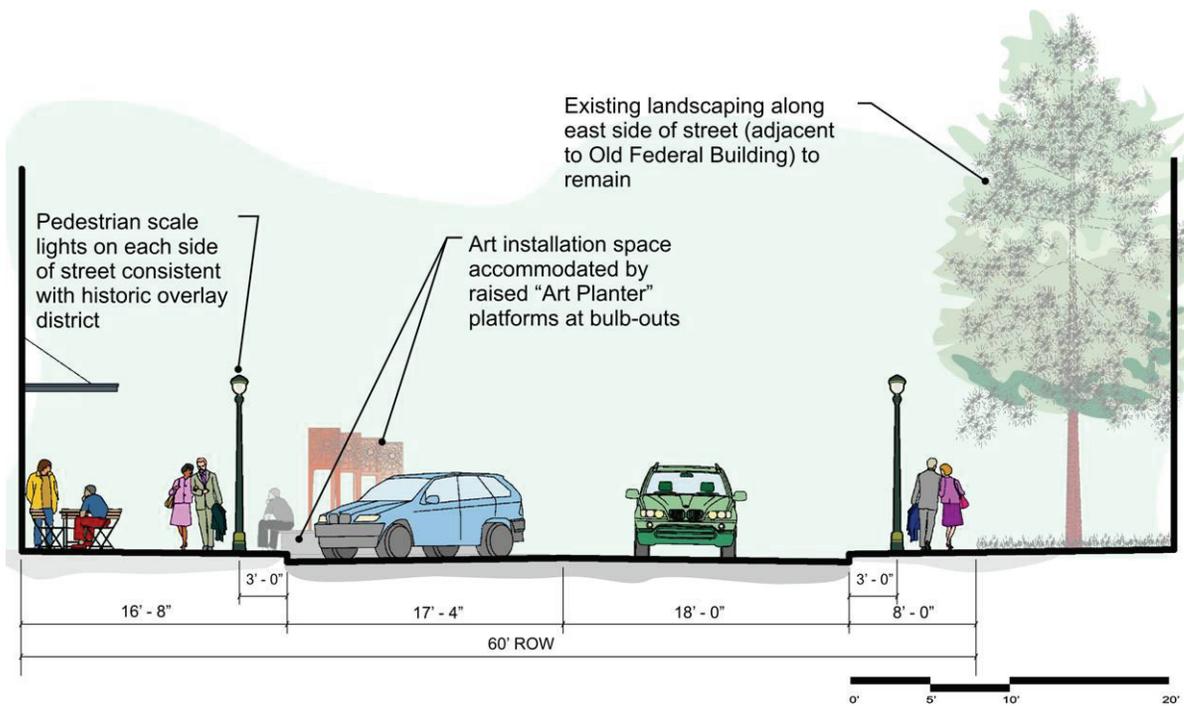
Landscaping: Installed at curb bulbs with raised planters

Furniture: Historic bench standard; all other downtown furniture standards apply

Paving: Standard paving in movement zones with decorative pavement in furniture zones and at curb bulbs

Sidewalks: Heated throughout

Other: Art incorporated with other streetscape elements and provided as stand-alone features



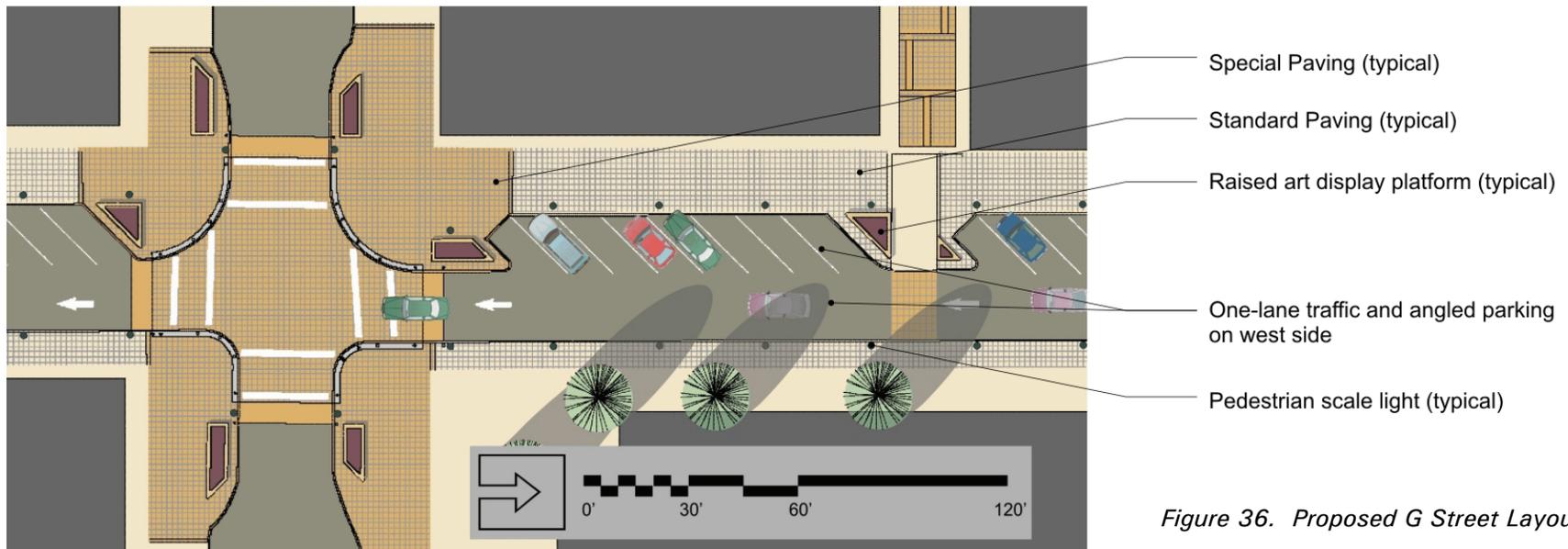
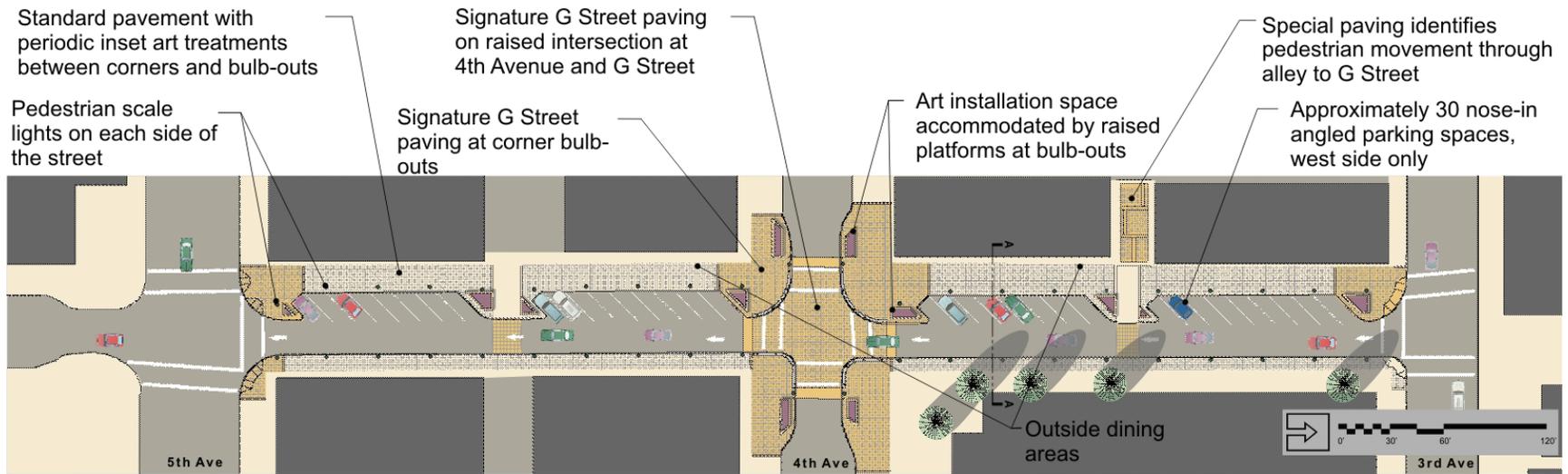


Figure 36. Proposed G Street Layout

## SoNo



Figure 37. SoNo District

The SoNo district includes the area immediately “South of Nordstrom” centered around the intersection of F Street and 7<sup>th</sup> Avenue. SoNo has a diverse mix of businesses, including a salon and day spa, a boutique clothing store, a health and beauty retailer, and a popular martini bar and lounge. SoNo retailers think of their district as a “hip” destination with products and services not available elsewhere in Anchorage.

**Issues:** SoNo has narrow sidewalks and limited pedestrian lighting.

### Design Recommendation

The design recommendation for SoNo emphasizes unique pavement patterns and textures to set it apart as a unique downtown district. The intersection of 7<sup>th</sup> Avenue and D Street will receive additional design treatments since this area serves as the heart of SoNo. Pedestrian scale street lighting and curb bulbs will be installed.

Maintaining a strong visual connection with Nordstrom’s and the 5<sup>th</sup> Avenue Mall will be important for the economic vitality of SoNo’s retailers. Paving patterns are therefore carried north to 6<sup>th</sup> Avenue, strengthening connections with the mall and other retail destinations in the area.

SoNo retailers recently developed a sign/logo for the district that could be incorporated in a number of ways. The sign would work well as a standalone gateway feature at the district’s boundaries or as a design element that gets integrated with other streetscape features, such as pavements and pedestrian lights.

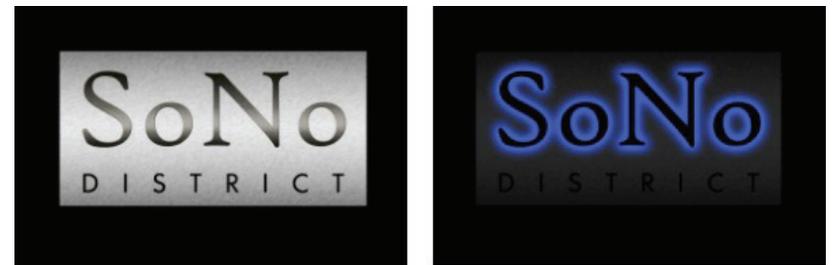


Figure 38. SoNo Signage

Street configuration: One lane each direction with on-street parking; narrow (10') travel lanes to promote slower traffic

Lights: Downtown standard pedestrian scale light throughout; unique SoNo color treatments, banners, or art work can be applied in the special treatment zone (8'-14')

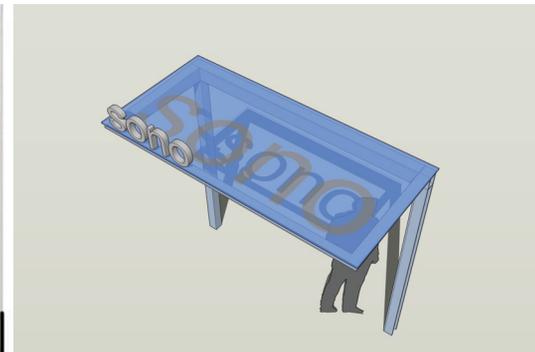
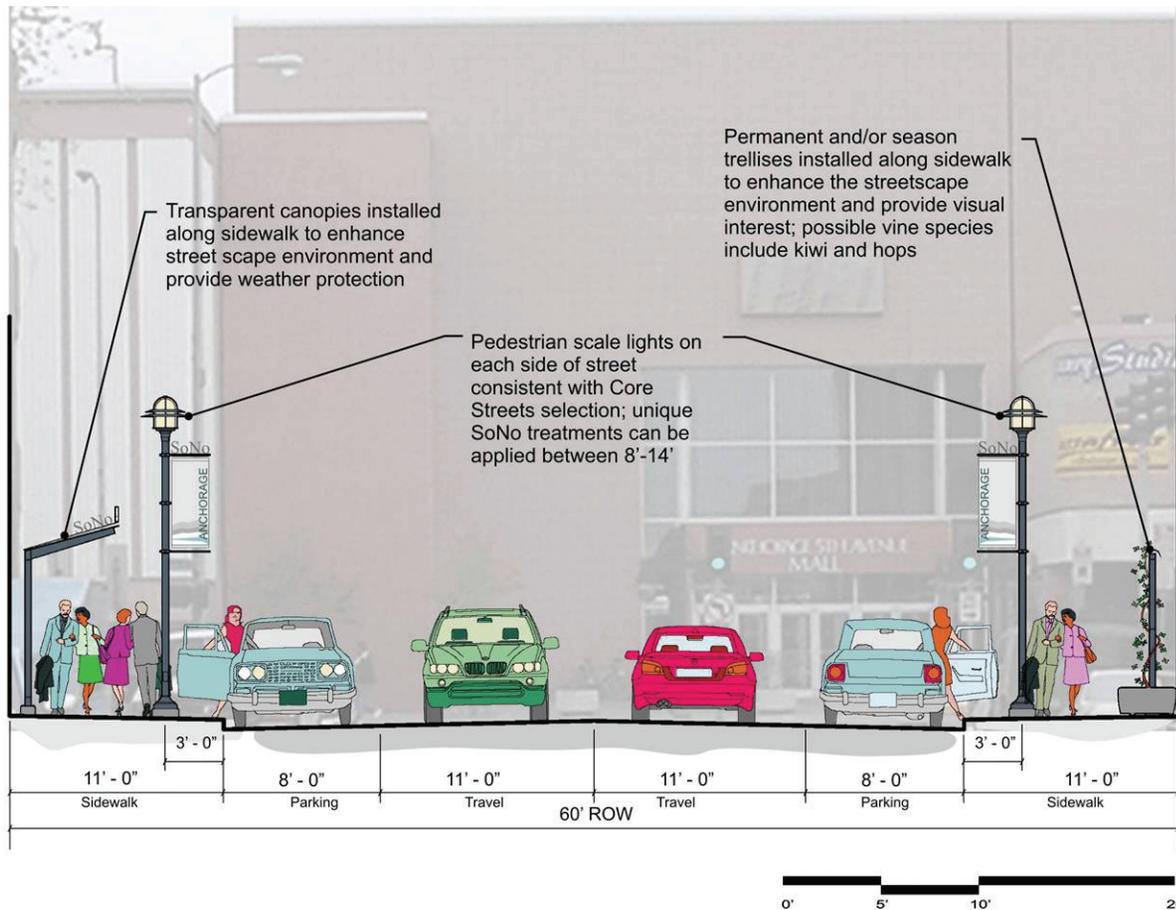
Landscaping: Limited to trellises, seasonal planters, and hanging flower baskets

Furniture: Downtown standards

Paving: Special paving patterns and materials at curb bulbs and inserts along the sidewalk

Sidewalks: Heated throughout

Other: Incorporate the SoNo sign as a gateway feature and with other streetscape elements including canopies and banners/signage



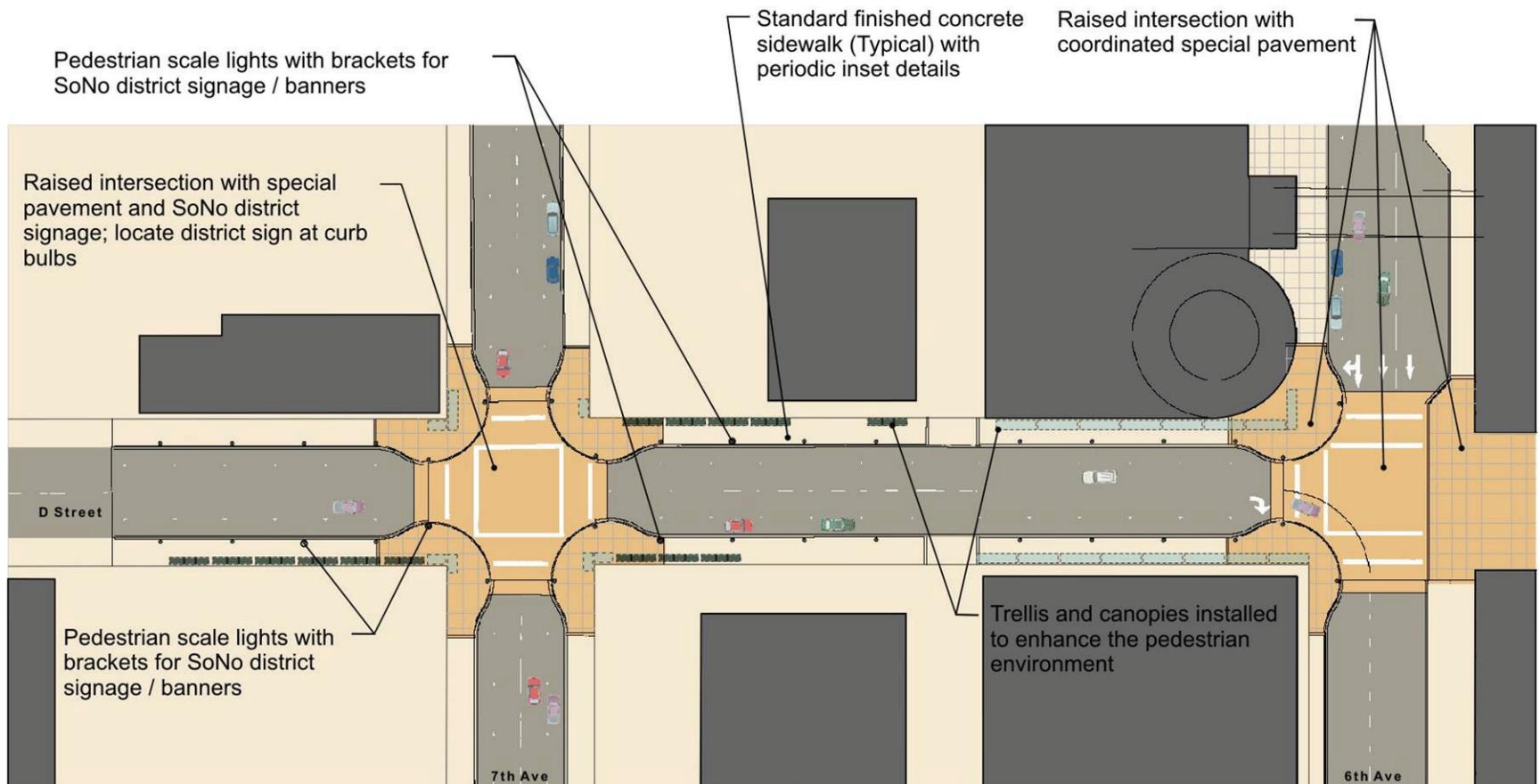


Figure 39. Proposed SoNo Layout

## 6<sup>th</sup> Avenue



Figure 40. 6<sup>th</sup> Avenue

The one block stretch of 6<sup>th</sup> Avenue between E and D Streets runs between the JC Penney parking garage (south side) and the 5<sup>th</sup> Avenue Mall (north side). The sheer mass of these structures creates a distinctive streetscape environment that is usually in shadows throughout most of the year. A dominant feature in this area is the parking garage entrance ramp, which runs parallel to the sidewalk from the corner of E Street and 6<sup>th</sup> Avenue.

**Issue:** The streetscape receives very little sunlight because of its orientation and the adjacent building heights. There is a notable pedestrian safety issue created by the parking garage entrance ramp at the corner.

### Design Recommendation

The design recommendation for 6<sup>th</sup> Avenue focuses on pedestrian safety and reducing the potential for pedestrian / vehicle conflicts at the JC Penney garage access ramp. To do so, pedestrian and vehicle spaces are clearly defined through the use of contrasting pavement treatments. A textured rumble strip might also be installed at the ramp's entry point, along with a painted crossing for pedestrians. Bollards will be used to further define the ramp's edge.

Pedestrian scale lights are included along 6<sup>th</sup> Avenue to combat solar access issues created by the JC Penney garage. Street trees and other landscaping are also included at the corner to add season color and soften the environment. Artistic treatments will be encouraged on the outside face of the access ramp, possibly using lights as a medium to further mitigate the shadows and darkness. Bollards used along the access ramp might also have lights for the same reason.

Street configuration: Three east-bound lanes with on-street parking; travel lanes range from 11'-0" to 12'-6"

Lights: Downtown standard pedestrian scale light throughout

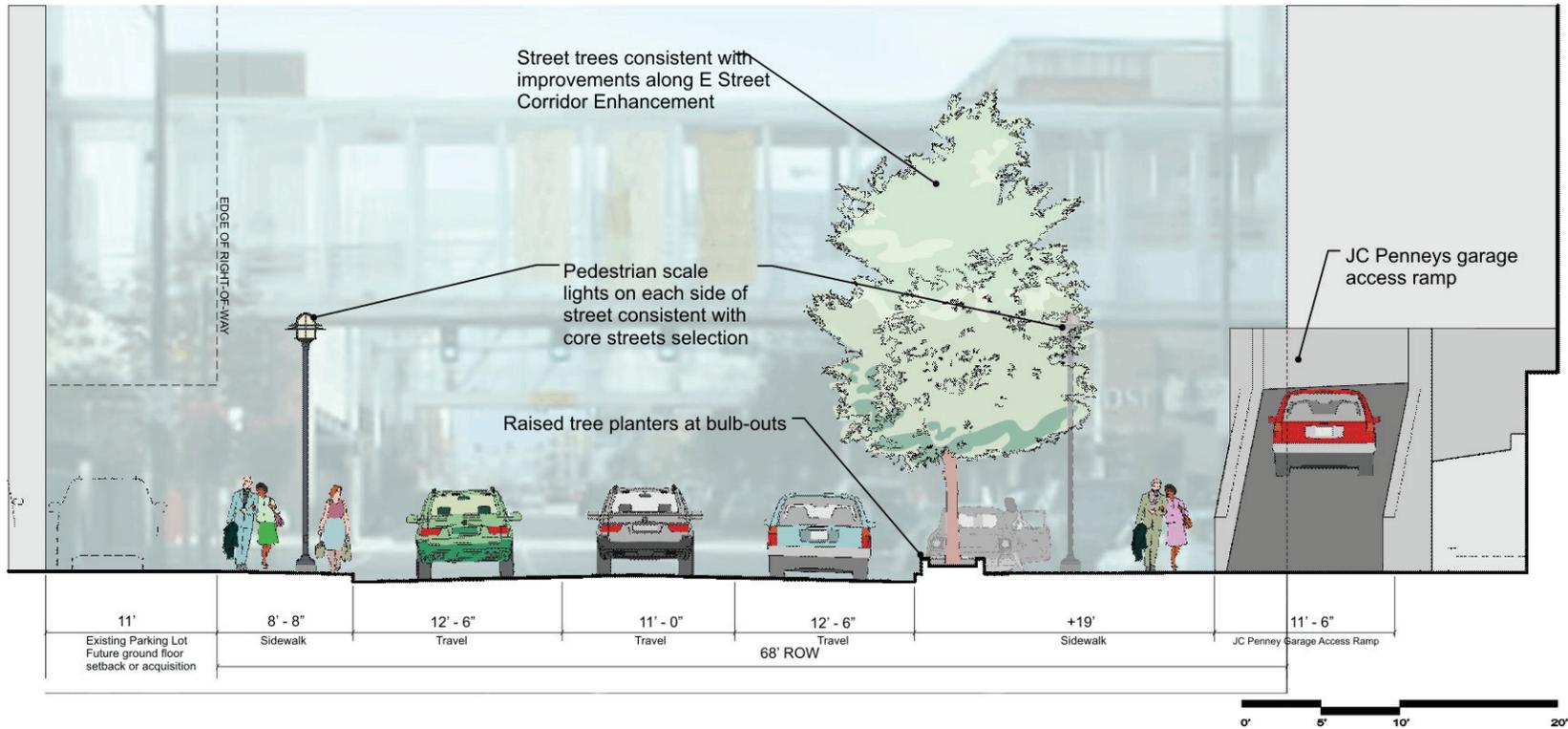
Landscaping: Planters and other landscaping at intersection; includes planter on the face of JC Penney garage behind access ramp

Furniture: Downtown standards

Paving: Contrasting paving to define pedestrian and vehicle spaces

Sidewalks: Heated throughout

Other: Art treatments on outside face of ramp wall possibly using light as a medium



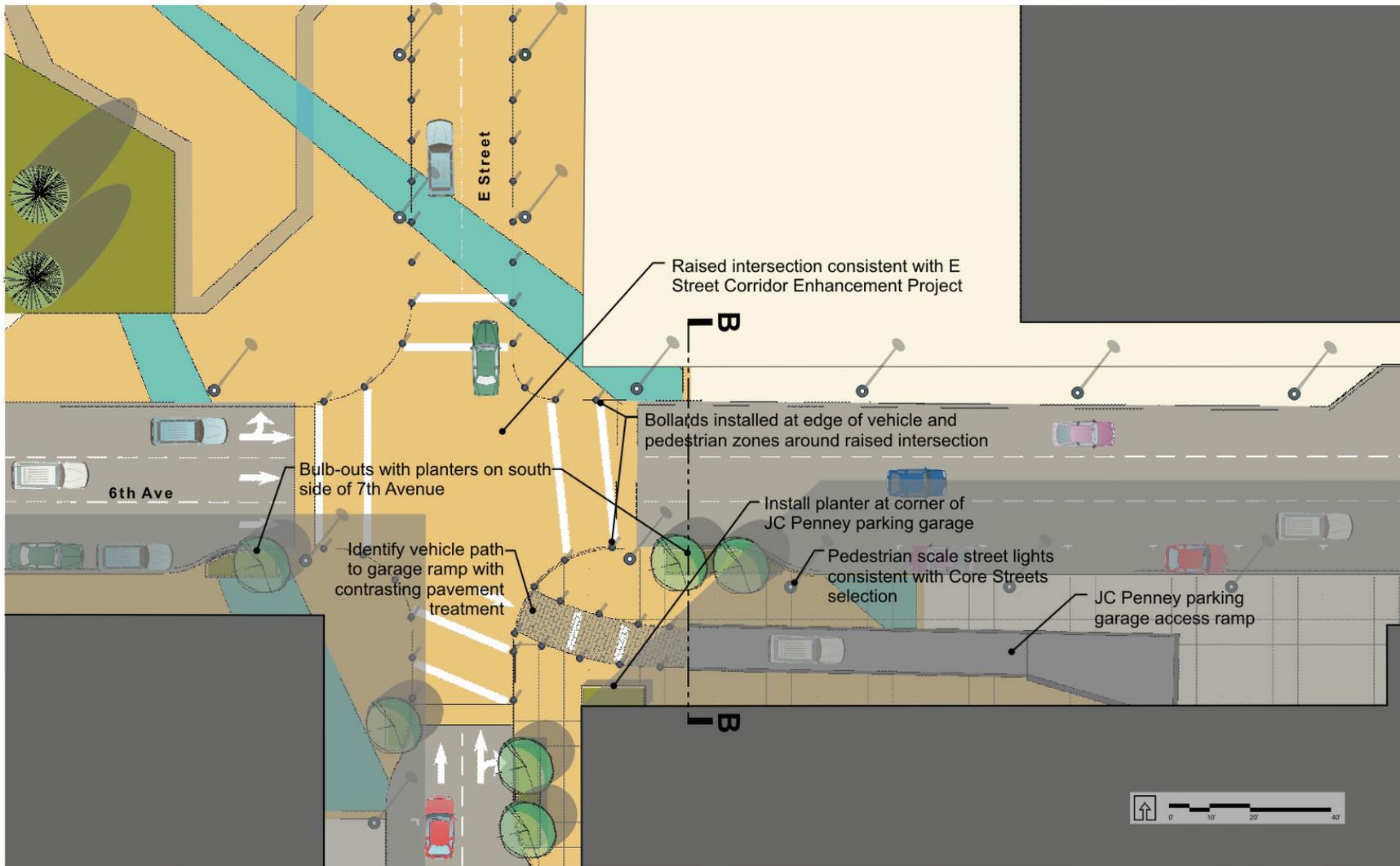


Figure 41. Proposed 6<sup>th</sup> Avenue Layout

## 7<sup>th</sup> Avenue



Figure 42. 7<sup>th</sup> Avenue

7th Avenue is expected to become a heavily used east/west connector for pedestrians traveling between the new Anchorage Civic and Convention Center (F Street) and the expanded Anchorage Museum of History and Art (C Street). Along the way 7<sup>th</sup> Avenue passes the E Street pedestrian corridor (north/south connections) and the SoNo District.

**Issues:** 7<sup>th</sup> Avenue has narrow sidewalks, limited pedestrian lighting, no landscaping, and poor wayfinding.

### Design Recommendation

7<sup>th</sup> Avenue will become an important east/west connection upon completion of the Convention Center and Museum Expansion. At the same time the street crosses three signature streets (F and E Streets) and/or districts (SoNo) between F and C Streets. For these reasons the design recommendation for 7<sup>th</sup> Avenue focuses on pedestrian and vehicular movement and absorbing the character of cross streets, rather than trying to create a unique identity for the corridor.

Wayfinding will be a critical element along the entire corridor. Kiosks should therefore be installed at most intersections to provide necessary references as pedestrians navigate through downtown.

Other features include pedestrian scale lighting throughout the corridor, curb bulbs, and raised intersections at D, E, and F. Street trees and other landscaping will be included in raised planters at curb bulbs and other locations where adequate space is available.

Street configuration: One lane each direction with on-street parking; 11' travel lanes to accommodate periodically high traffic volumes

Lights: Downtown standard pedestrian scale light throughout; unique color treatments, banners related to the museum and convention center, or art work can be applied in the special treatment zone (8'-14')

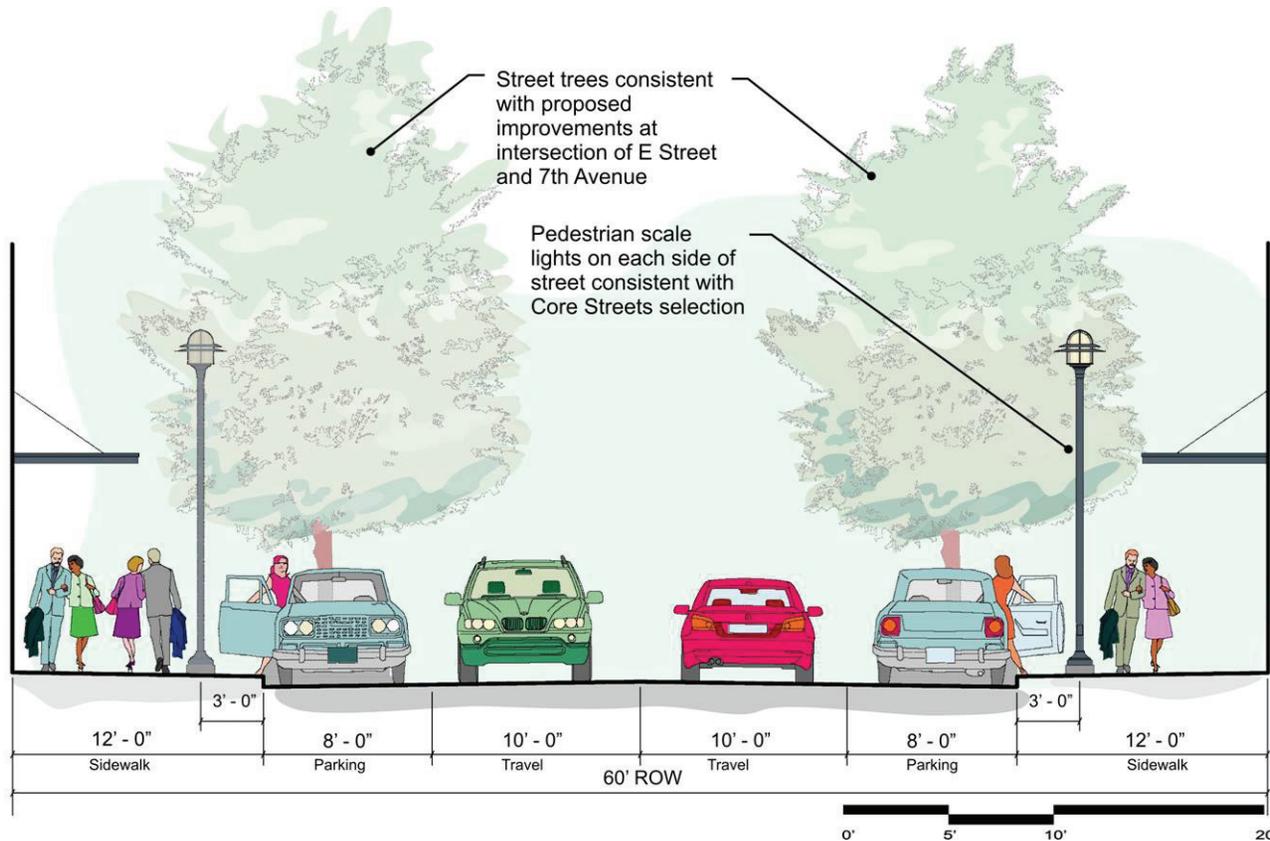
Landscaping: Raised planters with trees at curb bulbs; hanging flower baskets

Furniture: Downtown standards

Paving: Standard paving in movement zones with decorative pavement at curb bulbs; unique paving patterns on cross streets will be the emphasis

Sidewalks: Heated throughout

Other: Raised intersections; wayfinding elements as key design features with a kiosk at E Street



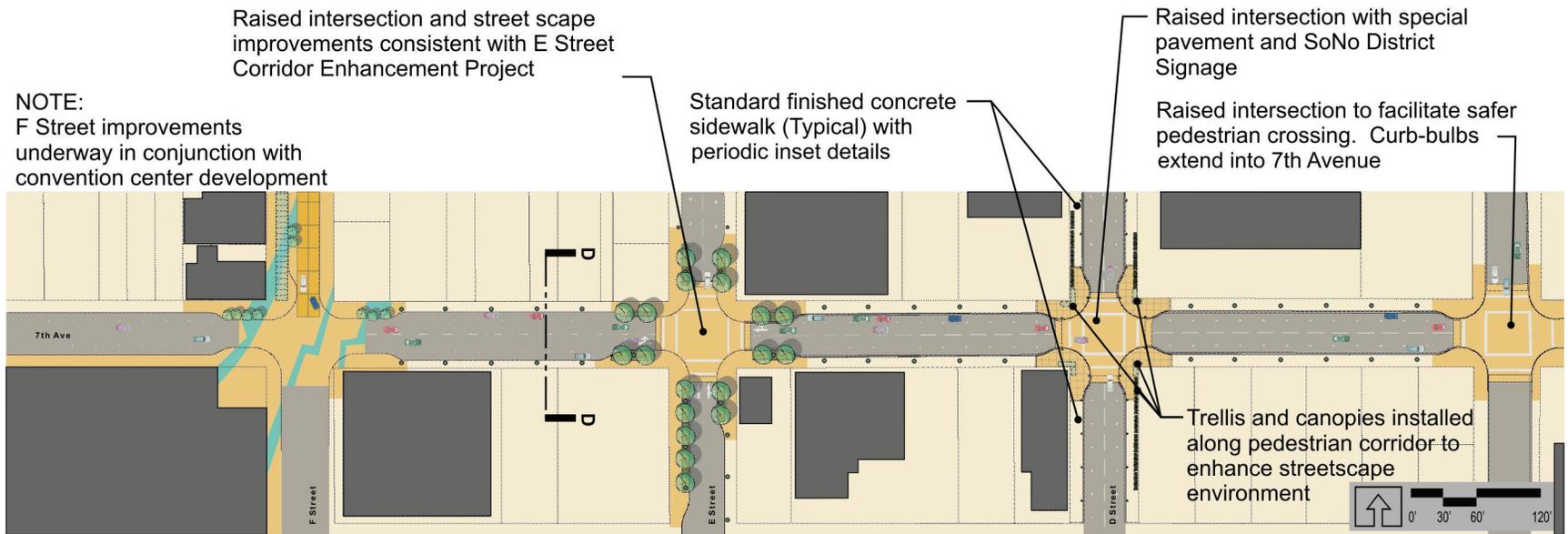


Figure 43. Proposed 7<sup>th</sup> Avenue Layout



# Implementation Strategy

The vision presented by the Anchorage Downtown Comprehensive Plan highlights the natural setting, unique urban form, and plethora of retail, cultural, and employment opportunities that make Anchorage Alaska’s premier metropolitan area (see insert to the right). A number of strategies are identified for vision fulfillment, ranging from increased downtown housing to improved branding efforts for downtown. Vision fulfillment strategies specifically related to the streetscape include:

- Safe Pedestrian and Bicycle Linkages
- Winter City Design Standards
- Signage and Wayfinding Program

The recommendations and concepts in this Master Plan support the downtown vision by creating one of a kind streetscapes that embrace local culture while providing a functional and user friendly pedestrian environment with improved year round mobility.

This section provides phasing strategies for implementation of the concepts and recommendations presented earlier in the report. It includes a preliminary time table as well as planning level cost estimates.

**Anchorage Downtown Comprehensive Plan**

**Downtown Vision**

Downtown Anchorage is a vibrant Northern city center that serves all of Alaska and welcomes the world. Its unparalleled connections to nature and open spaces, and its stunning views make Downtown like no other urban environment.

Residents and visitors are attracted to Downtown’s innovative urban design, creative use of sustainable technologies, and celebration of Alaska’s unique culture.

Downtown embraces a diverse concentration of people, employment, shopping, entertainment, government services, cultural facilities and events, public spaces and housing.

Downtown’s comfortable and exciting pedestrian environment, inviting open spaces, events for families and children, and mix of cultural and entertainment facilities offer a refined urban living experience in the grandest of settings.

## Project Phasing

Implementation of streetscape projects in the core should follow an incremental approach to minimize disruption to vehicular circulation and other impacts on the downtown environment. Three streetscape projects are currently in the design phase with construction scheduled for summer 2008. Each of these projects includes the strategies recommended in the Downtown Comprehensive Plan.

### ■ E Street

Following recommended improvements, E Street will be transformed from an uninspiring vehicular orientated corridor into a dynamic, inviting, and stimulating pedestrian environment. Key elements include pedestrian scale lights, kiosks and wayfinding tools, and special decorative pavement to emphasize the importance of the pedestrian; raised intersections and heated sidewalks for year round pedestrian comfort and safety; a 'festival' street adjacent Town Square Park to create an expanded civic space; and integrated artwork reflective of Athabaskan culture.

The central three block area will be constructed in the summer of 2008. The remaining four blocks will be constructed at a later date.

### ■ F Street

A concept plan currently in the design stage responds to the high pedestrian volumes anticipated at the new convention center by creating a distinctive and engaging pedestrian environment on F Street that defines Anchorage for thousands of visitors, leaving a lasting impression of the city's character and beauty. Construction is scheduled for 2008 to connect the new convention center with south entrance of the PAC.

### ■ 7<sup>th</sup> Avenue between Convention Center and E Street

A concept plan is in the early design stages for the one-block area or 7<sup>th</sup> Avenue from the Convention Center to E Street. The north side of the street will be constructed in the summer 2008 as a component of the new Atwood Building Parking Garage. Designs on 7<sup>th</sup> Avenue will be consistent with the recommendations presented in this report, while designs at the intersections with F and E Streets will be consistent with the work taking place along each of those corridors.

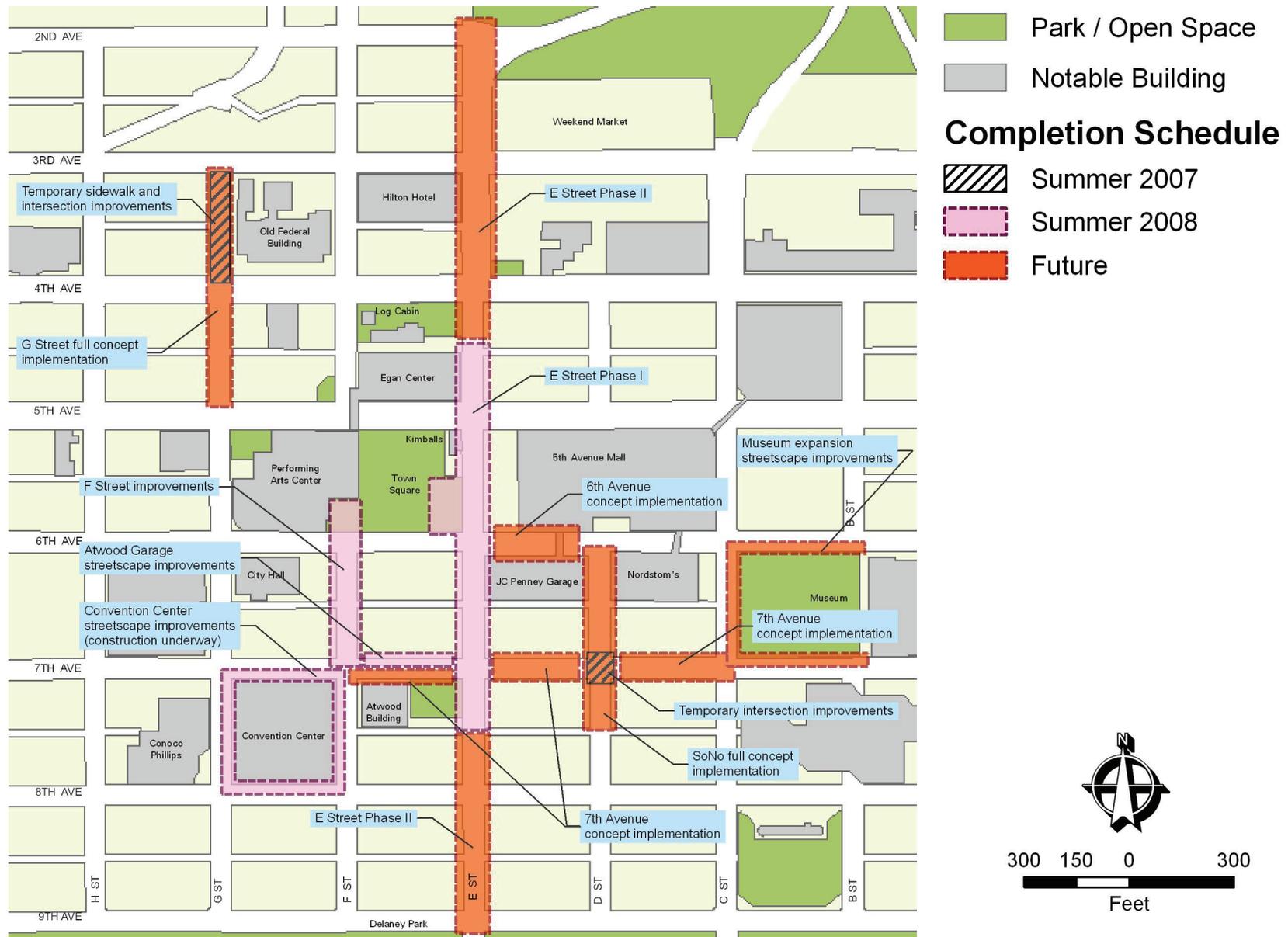


Figure 44. Project Phasing

## Near-Term Actions

Given the time and financial resource requirements for the planning, design, and construction of an entire street replacement project, opportunities should be pursued for near-term demonstration projects that can be implemented with little effort while providing a positive benefit to adjacent businesses. Projects of this type can help stimulate public support while setting the stage for more permanent streetscape improvements in the future.

Two demonstration projects have been identified from the four design concepts identified earlier in this document (G Street Art Central, SoNo, 6<sup>th</sup> Ave, and 7<sup>th</sup> Ave). These projects can be implemented with minimal design and construction effort in summer 2007.

### G Street Temporary Sidewalk Widening

Immediate streetscape improvements could be realized within G Street Art Central by providing increased sidewalk widths for pedestrian movement and outdoor dining. Figure 45 illustrates the recommended near-term actions for G Street.

#### ■ Proposed Actions:

- Paint curb bulbs and proposed curb line on the west side..... \$ 25,000
- Install temporary wheel stops for angled parking..... \$ 4,000
- Install removable planters ..... \$ 14,000
- Install AC pavement overlayment between existing curb and proposed edge (optional). \$ 43,000

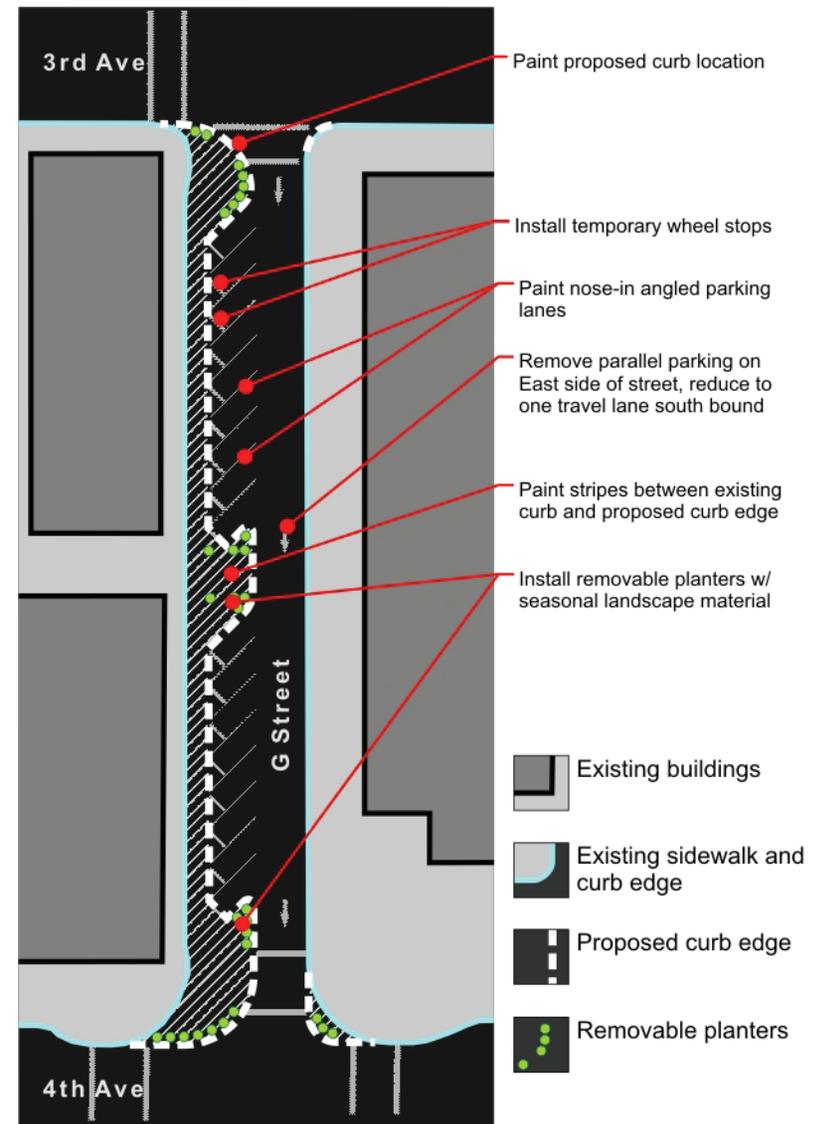


Figure 45. Near-Term Actions on G Street

### SoNo Sign Installation and Curb Bulb Designations

SoNo’s district character would begin to evolve further with the installation of a SoNo district sign at the intersection of 7<sup>th</sup> Avenue and D Street and the temporary installation of curb bulbs at each corner. The sign would be a permanent installation. Figure 46 illustrates recommended near-term actions for the SoNo district.

**■ Proposed Actions:**

- Install SoNo district sign ..... \$ 31,000
- Paint curb bulbs at each corner..... \$ 8,250
- Install removable planters ..... \$ 15,000

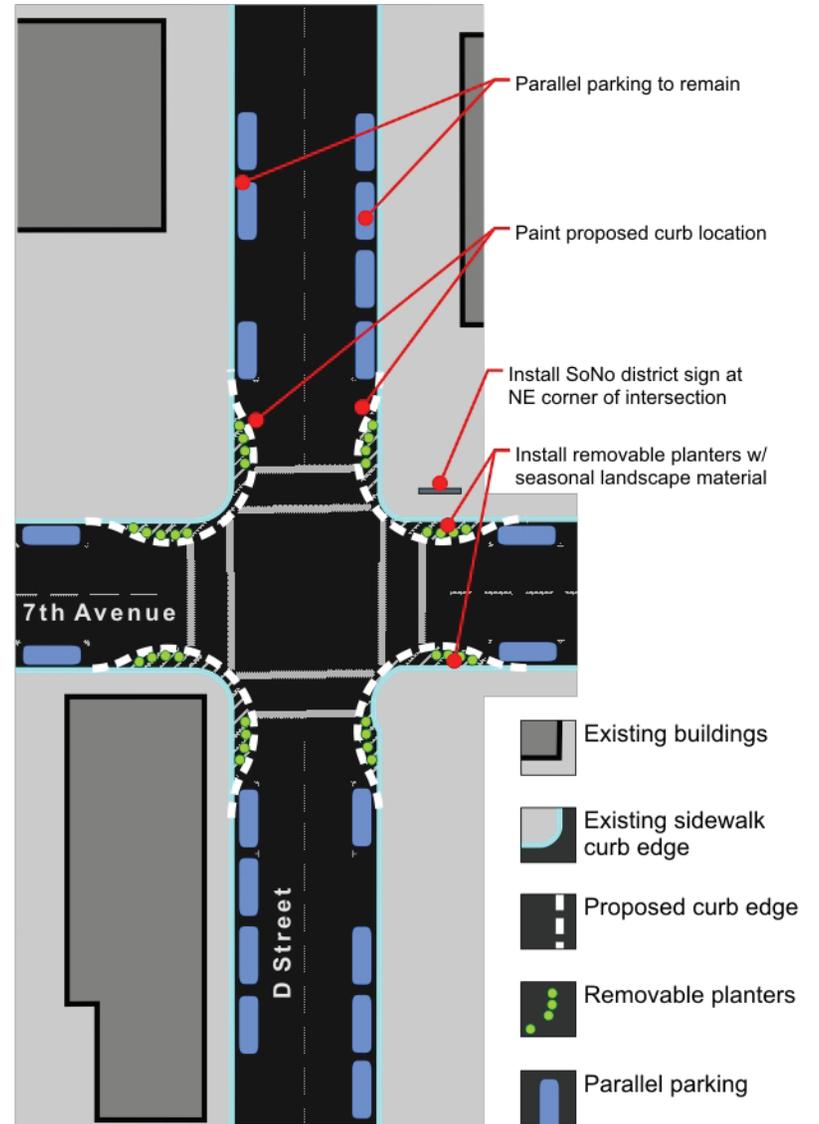


Figure 46. Near-Term Actions on D Street

## Follow-on Actions

Full implementation of the remaining improvements will follow in subsequent years as funding becomes available. Planning level cost estimates are provided below.

Miscellaneous costs include signing and stripping, traffic maintenance, and construction surveys. The estimates include a 25 percent construction contingency and a 25 percent markup for design, project management, inspection, and administration.

### ■ G Street Art Central

Construct the improvements in the two block area as recommended.

| Component                  | Cost (\$000)    |
|----------------------------|-----------------|
| Storm, Drainage, Utilities | 859             |
| Roadway                    | 105             |
| Sidewalk                   | 263             |
| Heated Sidewalk            | 1,344           |
| Lighting                   | 482             |
| Urban Amenities            | 299             |
| Miscellaneous              | 70              |
| <b>Total</b>               | <b>\$ 3,422</b> |

### ■ SoNo District

Construct the improvements in the one-and-a-half block area as recommended.

| Component                  | Cost (\$000)    |
|----------------------------|-----------------|
| Storm, Drainage, Utilities | 645             |
| Roadway                    | 85              |
| Sidewalk                   | 251             |
| Heated Sidewalk            | 1,313           |
| Lighting                   | 347             |
| Urban Amenities            | 539             |
| Miscellaneous              | 55              |
| <b>Total</b>               | <b>\$ 3,235</b> |

■ **6<sup>th</sup> Avenue and E Street Intersection at the JC Penney parking garage ramp**

The recommended improvements at the intersection could occur as a component of the E Street project. Remaining portions of 6<sup>th</sup> Avenue can be completed at a later date. The cost estimate below only includes improvements occurring at and around the southeast corner in relation to the garage access ramp.

| Component                  | Cost (\$000)  |
|----------------------------|---------------|
| Storm, Drainage, Utilities | 0             |
| Roadway                    | 0             |
| Sidewalk                   | 23            |
| Heated Sidewalk            | 53            |
| Lighting                   | 44            |
| Urban Amenities            | 99            |
| Miscellaneous              | 16            |
| <b>Total</b>               | <b>\$ 235</b> |

*Note: The cost estimate only includes improvements occurring in relation to the garage access ramp at and around the southeast corner.*

*A portion of the 6<sup>th</sup> Avenue improvements would likely be included with the E Street corridor enhancements.*

■ **7<sup>th</sup> Avenue between E and C Streets**

Construct the improvements in the two block area as recommended.

| Component                  | Cost (\$000)    |
|----------------------------|-----------------|
| Storm, Drainage, Utilities | 656             |
| Roadway                    | 94              |
| Sidewalk                   | 205             |
| Heated Sidewalk            | 1,108           |
| Lighting                   | 355             |
| Urban Amenities            | 163             |
| Miscellaneous              | 125             |
| <b>Total</b>               | <b>\$ 2,778</b> |

*Note: The estimate does not include improvements at the intersections with D, E, and F Streets; these costs are captured under separate street improvement projects.*

*The estimate also does not include improvements on the north side of 7<sup>th</sup> between E and F Streets; these costs are captured under the Atwood Parking Garage project.*



# Appendices

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**A. Utilities**

**B. Artwork Strategy Report**



# Appendix A: Utilities

The existing utilities within the Downtown Core Streets Master Plan project limits include water, sanitary sewer, electric, traffic signal and street lights, telephone, cable television, fiber optic, natural gas, and storm drains. See Figures 1 and 2 for the layout of the existing utilities. The locations of utilities shown are based on two sources of information: current utility company facility maps; and 2006 Municipality of Anchorage GIS data. Following is a description of existing utilities within the project area:

## Water

Anchorage Water and Wastewater Utility (AWWU) owns and operates water facilities within the project area. Within the project area there are water mains of different size and material. See Figure 3.

Several sections of 8-inch cast iron (CI) pipe are located between G Street and E Street near 3<sup>rd</sup> Avenue. The sections run from the alley between 3<sup>rd</sup> and 4<sup>th</sup> Avenues on G Street, north to 3<sup>rd</sup> Avenue, and then east to F Street. They continue south to the alley between 3<sup>rd</sup> and 4<sup>th</sup> Avenues on F Street, and east through the alley to E Street. These sections of cast iron were constructed in 1953. One section of 6-inch cast iron pipe, also constructed in 1953, runs between E and C Streets along the alley between 3<sup>rd</sup> and 4<sup>th</sup> Avenues.

Additional 8-inch cast iron water mains run along the alley between 4<sup>th</sup> and 5<sup>th</sup> Avenues from G Street, east toward F Street, and continue through the park area toward E Street. Another section of 8-inch cast iron runs from E Street to C Street along the alley between 4<sup>th</sup> and 5<sup>th</sup> Avenues. These

sections of cast iron were constructed in 1955. A small section of 6-inch cast iron water main runs along F Street from the 4<sup>th</sup>/5<sup>th</sup> alley, south to 5<sup>th</sup> Avenue. This pipe was constructed in 1942.

An asbestos concrete (AC) water main along 5<sup>th</sup> Avenue dates back to 1939. The section between G Street and E Street is reportedly 10 inches in diameter while the section between E Street and C Street is 12 inches.

A small section of 8-inch wood stave (WS) pipe, constructed in 1949, still exists on G Street between the 5<sup>th</sup>/6<sup>th</sup> alley and 6<sup>th</sup> Avenue. Most of the water main sections between the 5<sup>th</sup>/6<sup>th</sup> alley and 6<sup>th</sup> Avenue consists of ductile and cast iron. Several of the 8-inch cast iron water mains were constructed in 1955. Since then, several sections have been abandoned or replaced with ductile iron (DI) pipe. The 8-inch ductile iron sections run along 6<sup>th</sup> Avenue from G Street to F Street and then extend north-east to the alley between 5<sup>th</sup> and 6<sup>th</sup> Avenues. The sections of ductile iron were constructed in 1997 and 1985, respectively. A section of 8-inch cast iron runs east along the 5<sup>th</sup>/6<sup>th</sup> alley for a half-block, ending at E Street, then an 8-inch ductile iron, constructed in 1985, continues from E Street, east one block between 5<sup>th</sup> and 6<sup>th</sup> Avenue.

A section of 6-inch cast iron water main runs along F Street from 6<sup>th</sup> Avenue and continues past 7<sup>th</sup> Avenue. This pipe was constructed in 1942.

8-inch cast iron water mains run along the alley between 6<sup>th</sup> and 7<sup>th</sup> Avenues from G Street to C Street, turning north to the 5<sup>th</sup>/6<sup>th</sup> alley, and then heading east one half-

block. These sections of water main were constructed in 1955. A section of 8-inch cast iron pipe, also constructed in 1955, extends south on D Street off the water line in the 6<sup>th</sup>/7<sup>th</sup> alley.

A 24-inch diameter ductile iron water main, constructed in 1982, extends through the project area along 7<sup>th</sup> Avenue.

A 12-inch cast iron water main, located on the west side of E Street, extends from the 3<sup>rd</sup>/4<sup>th</sup> alley south past 7<sup>th</sup> Avenue. This water main was constructed in 1969. An additional 12-inch cast iron water main, constructed in 1965, runs along C Street, between 3<sup>rd</sup> and 5<sup>th</sup> Avenue.

AWWU's Water Master Plan indicates that they will be making an effort to upgrade the wood stave pipe in order to meet current water quality regulations. They also are attempting to upgrade the 6-inch diameter piping since it no longer meets the fire flow requirements of the AWWU Design Criteria.

AWWU is currently preparing to initiate the design phase of the F Street 6<sup>th</sup>-7<sup>th</sup> Water Upgrade Project (F Street Project, AWWU # 0000004374). The F Street Project is within the Downtown Core area and will be constructed in conjunction with the New Convention Center. The 2005 Anchorage Water Master Plan identifies one proposed water project that is partially within the Downtown core area. This project is the H-K Street 5<sup>th</sup>-6<sup>th</sup> Avenue Water Upgrade Project (WMP # 173). AWWU has also identified two proposed projects adjacent to the Downtown Core area. These projects are the Christensen Drive Water Upgrade Project (WMP # 111) and the I Street 7<sup>th</sup>-8<sup>th</sup> Avenue Water Upgrade Project (WMP # 112). The current estimated design year for these projects is as follows:

F Street 6<sup>th</sup>-7<sup>th</sup> Avenue Water Upgrade..... Design 2007

H-K Street 5<sup>th</sup>-6<sup>th</sup> Avenue Water Upgrade ..... Design 2008

Christensen Drive Water Upgrade..... Design 2008

I Street 7<sup>th</sup>-8<sup>th</sup> Avenue Water Upgrade ..... Design 2008

## Sanitary Sewer

AWWU owns and operates sanitary sewer facilities within the project area. See Figure 4.

A section of 8-inch concrete sanitary sewer main runs west from F Street along 3<sup>rd</sup> Avenue approximately one half-block. This pipeline was constructed in 1955. 8-inch and 12-inch ductile iron sewer pipes, constructed in the 1970s, are also located within the intersection of 3<sup>rd</sup> Avenue and F Street, extending north, east, and south to the alley between 3<sup>rd</sup> and 4<sup>th</sup> Avenues. A small section of 12-inch vitrified clay sanitary sewer, constructed in 1917, is located on the far east side of the project area, crossing G Street along the 3<sup>rd</sup>/4<sup>th</sup> alley.

A 10-inch vitrified clay sanitary sewer main is located along the alley between 3<sup>rd</sup> and 4<sup>th</sup> Avenues from F Street to E Street. This sanitary sewer main was constructed in 1917. Also running along the 3<sup>rd</sup>/4<sup>th</sup> alley, between E Street and C Street are several sections of 8-inch asbestos concrete sanitary sewer main, constructed in 1965. The asbestos concrete pipe also runs north from the intersection of the 3<sup>rd</sup>/4<sup>th</sup> alley and C Street to 3<sup>rd</sup> Avenue, intersecting with another eight-inch asbestos concrete pipe that runs east along 3<sup>rd</sup> Avenue.

Additional sections of 10-inch vitrified clay pipe are located along the alley between 4<sup>th</sup> and 5<sup>th</sup> Avenues, extending from G Street to F Street and again from E Street to C Street. These sanitary sewer mains were constructed in 1917. Between the two vitrified clay sections of sewer main, a section of 12-inch ductile iron runs between F Street and E Street. This section of pipe was constructed in 1981.

Several sections of ductile iron pipe were installed during the 1980s between G Street and E Street. 12-inch ductile iron sanitary sewer runs along G Street, from the 5<sup>th</sup>/6<sup>th</sup> alley south to 6<sup>th</sup> Avenue, and continues east to F Street. A small section of 16-inch ductile iron runs from the 12-inch pipe north-east to an 8-inch ductile iron pipe that runs east and north, ending at the alley between 5<sup>th</sup> and 6<sup>th</sup> Avenues. A section of 10-inch vitrified clay pipe, constructed in 1908, then extends from the ductile iron, along the 5<sup>th</sup>/6<sup>th</sup> alley for approximately one and a half-block.

Two sections of 10-inch vitrified clay pipe, constructed in 1939, are located along the 6<sup>th</sup>/7<sup>th</sup> alley, running from G Street to F Street, and then again from E Street to D Street. A section of 10-inch asbestos concrete sanitary sewer main, of unknown construction date, is suspected to run between the two sections of vitrified clay, from F Street to E Street. A section of 8-inch cast iron pipe, constructed in 1955, continues the run along the 6<sup>th</sup>/7<sup>th</sup> alley from D Street to C Street. A section of 12-inch ductile iron, constructed in 1989, runs along G Street from the sanitary sewer main in the 6<sup>th</sup>/7<sup>th</sup> alley to 7<sup>th</sup> Avenue.

A 24-inch ductile iron sanitary sewer main, constructed in 1981, is located along 7<sup>th</sup> Avenue. It extends through the entire project area, from G Street to C Street. Several

sections of ductile iron pipe, constructed in 1986, also run along C Street. A section of 10-inch ductile iron sanitary sewer runs from the alley between 5<sup>th</sup> and 6<sup>th</sup> Avenues and 6<sup>th</sup> Avenue. Sections of 18-inch ductile iron extend between 6<sup>th</sup> and 7<sup>th</sup> Avenue.

AWWU’s Wastewater Master Plan indicates that they will be making an effort to upgrade the older vitrified clay and asbestos concrete pipe due to extensive debris and possibly age.

The 2006 Draft Anchorage Wastewater Master Plan identifies two future sanitary sewer projects within the Downtown Core area. These projects are the Downtown VC Sewer Repair Project (WWMP # 131) and the East Side CBD Sewer Upgrade (WWMP # 129). AWWU has also identified two future sanitary sewer projects adjacent to the Downtown Core area. These projects are the West 2<sup>nd</sup> Avenue Upgrade A (WWMP # 127) and the West Side of the CBD Upgrade (WWMP # 130). The current estimated design year for these projects is as follows:

- Downtown VC Sewer Repair Project..... Design 2007
- East Side CBD Sewer Upgrade .....Design 2013-2015
- West 2<sup>nd</sup> Avenue Upgrade A .....Design 2013-2015
- West Side of the CBD Upgrade .....Design 2013-2015

## Electric

Municipal Light and Power (ML&P) owns and operates electric facilities within the project area including lines (overhead and underground), vaults, junction boxes, load centers, utility poles, and services. The ML&P electric lines

in the project area include mostly underground facilities with a limited number of overhead electric lines. See Figure 5.

Small sections of overhead electrical lines are located throughout the intersection of 3<sup>rd</sup> Avenue and G Street. Sections of overhead electrical lines are also located along 3<sup>rd</sup> Avenue, on the north side between F Street and E Street. Underground lines are located on the north side of 3<sup>rd</sup> Avenue between E Street and C Street.

The majority of the underground electric lines located within the Downtown Core area extend through the entire project area along the alleys between 3<sup>rd</sup> Avenue and 7<sup>th</sup> Avenue. Overhead lines also run along the 4<sup>th</sup>/5<sup>th</sup> Avenue alley between E Street and D Street as well as along the 6<sup>th</sup>/7<sup>th</sup> Avenue alley between F Street and D Street.

There are also several underground electric lines that run north and south within the area. Lines run along G Street between the 3<sup>rd</sup>/4<sup>th</sup> alley and the 4<sup>th</sup>/5<sup>th</sup> alley. Underground electrical lines also extend through the entire area along F Street.

Underground electrical lines also run along the west side of E Street to the south-west corner of the intersection with 3<sup>rd</sup> Avenue. They then extend east to the south-east corner of the intersection and continue south along the east side of E Street to the 3<sup>rd</sup>/4<sup>th</sup> alley. Several sections of underground electrical line also run along C Street. Lines are located on both sides of C Street between 3<sup>rd</sup> and 4<sup>th</sup> Avenue, and one section is located on the west side of C Street between the 4<sup>th</sup>/5<sup>th</sup> and 5<sup>th</sup>/6<sup>th</sup> alleys. The last sections of north-south underground electrical lines run in the middle and the east side of C Street between the 6<sup>th</sup>/7<sup>th</sup> Avenue alley and 7<sup>th</sup> Avenue.

Overhead electrical lines run from the alley between 6<sup>th</sup> and 7<sup>th</sup> Avenue, along F Street, to 7<sup>th</sup> Avenue. Overhead lines also run along the south side of 7<sup>th</sup> Avenue, east from E Street approximately one half-block. From there, the electrical lines continue underground past D Street and cross the road to the north side to the north-west corner of 7<sup>th</sup> Avenue and C Street. Overhead electric and cable lines also run along the west side of E Street, from 6<sup>th</sup>/7<sup>th</sup> alley south to 8<sup>th</sup> Avenue.

ML&P plans to relocate the overhead electric lines underground along E Street from 6<sup>th</sup>/7<sup>th</sup> alley south to 8<sup>th</sup> Avenue in conjunction with the proposed Atwood Parking Garage. The project is currently in design with construction scheduled for spring of 2007. ML&P has no other electric improvements planned within the project area in the near future; however they would like to relocate all overhead electric lines underground in conjunction with future projects. For all roadway improvement projects, ML&P would also like to have conduits placed at the alleys for future use.

## Telephone

Alaska Communications Systems (ACS) owns and operates telephone facilities within the project area including lines, manholes and services. See Figure 6.

ACS has several telephone lines that are within the north-east section of the project area. Lines run north along G Street from the alley between 3<sup>rd</sup> and 4<sup>th</sup> Avenues to 3<sup>rd</sup> Avenue. The line then turns east and extends to F Street, turning again the run along F Street, south to the alley between 4<sup>th</sup> and 5<sup>th</sup> Avenue.

Telephone lines also run along the alley between 3<sup>rd</sup> and 4<sup>th</sup> Avenue from F Street to C Street and in the alley between 4<sup>th</sup> and 5<sup>th</sup> Avenue across the entire project area.

Telephone lines are also located within the 5<sup>th</sup>/6<sup>th</sup> alley one half-block west of E Street and extends east to C Street, along G Street from the 5<sup>th</sup>/6<sup>th</sup> alley south to 7<sup>th</sup> Street, and along the 6<sup>th</sup>/7<sup>th</sup> alley across the entire project area.

Another telephone line extends across the project area along E Street.

ACS has no improvements planned within the project area in the near future.

## Fiber Optic / Coaxial Cable

General Communications Inc. (GCI) owns and operates facilities that include coaxial cable and fiber optic lines in the project area. See Figure 7.

GCI has underground fiber optics and coaxial cable lines in the alley between 4<sup>th</sup> and 5<sup>th</sup> Avenue that extend across the entire project area. Parallel to these lines, an additional set of fiber optic and coaxial cables run in the same alley between F Street and E Street. The parallel lines then turn north, running along the east side of E Street from the alley between 4<sup>th</sup> and 5<sup>th</sup> Avenue to the 3<sup>rd</sup>/4<sup>th</sup> alley, crossing to the west side and continuing north past 3<sup>rd</sup> Avenue. An underground fiber optic line also extends from the 4<sup>th</sup>/5<sup>th</sup> alley south on C Street to the alley between 5<sup>th</sup> and 6<sup>th</sup> Avenue.

An underground cable line extends through the 6<sup>th</sup>/7<sup>th</sup> alley between E Street and G Street. At E Street, the same cable line crosses E Street. Beginning at the 6<sup>th</sup>/7<sup>th</sup> alley and running south, overhead cable and electric lines extend past 7<sup>th</sup> Avenue and the Core Downtown project boundary.

GCI has expressed interest in having a duct available along E Street for future development.

## Natural Gas

Enstar Natural Gas Company owns and operates natural gas facilities in the project area. Most of the natural gas lines in the project area run in the alleys. See Figure 8.

A 4-inch stainless steel natural gas main extends north from the 3<sup>rd</sup>/4<sup>th</sup> alley on G Street to 3<sup>rd</sup> Avenue, continues east along 3<sup>rd</sup> Avenue until F Street. From there the line turns south to the 3<sup>rd</sup>/4<sup>th</sup> alley and then runs east to D Street. A short section of the pipe between E Street and D Street is 3-inch plastic pipe.

Between 4<sup>th</sup> and 5<sup>th</sup> Avenue, a 6-inch stainless steel gas main extends from G Street to F Street, turns north to 4<sup>th</sup> Avenue, and runs east to E Street. The line then turns south, running along E Street until the 4<sup>th</sup>/5<sup>th</sup> alley, and then extends east to C Street. The gas line continues on the east side of C Street north to the south-east corner of the intersection of 4<sup>th</sup> Avenue and C Street. Crossing C Street at the 5<sup>th</sup>/6<sup>th</sup> alley, extends a section of 4-inch stainless steel main. On the east side of C Street, the main runs south to 6<sup>th</sup> Avenue where continues east on 6<sup>th</sup> Avenue.

Another main extends the along the 6<sup>th</sup>/7<sup>th</sup> alley between G Street and C Street. The section west of F Street is 4-inch stainless steel pipe, and the section east of F Street is 3-inch stainless steel. Once the gas line reaches the east side of C Street, it turns south and continues to the north-east corner of the intersection of 7<sup>th</sup> Avenue and C Street.

Several short sections of natural gas pipeline run east and west between 5<sup>th</sup> and 7<sup>th</sup> Avenues. A 2-inch plastic main extends east across G Street from the 5<sup>th</sup>/6<sup>th</sup> alley. In the same alley, crossing E Street, another section of 2-inch plastic gas main is connected to a 3-inch plastic gas main that extends south on the west side of E Street, extends west on the north side of 6<sup>th</sup> Avenue and then connects to a 4-inch stainless steel main that crosses 6<sup>th</sup> Avenue on F Street. This 4-inch stainless steel main extends down F Street to the 6<sup>th</sup>/7<sup>th</sup> alley where it tees into a main.

Enstar has no improvements planned within the project area in the near future.

## Lighting and Traffic Signals

The existing lighting system in the Downtown Core area consists of a mix of several different types of luminaires installed on several different types of poles (see Figure 9). The range varies from cobra head luminaires mounted on wooden utility poles to acorn luminaires that provide pedestrian lighting. At most of the intersections, cobra head luminaires are mounted on steel traffic signal poles and/or wooden utility poles. These lights provide illumination for the roadway, crosswalks, and sidewalks. The luminaires on the signal poles feature 250-watt lamps while the luminaires located on the utility/light poles include 400-watt lamps.

Several vintages of cantilevered signal mast arm poles and numerous signal bridges make for an eclectic mix of traffic signal structural supports. All are constructed from tapered steel tubes. All are hot-dip galvanized, except those with a green-painted finish, which show signs of rusting.

The cantilevered signal mast-arm-to-pole connection includes two distinctive designs. The hot-dip galvanized poles feature variations of the built-up box, and poles with green finish feature a tube-to-tube connection.

### G Street

The 3<sup>rd</sup>/4<sup>th</sup> block is lighted with cobra head luminaires mounted on wooden utility poles. The 4<sup>th</sup>/5<sup>th</sup> alley is also lighted with luminaire mounted on a utility pole. Along the east side of G Street between 5<sup>th</sup> and 6<sup>th</sup> Avenue, three puck-shaped luminaires on steel, green-painted poles, provide lighting for both the roadway and sidewalks. Traffic is controlled by signals at the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> Avenue intersections.

### F Street

At the 5<sup>th</sup> Avenue traffic signal and north thereof, puck-shaped luminaires, mounted on green-painted steel poles on the west side of the street, provide illumination for the roadway. Acorn luminaires are located about 10 feet above the sidewalks and provide pedestrian lighting. One wooden light pole with a cobra head luminaire lights up F Street between 6<sup>th</sup> and 7<sup>th</sup> Avenue. Traffic signals are located at the 4<sup>th</sup> Avenue intersection and the 6<sup>th</sup> Avenue intersection.

### E Street

North of 4<sup>th</sup> Avenue, the lighting system consists of three different light sources.

- a. Cobra head luminaires with 250-watt lamps and a cutoff distribution are installed on the 3<sup>rd</sup> Avenue traffic signal poles.

- b. Acorn luminaires with 50-watt lamps and a non-cutoff distribution are located about 10 feet above the sidewalks. The space between the acorn luminaires varies between 30 and 40 feet.
- c. A light pole with two cobra head luminaires lights up E Street between 3<sup>rd</sup> and 4<sup>th</sup> Avenues. These luminaires include 250-watt lamps and likely provide a semi-cutoff distribution. An overhead circuit, to this light pole, replaces the failed underground circuit.

At the 4<sup>th</sup> Avenue traffic signal and south to 6<sup>th</sup> Avenue, puck-shaped luminaires provide illumination for both the roadway and sidewalks. These luminaires are installed on steel light and signal poles that feature a green-painted finish. The luminaires on the signal poles feature 250-watt lamps while the luminaires located on the light poles include 400-watt lamps. They all provide a full cutoff light distribution. The space between these poles varies from 65 to 90 feet.

At the 6<sup>th</sup> Avenue traffic signal and south thereof, cobra head luminaires, mounted on steel traffic signal poles and wooden utility poles, provide illumination for both the roadway and sidewalks. The utility poles are located on the west side of E Street. The luminaires include 400-watt lamps and likely provide a semi-cutoff light distribution. The space between poles varies from 85 to 245 feet.

Signals control traffic at every E Street intersection within the project area.

### D Street

Cobra head luminaires, mounted on green-painted steel poles, provide illumination for the roadway between 4<sup>th</sup> and

5<sup>th</sup> Avenue. Traffic signals are also located at both 4<sup>th</sup> and 5<sup>th</sup> Avenue. Acorn luminaires provide pedestrian lighting for both sides of the street. South of 6<sup>th</sup> Avenue, a light pole with a cobra head luminaire is located at the southwest corner of the 6<sup>th</sup> Avenue intersection and at the southeast corner of the 7<sup>th</sup> Avenue intersection. A two-way traffic signal is located at the D Street intersection.

### C Street

Between 3<sup>rd</sup> and 5<sup>th</sup> Avenue and between 6<sup>th</sup> and 7<sup>th</sup> Avenue, cobra head luminaires, mounted on steel poles, provide illumination for both the roadway and sidewalks. The luminaires include 400-watt lamps and likely provide a semi-cutoff light distribution. One wooden light pole with a cobra head luminaire is located at the northwest corner of C Street and 7<sup>th</sup> Avenue. All of the intersections on C Street, except for 7<sup>th</sup> Avenue, feature traffic signals.

### 3<sup>rd</sup> and 7<sup>th</sup> Avenue

West of E Street, roadway lighting is provided by cobra head luminaries mounted on wood poles. Between E Street and F Street, on the south side of the street, a series of acorn-shaped luminaries provide pedestrian lighting. East of E Street, 3<sup>rd</sup> Avenue is illuminated with cobra head luminaries mounted on steel light poles or traffic signal poles.

There is limited pedestrian lighting along 7<sup>th</sup> Avenue. The south side of the street features several cobra head luminaries mounted on steel or wood poles. The only traffic signal along 7<sup>th</sup> Avenue is located at E Street.

## 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> Avenues

Numerous acorn-shaped luminaries provide pedestrian lighting on both sides on 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> Avenues. Intermittently, along one or both sides of the street, puck-shaped luminaires provide illumination for the roadway. These luminaires are installed on steel light and signal poles that feature a green-painted finish.

## Storm Drains

Existing storm runoff flows over streets and sidewalks to gutters, and drains into curb inlet catch basins located throughout the Downtown Core Project area. The catch basins drain into one of four drainage basins within the project area. Each of the drainage basins eventually discharges to Cook Inlet. The Municipality of Anchorage (MOA) maintains the existing drainage systems within the project limits and considers the systems to be in fair to good condition. The drainage basins are described below. Also see Figure 10.

### 9<sup>th</sup> Avenue Subdrainage Basin to Cook Inlet

The 9<sup>th</sup> Avenue system collects storm runoff on G through C Street between 6<sup>th</sup> and 7<sup>th</sup> Avenue. Storm runoff flows into catch basins located at each of the intersections excluding 7<sup>th</sup> Avenue at G and E Streets. A high point on E Street at 7<sup>th</sup> Avenue causes runoff to flow all four directions. The contributing area includes a high percentage of impervious areas, but not nearly as high as the area near the center of the Central Business District. The system ultimately discharges into a culvert which runs underneath the railroad tracks and then discharges into Cook Inlet. No treatment structures are located along the 9<sup>th</sup> Avenue storm drain pipe header.

### 5<sup>th</sup> Avenue Subdrainage Basin to Cook Inlet

The 5<sup>th</sup> Avenue system collects storm runoff through catch basins along 5<sup>th</sup> Avenue from G Street through C Street. The basin extends south to 6<sup>th</sup> Avenue at G Street and at C Street, and north to the 4<sup>th</sup>/5<sup>th</sup> alley. The storm drain pipe header begins at Gambell Street and extends west collecting storm runoff from various side streets and eventually extends underneath the railroad tracks and discharges into Cook Inlet. No treatment structures are located along the 5<sup>th</sup> Avenue storm drain pipe header.

### E Street Subdrainage Basin to Ship Creek

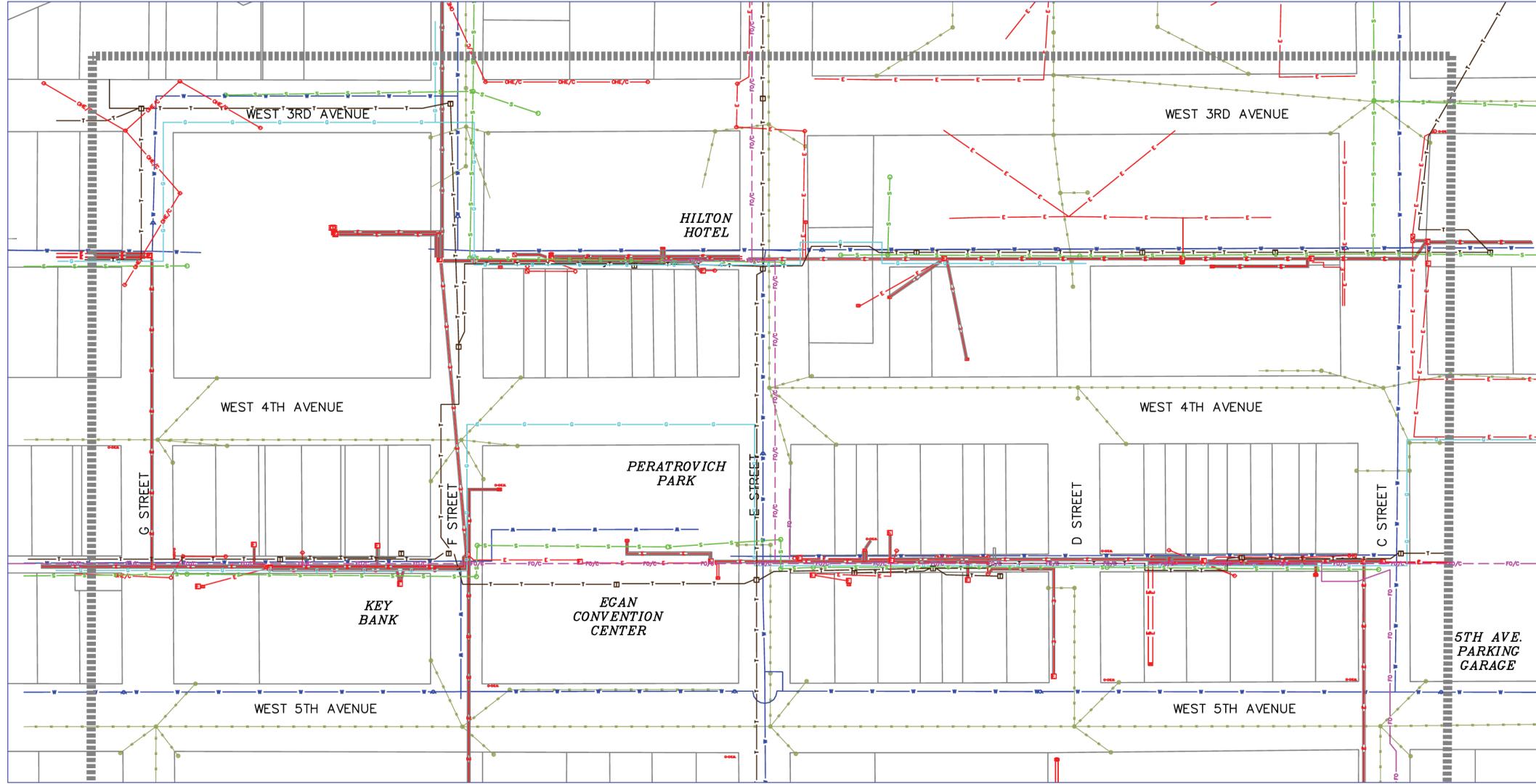
The E Street system collects storm runoff from C Street to E Street north of 4<sup>th</sup> Avenue. Storm runoff flows into catch basins. The pipe header continues north and eventually extends under the railroad tracks and discharges into Ship Creek. No treatment structures are located along the E Street storm drain pipe header.

### 2<sup>nd</sup> Avenue Subdrainage Basin to Cook Inlet

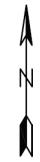
The 2<sup>nd</sup> Avenue system collects storm runoff from F Street west and 4<sup>th</sup> Avenue north. The pipe header along 2<sup>nd</sup> Avenue continues west and eventually extends under the railroad tracks and discharges into Cook Inlet. No treatment structures are located along the 2<sup>nd</sup> Avenue storm drain pipe header.

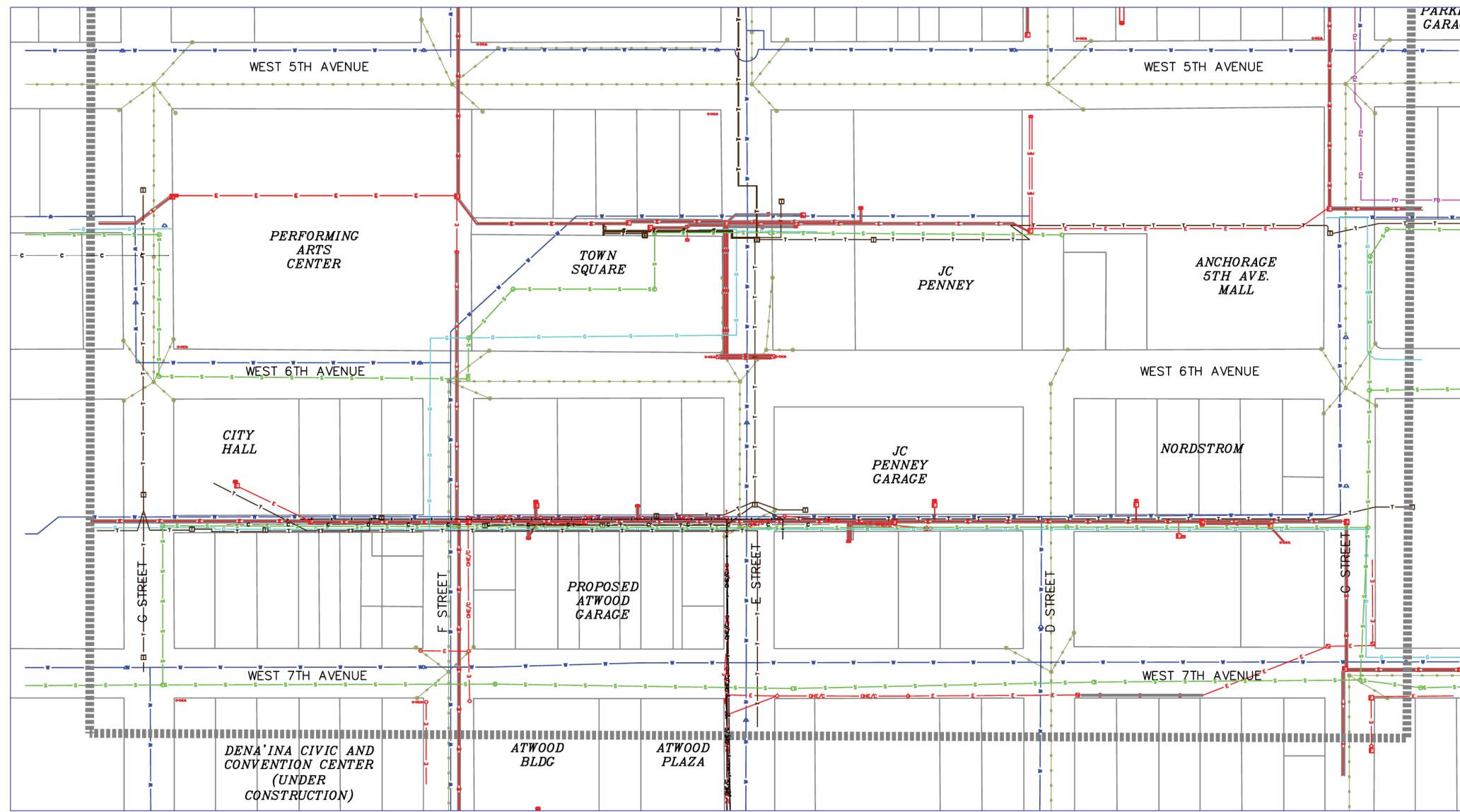
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MOA PROJECT NO. 04-17  
 DOWNTOWN CORE STREETS MASTER PLAN  
 EXISTING UTILITIES  
 3RD AVENUE TO 5TH AVENUE



- LEGEND**
- W UNDERGROUND WATER LINE
  - S UNDERGROUND SANITARY SEWER LINE
  - SD UNDERGROUND STORM DRAIN LINE
  - G UNDERGROUND GAS LINE
  - E UNDERGROUND ELECTRIC LINE
  - TEL UNDERGROUND TELEPHONE LINE
  - FO UNDERGROUND FIBER OPTIC LINE
  - FO/C UNDERGROUND FIBER OPTIC/CABLE LINE
  - OHE OVERHEAD ELECTRIC LINE
  - OHE/C OVERHEAD ELECTRIC/CABLE LINE
  - C UNDERGROUND CABLE LINE
  - ..... PROJECT BOUNDARY





- LEGEND**
- UNDERGROUND WATER LINE
  - UNDERGROUND SANITARY SEWER LINE
  - UNDERGROUND STORM DRAIN LINE
  - UNDERGROUND GAS LINE
  - UNDERGROUND ELECTRIC LINE
  - UNDERGROUND TELEPHONE LINE
  - UNDERGROUND FIBER OPTIC LINE
  - UNDERGROUND FIBER OPTIC/CABLE LINE
  - OVERHEAD ELECTRIC LINE
  - OVERHEAD ELECTRIC/CABLE LINE
  - UNDERGROUND CABLE LINE
  - PROJECT BOUNDARY



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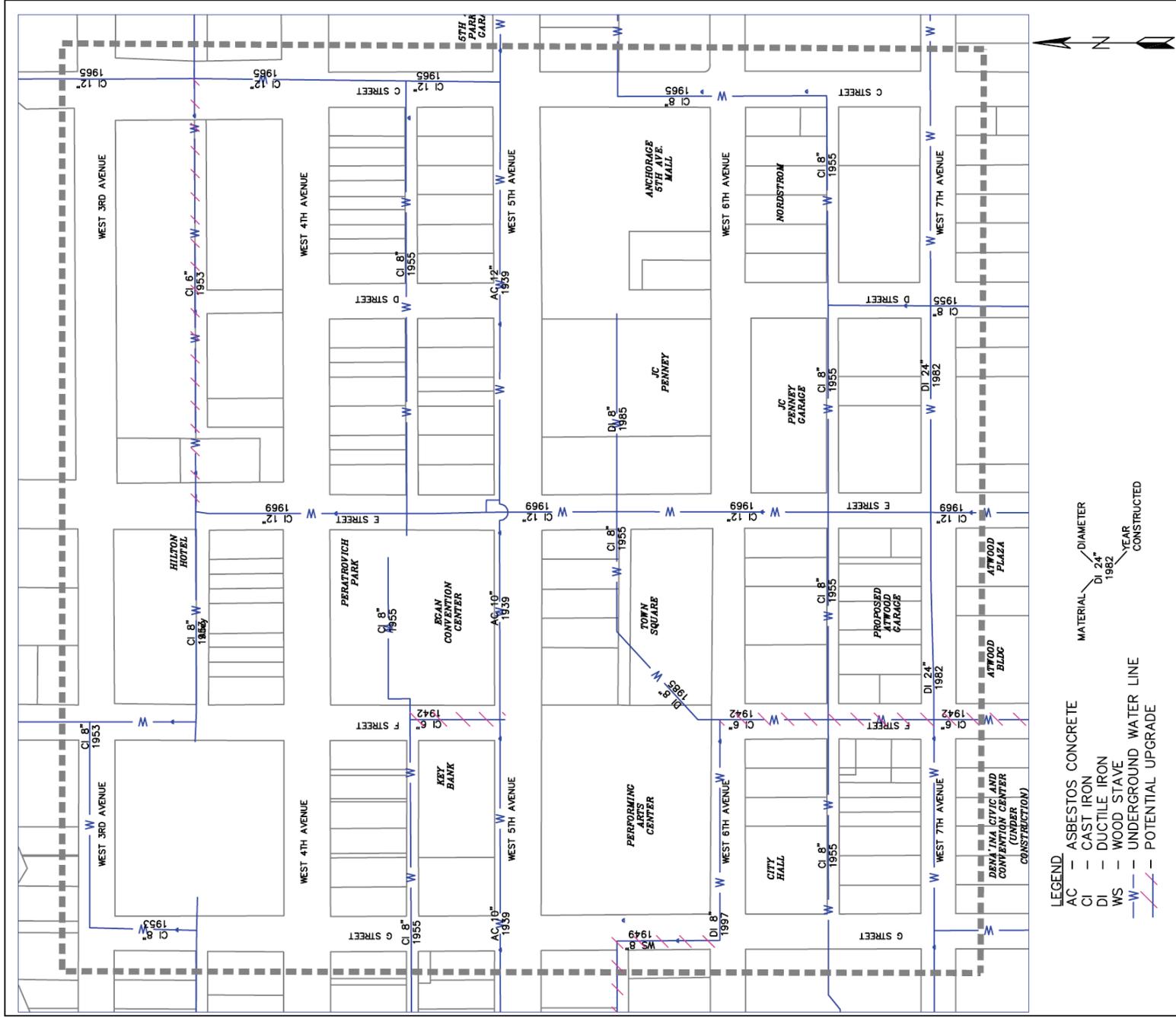
MOA PROJECT NO. 04-17  
 DOWNTOWN CORE STREETS MASTER PLAN  
 EXISTING UTILITIES  
 5TH AVENUE TO 7TH AVENUE



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earthscape



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| Date:        | FEB 2007 |
| Figure:      | 3        |

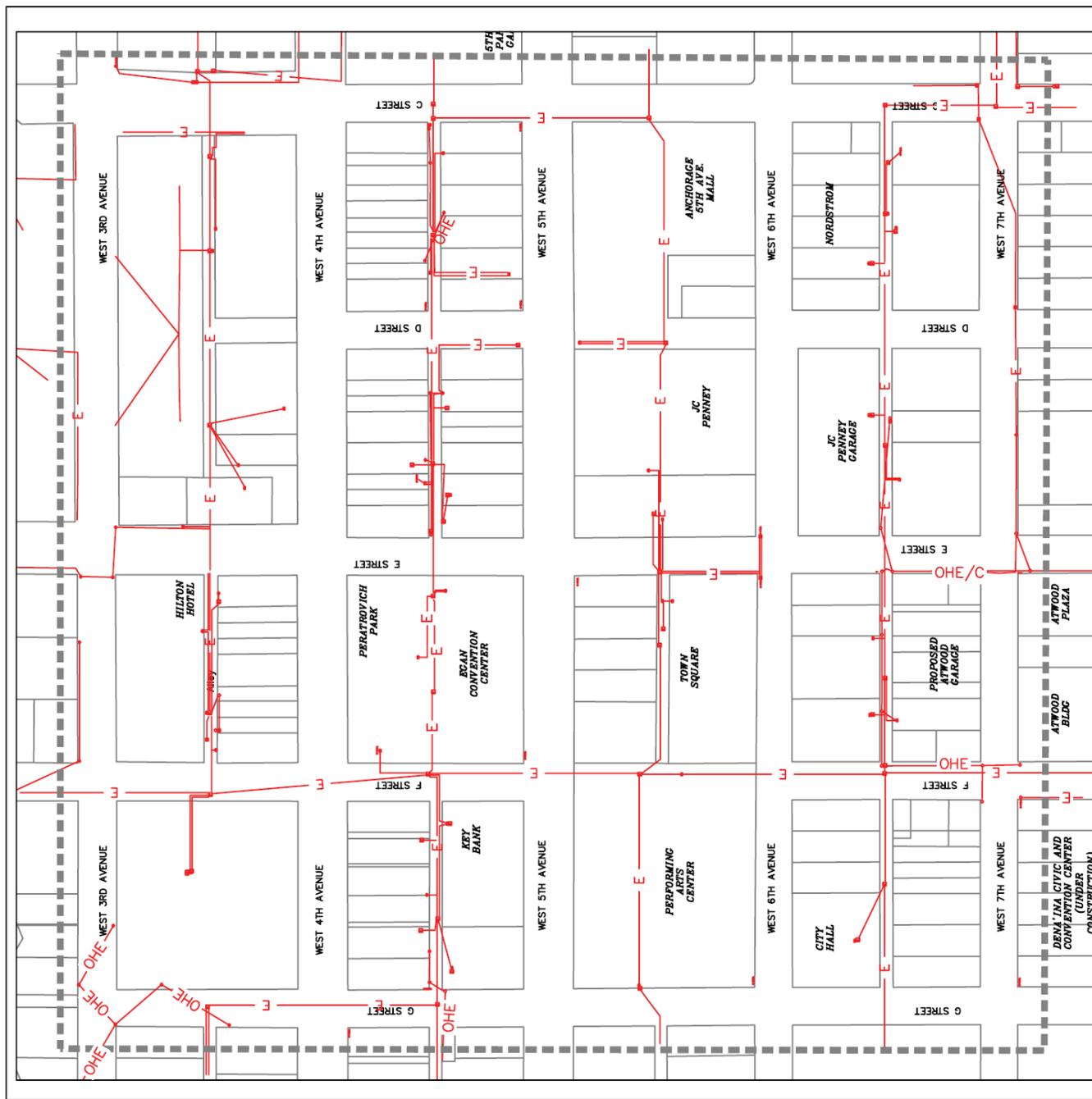
**MOA PROJECT NO. 04-17**  
**DOWNTOWN CORE STREETS MASTER PLAN**  
 WATER MAINS



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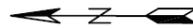
**CRW**  
 ENGINEERING GROUP, LLC





**LEGEND**

- E— UNDERGROUND ELECTRIC LINE
- OHE— OVERHEAD ELECTRIC LINE
- OHE/C— OVERHEAD ELECTRIC AND CABLE LINES



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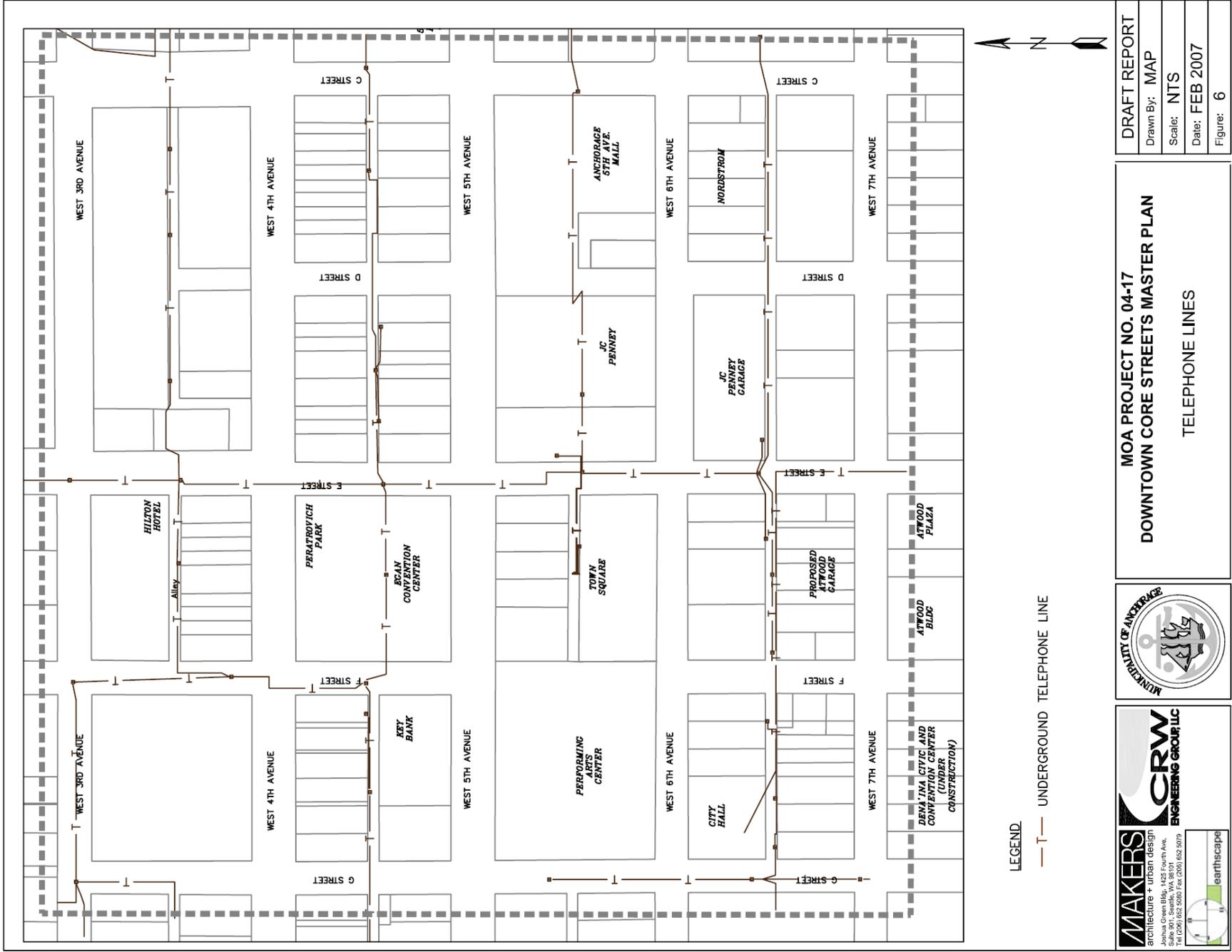
**CRW**  
 ENGINEERING GROUP LLC

earthscapE



**MOA PROJECT NO. 04-17**  
**DOWNTOWN CORE STREETS MASTER PLAN**  
 ELECTRIC LINES

|                       |
|-----------------------|
| <b>DRAFT REPORT</b>   |
| Drawn By: <b>MAP</b>  |
| Scale: <b>NTS</b>     |
| Date: <b>FEB 2007</b> |
| Figure: <b>5</b>      |



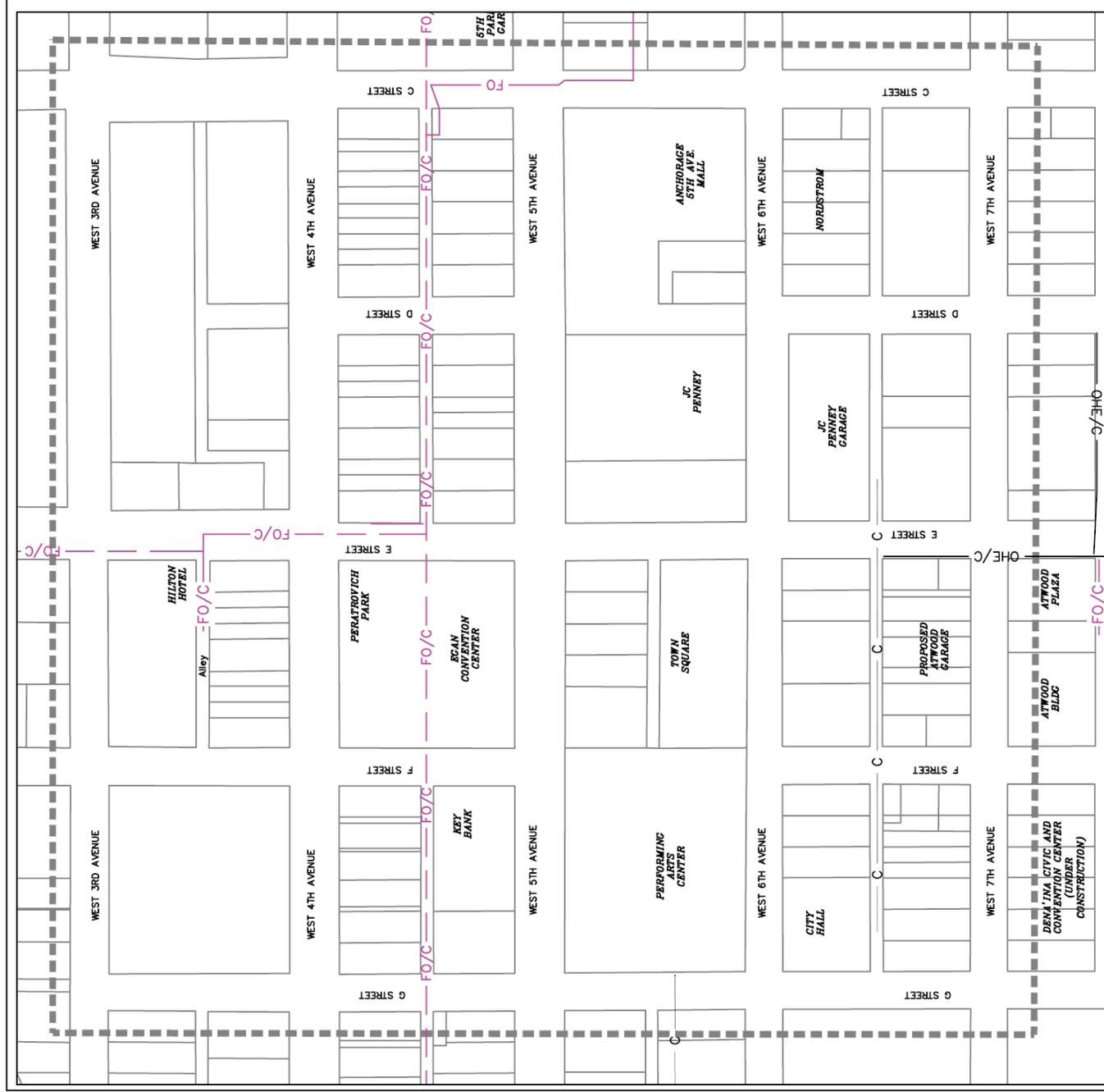
|                     |          |
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| <b>DRAFT REPORT</b> |          |
| Drawn By:           | MAP      |
| Scale:              | NTS      |
| Date:               | FEB 2007 |
| Figure:             | 6        |

**MOA PROJECT NO. 04-17  
DOWNTOWN CORE STREETS MASTER PLAN  
TELEPHONE LINES**



**MAKERS**  
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Joshua Green Bldg, 1425 Fourth Ave.  
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**CRW**  
ENGINEERING GROUP LLC



**LEGEND**

- C — UNDERGROUND CABLE LINE
- OHE/C — OVERHEAD ELECTRIC AND CABLE LINES
- FO — FIBER OPTIC LINE
- FO/C — FIBER OPTIC AND CABLE LINES

**MAKERS**  
 architecture + urban design  
 Jonathan Green Bldg., 1125 Fourth Ave.  
 Seattle, WA 98101  
 Tel: (206) 462-6200 Fax: (206) 462-6078

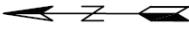
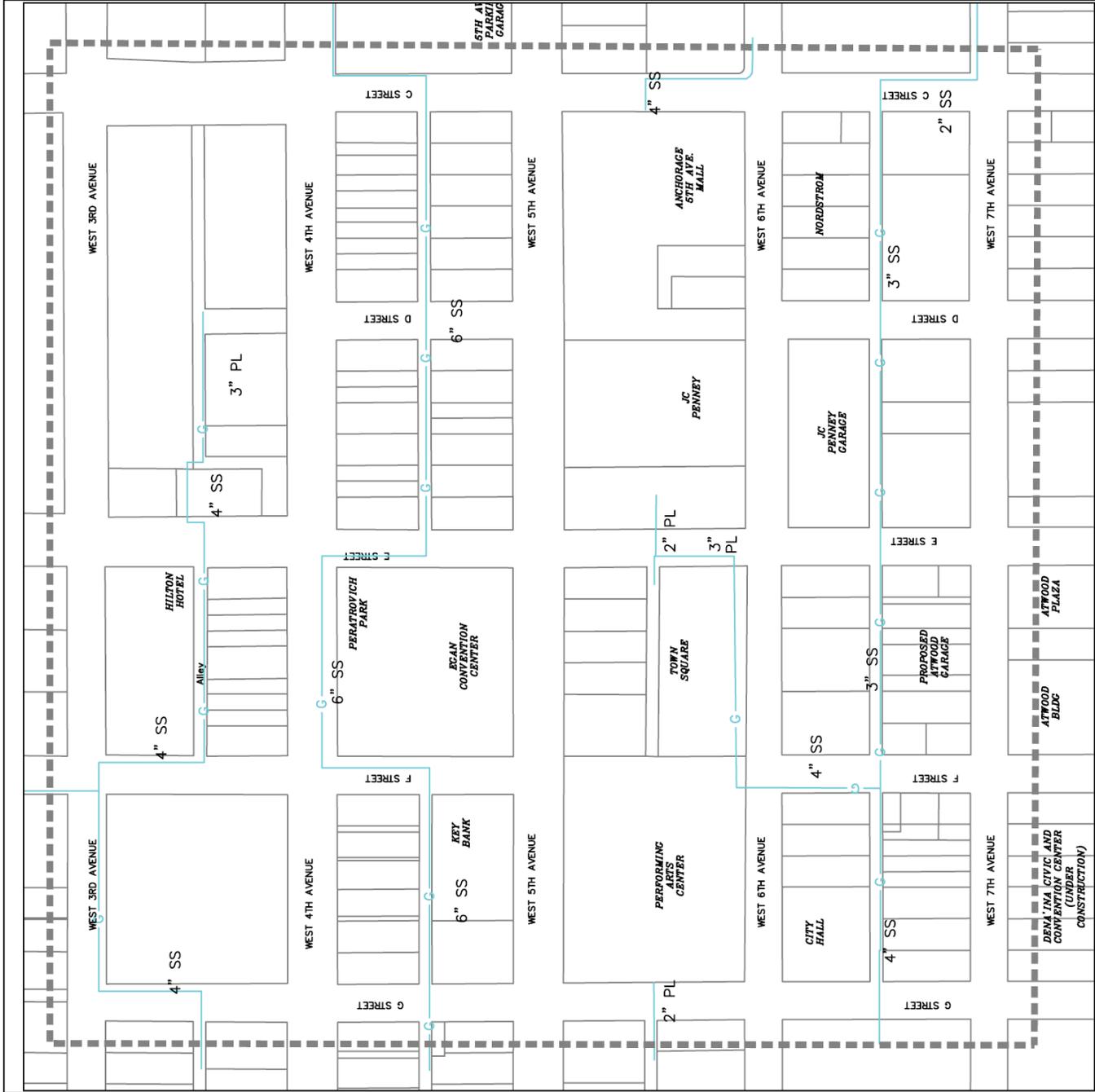
**CRW**  
 ENGINEERING GROUP LLC

earthscapE



**MOA PROJECT NO. 04-17**  
**DOWNTOWN CORE STREETS MASTER PLAN**  
 CABLE / FIBER OPTIC LINES

|                       |
|-----------------------|
| <b>DRAFT REPORT</b>   |
| Drawn By: <b>MAP</b>  |
| Scale: <b>NTS</b>     |
| Date: <b>FEB 2007</b> |
| Figure: <b>7</b>      |



**LEGEND**

PL — PLASTIC  
 SS — STAINLESS STEEL  
 —G— UNDERGROUND GAS LINE

MATERIAL \ / DIAMETER  
 SS 3"

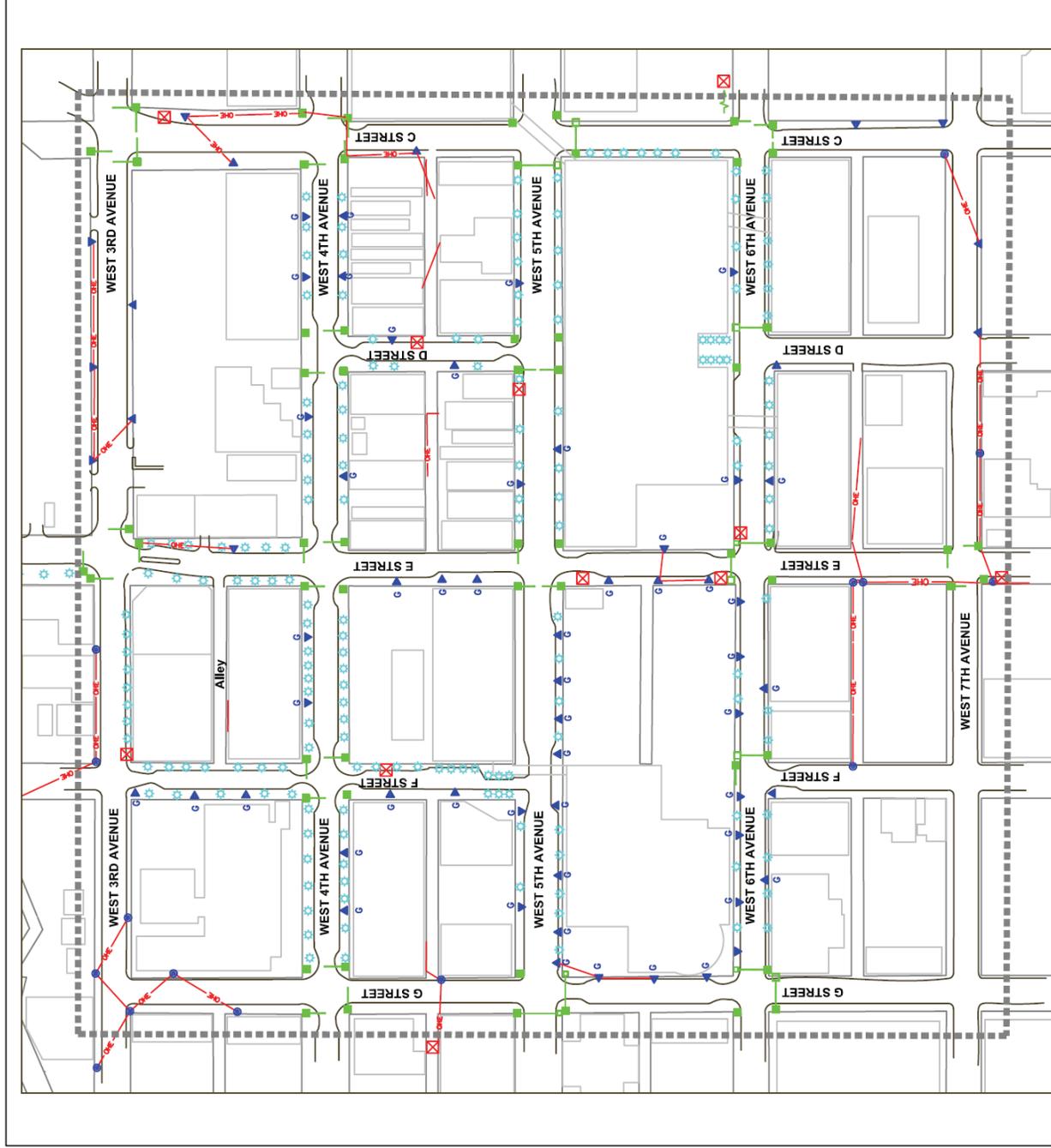
|              |          |
|--------------|----------|
| DRAFT REPORT |          |
| Drawn By:    | MAP      |
| Scale:       | NTS      |
| Date:        | FEB 2007 |
| Figure:      | 8        |

**MOA PROJECT NO. 04-17  
 DOWNTOWN CORE STREETS MASTER PLAN  
 GAS MAINS**



**MAKERS**  
 architecture + urban design  
 Jonhau Green Bldg, 1425 Fourth Ave.  
 Suite 901, Seattle, WA 98101  
 Tel: (206) 462-2600 Fax: (206) 462-9978

**CRW**  
 ENGINEERING GROUP LLC

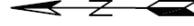


**LEGEND**

- SIGNAL POLE WITH NO LUMINAIRE
- SIGNAL POLE WITH LUMINAIRE
- SIGNAL POLE MAST ARM
- WOOD POLE WITH COBRA HEAD LUMINAIRE
- ▲ LIGHT POLE WITH COBRA HEAD LUMINAIRE
- G GREEN POLE WITH PUCK-SHAPED LUMINAIRE
- ★ PEDESTRIAN ACORN LUMINAIRE
- ⊗ ELECTRICAL LOAD CENTER
- OE— OVERHEAD ELECTRIC LINE
- PROJECT BOUNDARY

**NOTE:**

ALL LOCATIONS SHOWN ARE APPROXIMATE.

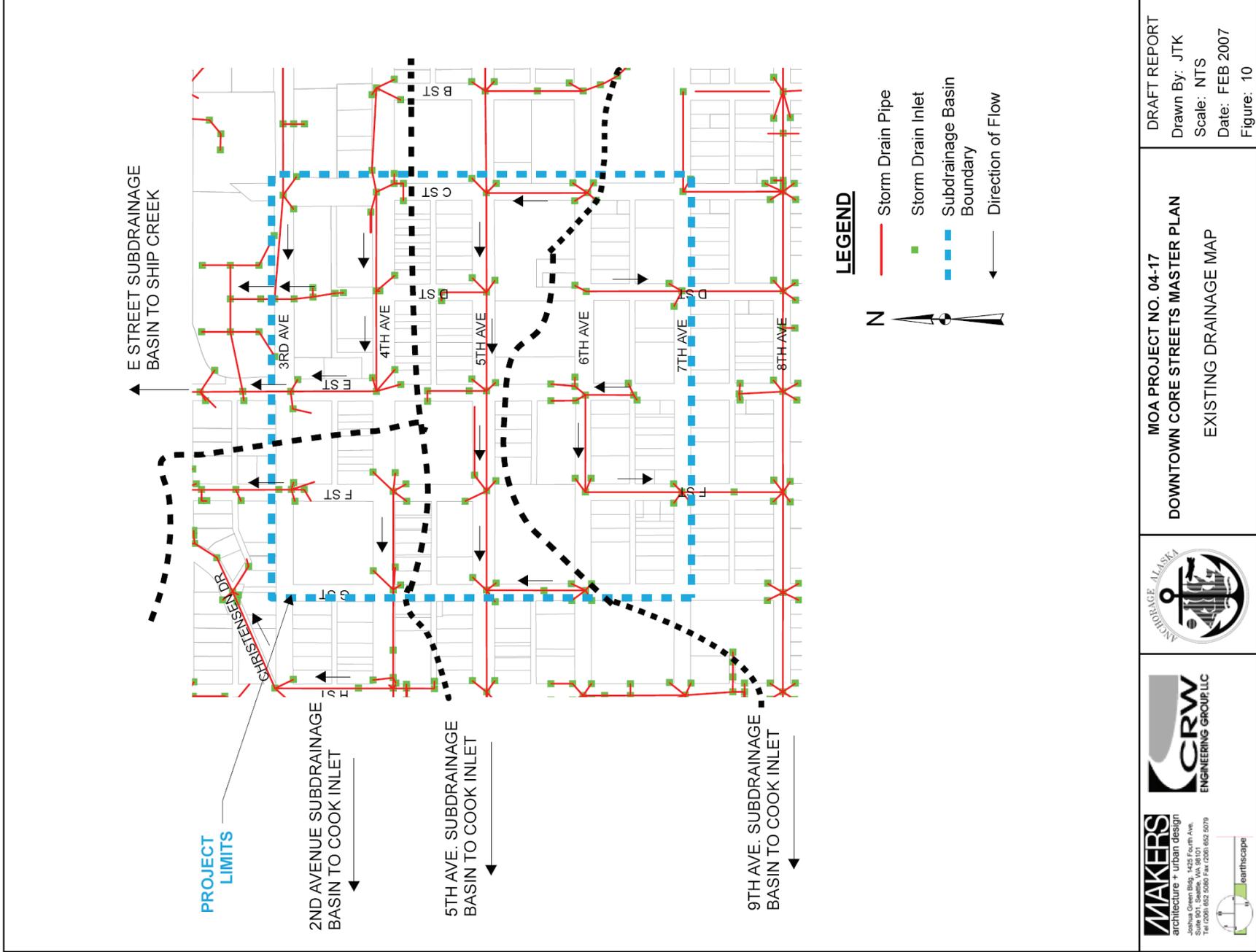


**MAKERS**  
 architecture + urban design  
 Joshua Green Bldg, 1425 Fourth Ave.  
 Suite 901, Seattle, WA 98101  
 Tel: (206) 462-2280 Fax: (206) 462-2916



**MOA PROJECT NO. 04-17**  
**DOWNTOWN CORE STREETS MASTER PLAN**  
 EXISTING STREET LIGHTING  
 AND TRAFFIC SIGNALS

|                |
|----------------|
| DRAFT REPORT   |
| Drawn By: JAM  |
| Scale: NTS     |
| Date: FEB 2007 |
| Figure: 9      |



**MAKERS**  
 architecture + urban design  
 1000 W. Northern Blvd., Ste. 100  
 Anchorage, Alaska 99501  
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**CRW**  
 ENGINEERING GROUP LLC



MOA PROJECT NO. 04-17  
 DOWNTOWN CORE STREETS MASTER PLAN  
 EXISTING DRAINAGE MAP

DRAFT REPORT  
 Drawn By: JTK  
 Scale: NTS  
 Date: FEB 2007  
 Figure: 10

# Appendix B: Artwork Strategy Report

## Art Committee

Sonya Kelliher-Combs  
Karen Refredi  
Glen Simpson  
Aaron Leggett

## Staff to Committee

Julie Decker, Consultant  
Jocelyn Young, MOA Public Art Program

## General Guidelines for Artwork

The guidelines below were identified early in the process to help establish a baseline for the strategy.

- Simple; not eclectic or chaotic
- Emphasis on Athabascan culture, specifically Dena'ina culture
- Emphasis on the uniqueness of Anchorage
- Appeals to residents of, as well as visitors to, Anchorage
- Educational
- Specific to place; allows people to sense where they are and what is important/significant about the place
- Reflects the essence of an idea/concept; not too narrative or literal; allows for individual interpretation
- One simple idea for each street as a way of defining areas, providing method of wayfinding/direction
- Sensitivity to variations within Athabascan and Dena'ina culture & to accuracy of representations
- Dignified – not Disneyland-esque
- Subtle approaches but with depth of content (rich content, rather than superficial or purely decorative application)
- Need to take care in considering use of color – don't want elements that become dated/fade
- Simplicity of representation; calligraphic
- Consistent style and materials
- Includes a variety of textures, and often texture in place of color
- Colored glass is the recommendation for embedded elements
- Sound could be incorporated in various spaces

## Overall Concepts for Artwork

Several concepts were identified for the artwork strategy in downtown. These concepts focus on the Athabascan way of life and the singularity of Anchorage's local environment.

### Athabascan / Dena'ina Culture

The artwork will convey a topographic map of sorts – a suggestion/reminder of what this place/land used to be. Key Dena'ina "values" will be conveyed through the artwork, such as:

## ■ Respect

Man and nature are the same. Man holds a great respect for animals. All animals are related and take care of each other and humans are a part of that. Everything has a spirit. One cannot mistreat anything – trees, animals, people – all living things and necessary objects deserve and require respect. Respect is necessary for survival.

## ■ Ways of Living

Animals give themselves to a worthy person. Animals have an awareness of people and their actions. One must be worthy in all aspects of life, in how one treats others, animals and the land. One must learn self-sufficiency. One must not live to acquire material wealth; rather, one must know how to survive and depend upon one's own knowledge, particularly knowledge of nature. It is good to do/know many things and to do/know them well. While emphasis is on the individual, individuals have a responsibility to take care of themselves, family, animals, the village and the land. Being an individual does not mean being selfish.



*"It is important to the Athabascan Indian People that their history of a well-organized lifestyle be known to everyone."*

Alberta Stephan,  
Dena'ina historian

## Discoveries

Each street would have other "rewards" for the observant/careful traveler – subtle embedded imagery and text that offers surprises and another level of discovery. One example might be special tools that were found among the Dena'ina or perhaps footprints of trees that once stood (to connect with landscaped elements and lamppost /vertical elements, which become trees).

## Animals / Plants

Each street highlights a particular animal as well as a particular land feature. The featured animals would reflect animals that are Native to the region and which played an important role in Dena'ina culture.

## Cycles

Each street/theme should suggest changing seasons and cycles of life for plants and animals.

## Relationship to Town Square Park

Town Square will serve as a focal point for the artwork concept. Streets abstractly related back to the "headlands/headwater" – see more information on artwork/concept for Town Square below.

## Relationship to the Land / Natural Features

Each street will be an abstract reference to the migration of people and animals – a stream or body of water, a trail, or a mountain passageway.

## Art Elements

Opportunities for incorporating artwork with the streetscape are limitless. A few of these opportunities are described below.

### Kiosks

Kiosks offer an important opportunity for interpretation of the artwork and theme found downtown by providing a depth of information that might not be found elsewhere. The plan for artwork downtown offers various levels of interaction and information, with each street having an overall visual idea or overarching theme/element. Discovery of smaller elements, like tracks, adds another layer. Text adds a third layer. Depth requires viewer participation and kiosks can provide the text and history needed to fully comprehend the stories and history behind the imagery, possibly using interactive computers. Information would include:

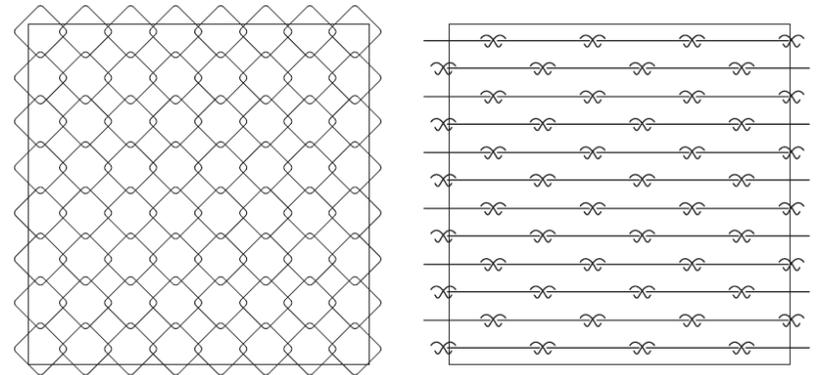
- The Dena'ina story and history related to Mt. Susitna and Fire Island
- A map of the area with key geographical features with the original Dena'ina names and places to visit in the Anchorage vicinity (i.e. Eklutna Lake, Kincaid park/Point Campbell, Chester Creek, Eklutna cemetery) that offer more history/depth related to Dena'ina culture
- Information about potlatches, spirit houses, Dena'ina language
- Information about important Alaska Native/Dena'ina people – living and throughout history
- Other information currently being gathered through a variety of efforts, including by the Convention Center committees and the Alaska Native Heritage Center

### Brochure / Pamphlet

In addition to the kiosks, information about inspiration for the artwork and theme of downtown could be part of a pamphlet distributed at the Visitor's Center and other key locations. These materials would include information about the references/sources for the stories.

### Patterns

Patterns can be applied to almost any streetscape element, including pavement, furniture, lights, planters, and kiosks. Floral patterns were typically found in Athabascan culture after about the 1830s, while geometric patterns were generally found in the 1700s and earlier.



## Tracks

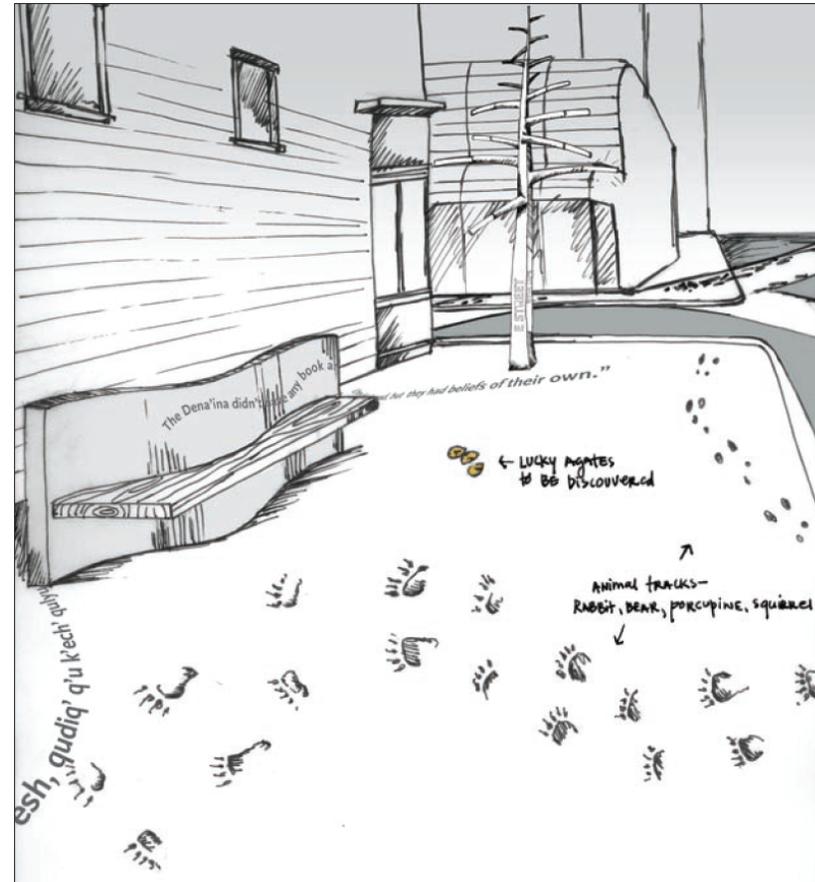
Animal and human tracks will be found on each street – suggesting the importance of tracking/paying close attention, the interest in observation and discovery, and the presence of both humans and animals on the land—an awareness of nature and its inhabitants.

## Lucky Agates

“Lucky agates” can still be found along the coast in this region and further south. They represented luck to the Dena’ina people. They were thought to have fallen out of the sky and, if found, an agate could bring good luck. A finder of an agate needed to turn it clockwise and feed it ochre and feathers for a month. Lucky agates might be placed in sidewalks throughout downtown—perhaps represented by glass marbles or by true agates.

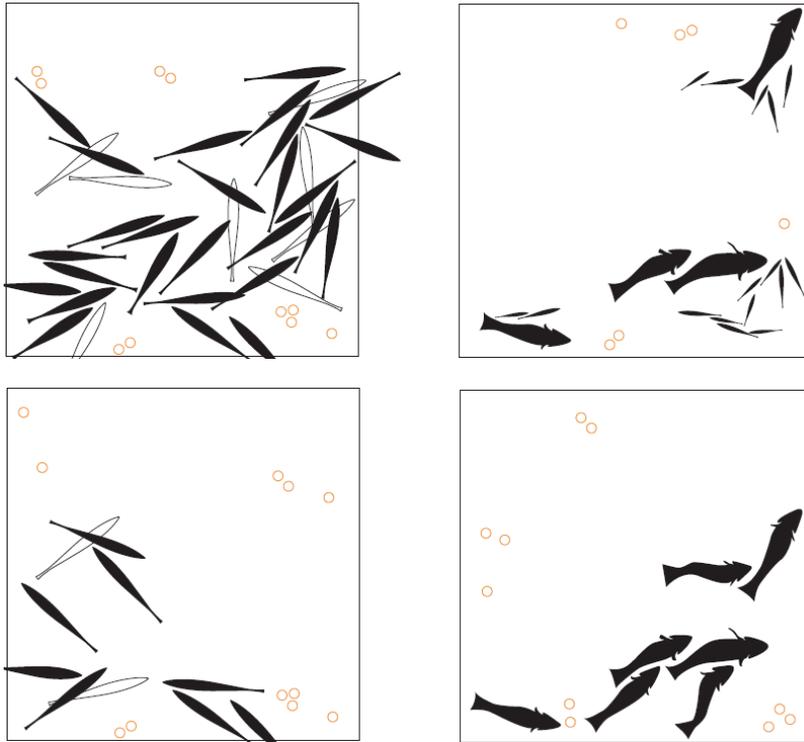
## Text

Text in the form of single words, phrases and quotes will be used as part of the integration of artwork into the streetscape. These words will be “written” in the Dena’ina language and then translated to add a layer of interpretation. These elements, embedded into the streetscape materials, might begin in the sidewalk and then travel up a wall, bench, planter or building, lessening the division between different planes/surfaces.



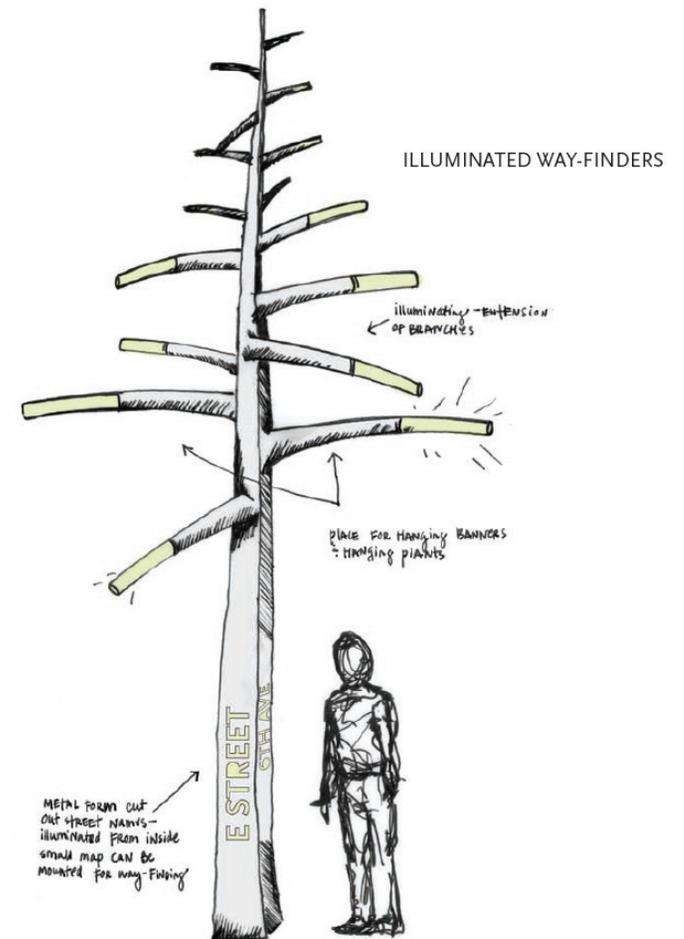
### Pavement

A variety of images, shapes, and elements can be embedded or stamped in the pavement. These include animal tracks, swimming fish, and lucky agates. The images below illustrate salmon and stickleback fish with eggs shown orange circles. The eggs might be achieved with embedded marbles or beads.



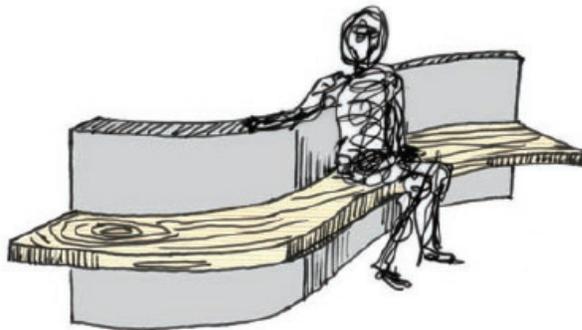
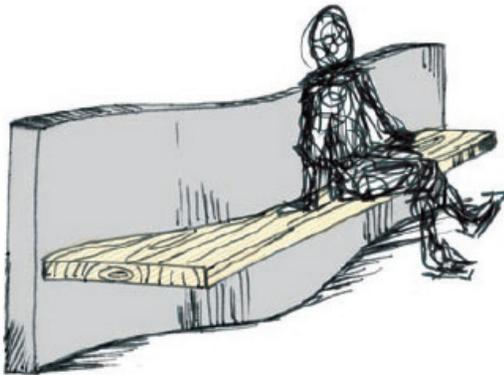
### Vertical Elements / Lighting / Wayfinding

These are abstracted/stylized trees with branch elements that provide the support for hanging plants, signs, etc. Each branch would have a light at the end, rather than one singular light fixture per vertical element. Perhaps light fixtures are luminaries and are laser cut so that when light passes through they project words/images. Suggestion of spruce trees is preferred.



## Benches

Benches blend into the imagery of the streetscape. They, too, are meandering/sinuous in shape (i.e. on E Street they might follow the form of the streamlines in the sidewalk). Bench color should coordinate with the representations found in the sidewalk, keeping the design continuous/flowing. Benches could be backless or, if constructed with a back, could include interpretive/text elements as well. While sitting on a bench, pedestrians should be able to read text embedded in the sidewalk – again, words and phrases that suggest Dena’ina/Athabascan culture and beliefs.



## Manhole Covers

Feature representations of net forms, fish eggs, ground squirrel holes – abstracted patterns – not pictorial.

## Planters

Likely cast concrete. It is recommended that these somehow suggest birch bark and spruce bark containers/baskets. Perhaps in three different shapes. Rather than depicting a sewn edge, the edges could be representations of basket trim/Athabascan patterns – found on baskets, clothing, etc. Some could be floral patterns, found after the 1830s; others could represent the original geometric patterns found in the 1700s and earlier.



## Focus Areas

The artwork team developed specific design concepts for certain streets/districts in downtown. This effort is summarized below.

### E Street

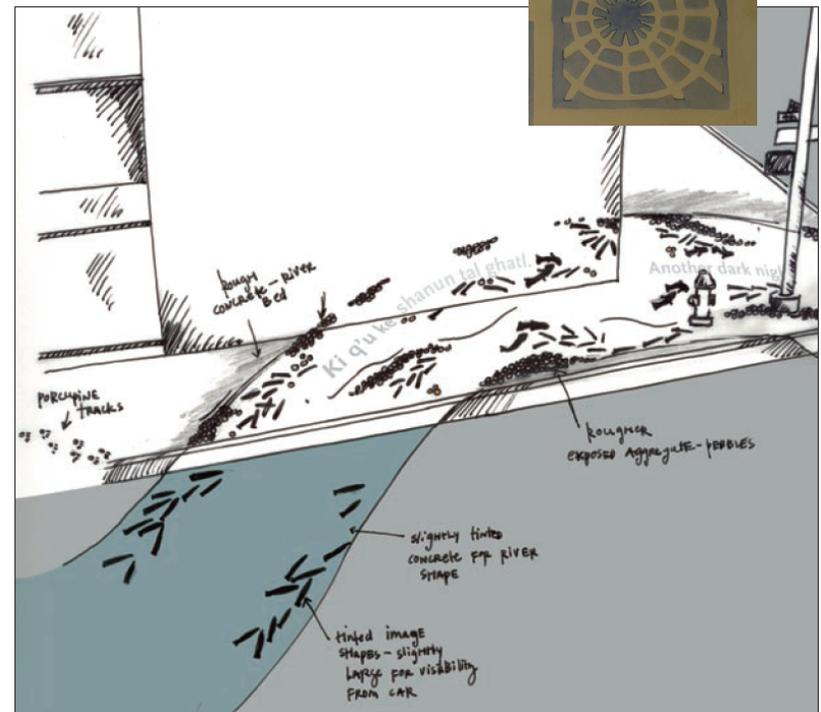
E Street becomes E Stream. It is one of the streams that radiates out from the headwater/spring/well of life, which is Town Square. The stream weaves and meanders and turns – it doesn't just follow the straight street. The idea of a stream is suggested, rather than overt – with stylized elements, shades of blue, and serpentine lines. The stream would be very minimally rendered/present in some areas and more concentrated elsewhere – perhaps just one thin line connecting areas of visual concentration. The featured animal of the street is the **stickleback/needlefish**, as it was plentiful in the region and provided an important source of food to the Dena'ina people. Along this stream one finds:

- **Animal tracks** that one would find along the water. Possibilities: Beaver (with footprints and a line representing a dragging tail), bear.
- **Salmon that change color** as they move from sea inland, from bright silver to bright red. Salmon should be abstracted – perhaps represented as would be seen from above – don't want the kind of ubiquitous portrayal of salmon seen elsewhere/often.
- **Sticklebacks** – a fish to be more featured than salmon because of their unique relationship to the stories/memories of the area (found in Ship Creek).



Paul Barrow

- **Fish eggs** embedded in the sidewalk (perhaps orange glass marbles).
- **People** are also abstractly **moving up and downstream**, getting lost, retracking, discovering, tracking animals.
- Exposed aggregate to resemble **pebbles in a stream**, with suggestion of water trickling through.
- **Benches** that also are meandering/sinuuous in shape, following the form of the streamlines in the sidewalk. Benches should be blue to coordinate with the representation of blue water in the sidewalk, keeping the design continuous/flowing.
- **Fish net patterns and fish traps** in the pavement.



## Town Square Park

Town Square would represent/depict the headwater/spring/well of life. While the artwork incorporated into the streetscape is subtle, there are opportunities for strongly visual pieces in/near Town Square. These might be commissioned larger-scale sculptural elements. One suggestion is the representation of land-sea equivalents found in Athabascan culture, such as killer whale (sea wolf) and the wolf, or the beluga whale and the caribou. The idea of transformation would be conveyed through these artworks. There is a need to research Dena'ina stories of transformation/land-sea equivalents to ensure authentic images. Town Square would also be an important site for the incorporation of text (see art elements listed above).



## Other Downtown Core Streets

Other core streets may feature:

- **Plant Life:** Plants common to area and in Dena'ina culture – fireweed, fiddlehead ferns, devil's club, mouse nuts, celery, wild asparagus, onions, Indian potatoes, spruce, birch, alder, birch tree fungus, berries (raspberries, currants, low- and high-bush cranberries, blackberries)
- **Small Animals:** Porcupine, rabbits, squirrel (perhaps introduction of lynx as predator to rabbits)
- **Birds:** Chickadee, magpie, camprobber (blue jay), raven, loon, ptarmigan, grouse, seagull, duck, goose, eagle, hawk, shrike, bird eggs, bird nests, bird feathers
- **Powerful Animals:** Raven, wolverine, otter, frog, loon, bear
- **Ocean/Sea:** Beluga whale, killer whale, seal, clam, salmon, hooligan, nets, fish ladders, fish traps, fish poles, beluga-spearing platforms
- **Mountain Passageway:** Sheep, spiritual quality of mountains
- **Trails:** Tracks, small animals, plant life
- **Insects:** Mosquito, lice, spruce beetle

## Arts Festivals/Events/Temporary Installations

- Development of an Alaska Native Art market downtown (similar to Southwest American Indian Art Market in Santa Fe). Biannual or annual in summertime. Would include street booths/displays, performances, exhibitions, film festival, music, Native games, classes/workshops.
- Contemporary art light festival with projections to be held in winter (perhaps a week-long event).
- Multidisciplinary arts events similar to previous *Look Again* project, which featured live dance performances, art installations throughout downtown, art exhibitions, all centered around a theme, etc.
- Arts events that celebrate the winter aspects of our city and the Dena'ina culture.
- Sidewalk art/chalk art festivals.
- Areas for temporary art installations/sculpture.

## Next Steps

- Gathering of quotes/texts to be incorporated into streetscape.
- Research into transformation stories/images.
- Development of visual/plan images to accompany these key concepts/addition of graphic designer/sketch artist to art committee for illustration/development of these ideas, placed into urban context.
- Extended contracts/scope of work for art committee members and consultant, to include review/approval of drawings/application related to these art concepts.