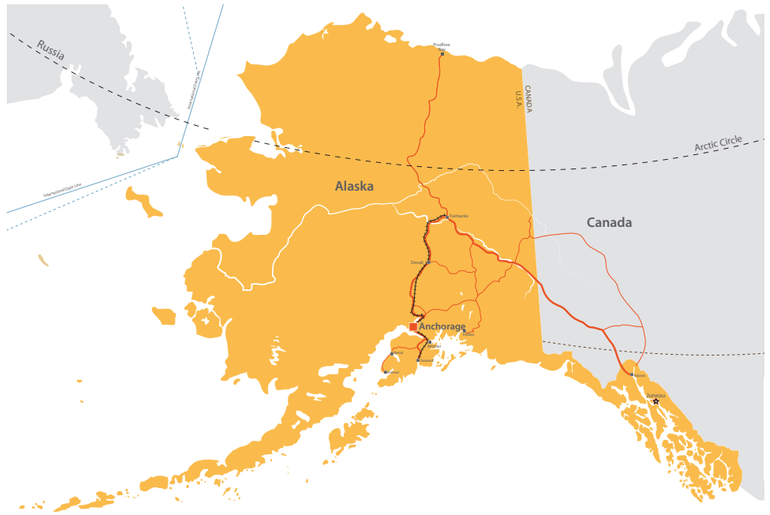
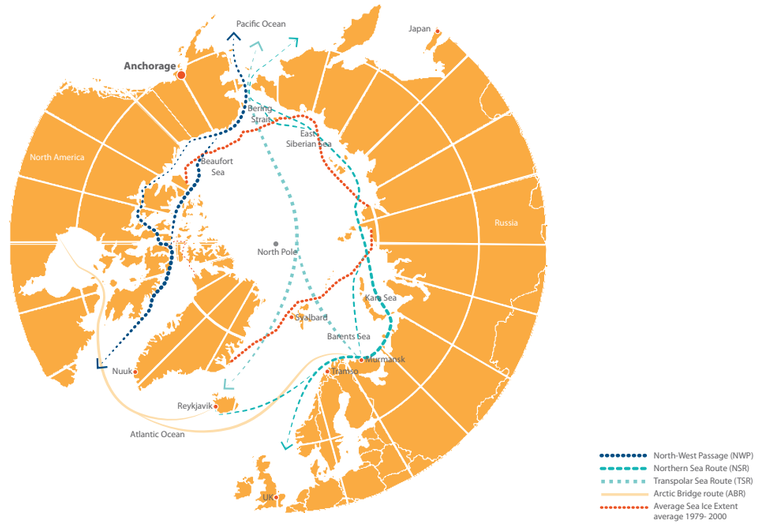
SITE ANALYSIS

3



Alaska Railroad route and Connecting Carriers

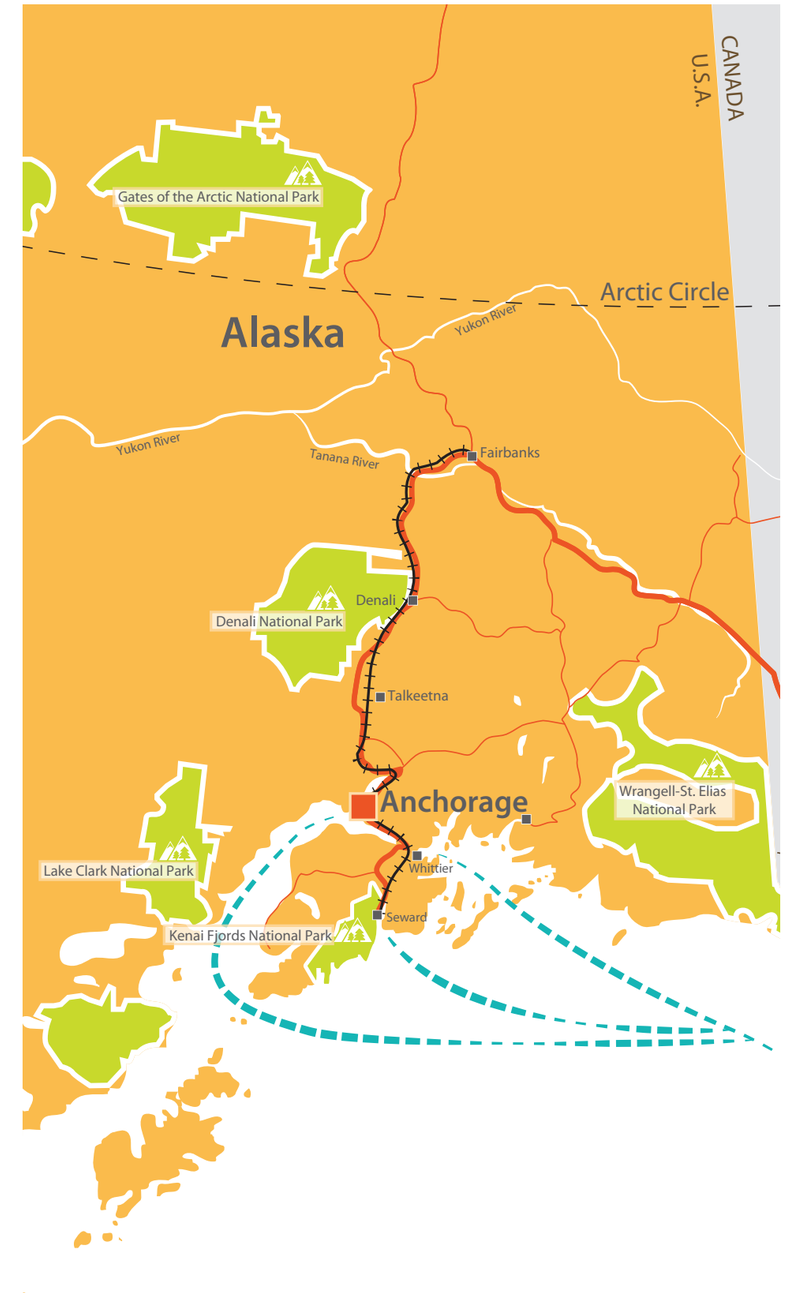


Arctic Ocean Routes

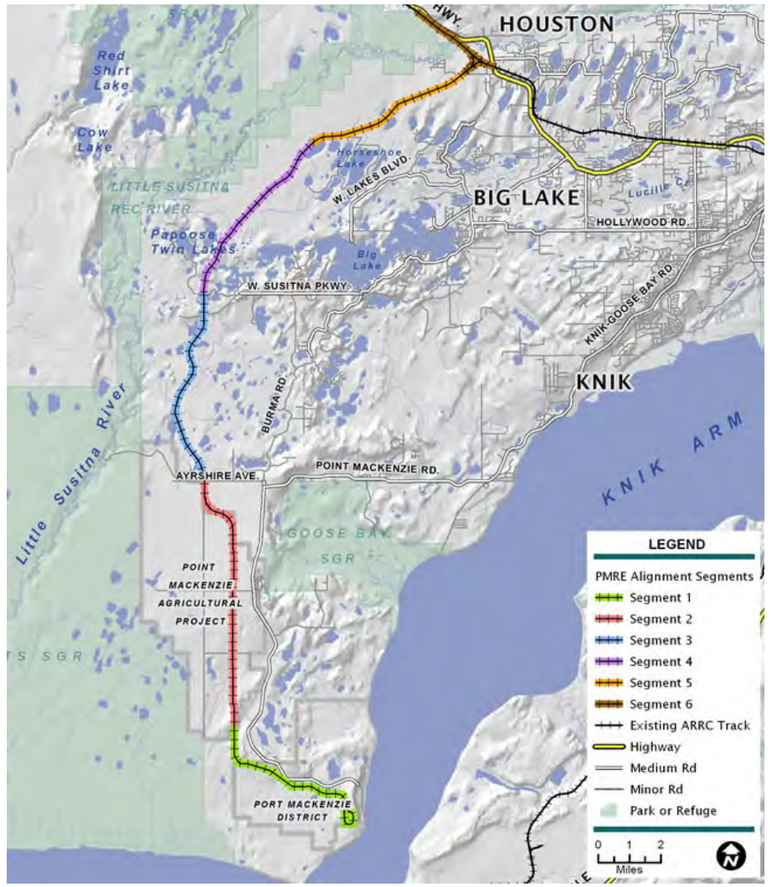
International Flights from Anchorage

Anchorage plays a pivotal role in Alaskan economy, situated on the primary highway and rail corridor for the state, and being the location for the Port of Anchorage, where the bulk of the material goods serving the state's economy arrive. Anchorage is also a critical link in the international air transport network, being particularly important for air cargo routes serving North America, the Pacific Rim, and northern Europe. As Arctic shipping routes open up in the future, Alaska and Anchorage will likely take on increased significance in the global economy.

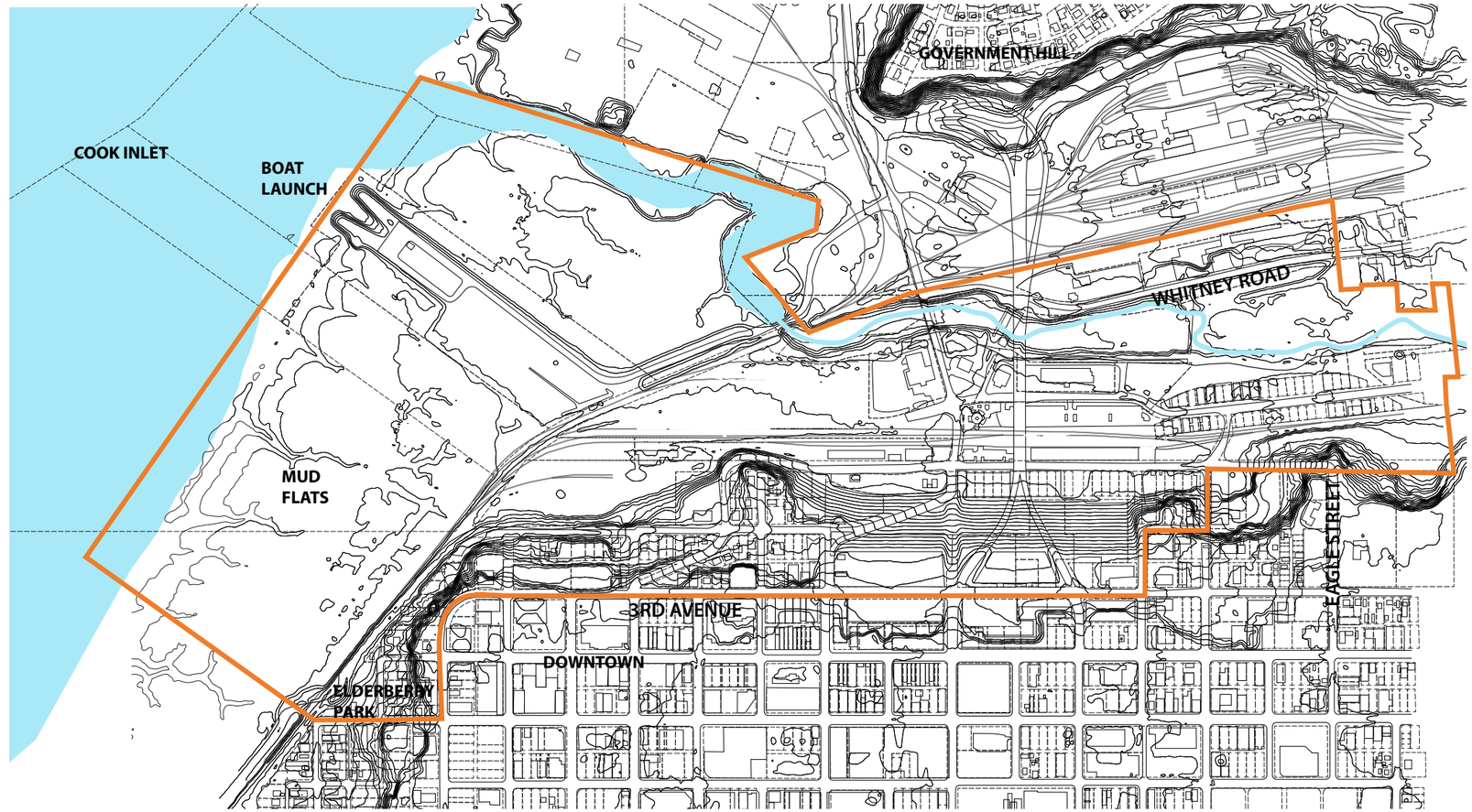
Currently Anchorage lies along the primary route for tour groups between the ports of Seward and Whittier and the Alaskan interior, but it does not capture as much of the tourism trade as it potentially could. With careful redevelopment along the waterfront Anchorage has the potential to transform itself into a more desirable arrival point for Alaska as well as a destination unto itself.



Alaska Tourism Mobility & National Parks



Planned Transportation Projects



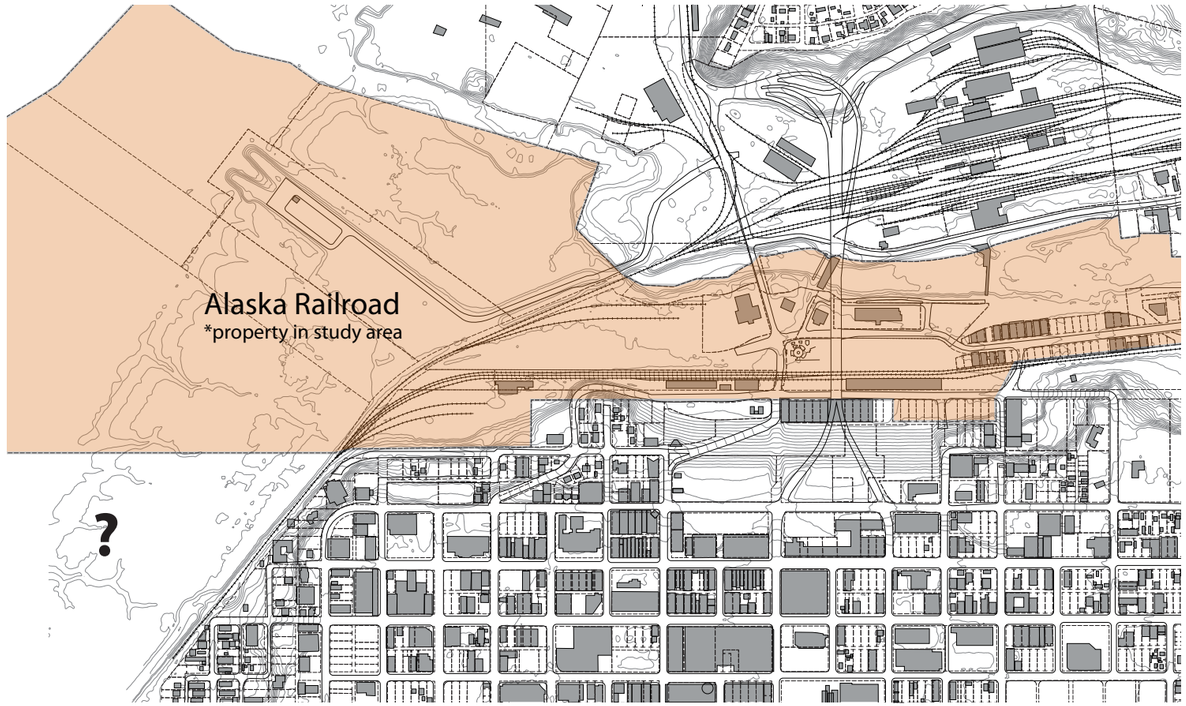
Framework Plan Study Area

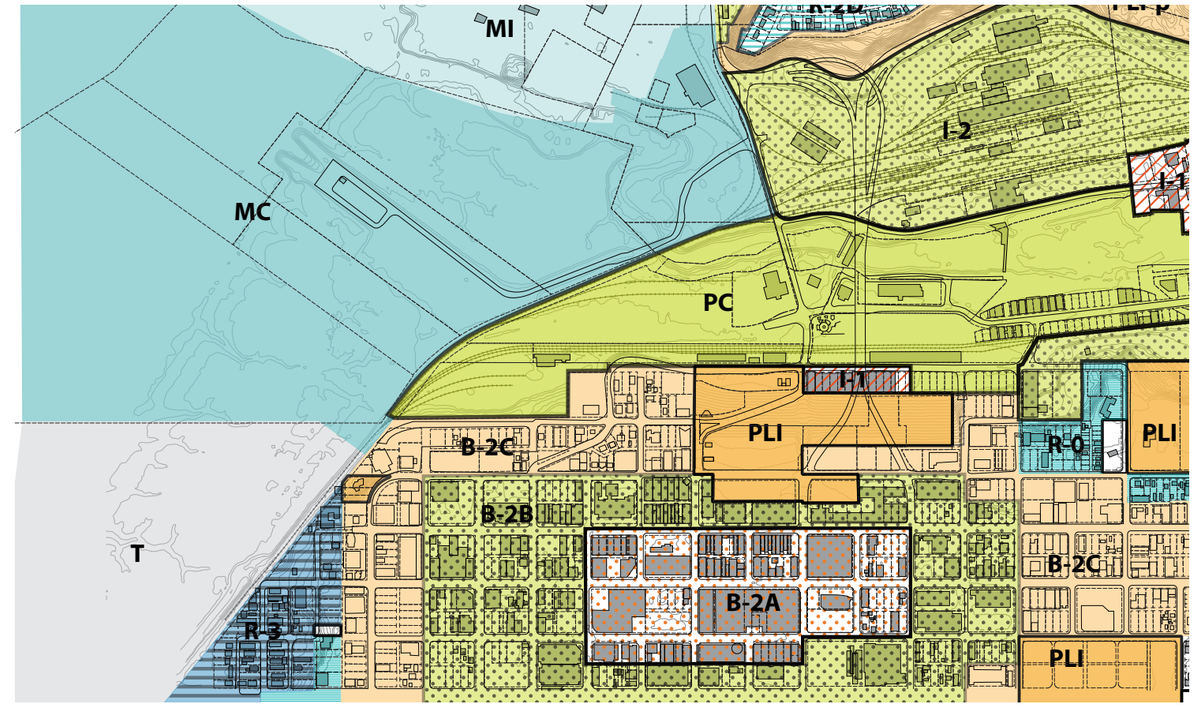
Future Transportation Projects

Anchorage and the Ship Creek site are critical elements to the rail, highway and shipping network for the state of Alaska and they have historically been and will remain the primary entry point to the Alaskan interior. As planned transportation projects move forward this position will be further strengthened by the expansion of the highway system, with the potential of the Knik Arm Bridge linking Anchorage more directly with the MatSu Valley and creating a more direct land route to Fairbanks. In order to prepare for these changes the transportation infrastructure in and around Ship Creek must be modernized to allow for continued and improved port and rail operations.

Framework Plan Study Area

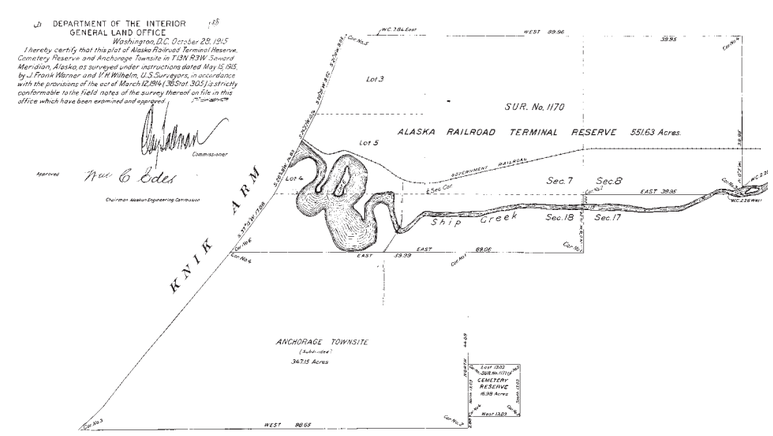
The area studied for redevelopment in this study is primarily land in the Ship Creek valley that is owned by the Alaska Railroad Corporation. The area extends in the east-west direction from the Knik Arm Dam to the boat launch on Cook Inlet. The northern boundary is the north bank of Ship Creek on the western end and the southern edge of the rail yards on the eastern end. The southern boundary of the study area is the approximate edge of downtown along 3rd Avenue, although most of the redevelopment is proposed in the bottom of the valley. The mud flats are also included in the study area, from Ship Creek to Elderberry Park.





Property

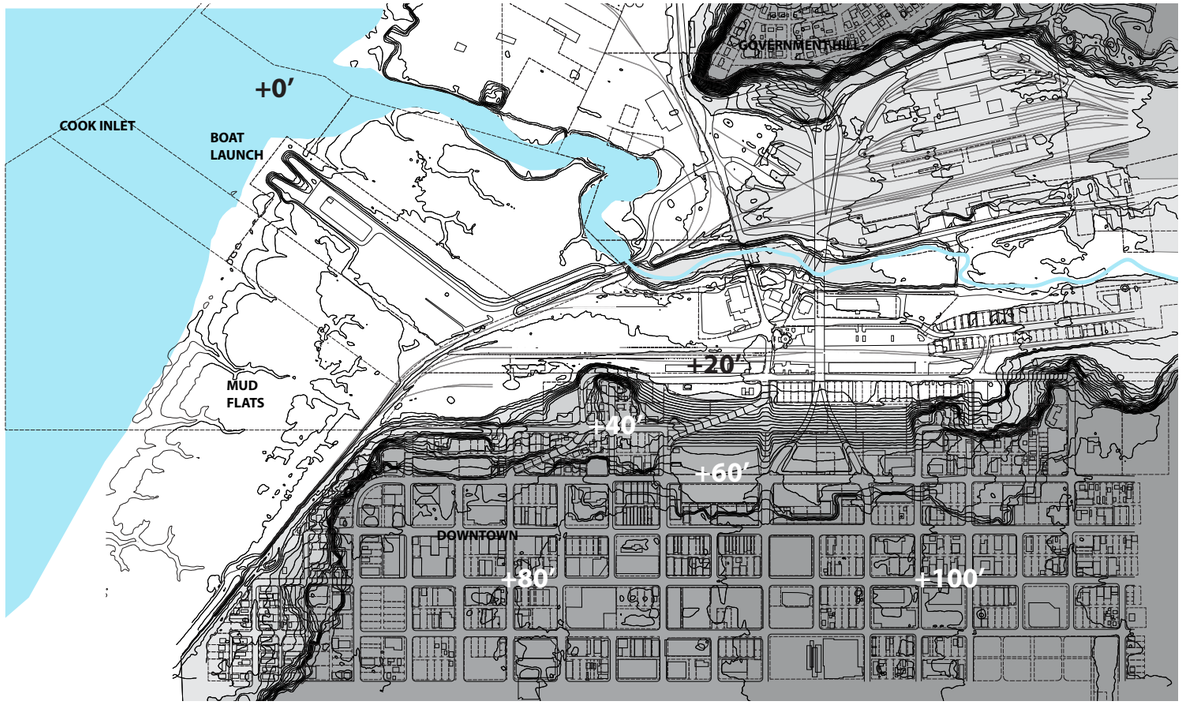
The Alaska Railroad Corporation owns almost all of the land covered by this plan. There are some privately owned sites (parking lots) in the transition area between downtown and the valley floor on 2nd and 3rd Avenues identified for future redevelopment. The ownership of the mud flats south of 2nd Avenue and west of the rail line is undetermined at this point.

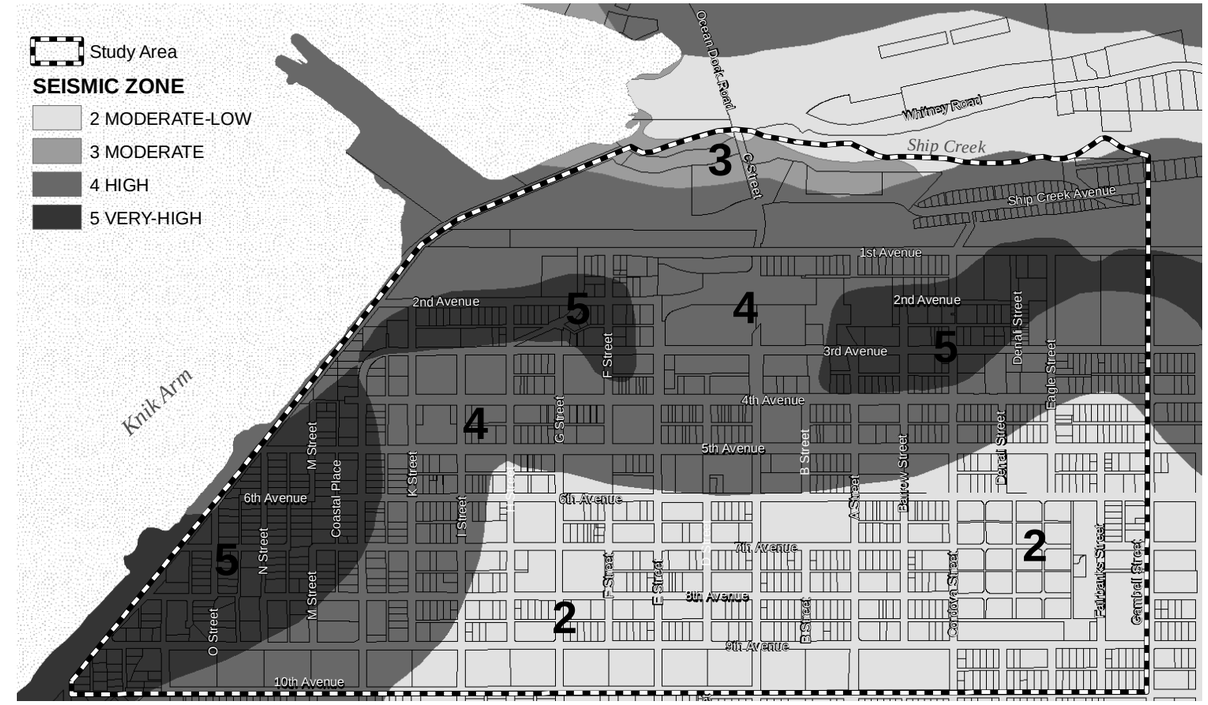


1915 Survey

Zoning

The existing railroad property in Ship Creek is zoned Planned Community with some Industrial 1 and 2 at the periphery, including the Odom Warehouse, the Knik Arm Power Plant, and the auto shipping operations. The boat launch is zoned MC Marine Commercial. The remaining Mud Flats are zoned T – Transition. The small railroad lot at the corner of 2nd and Christensen is zoned B2C – Central Business Periphery. The parking lot and ARRC Police Station across from the Depot is zoned PLI – Public Land and Institutional. The PC Zone is governed by a set of Ship Creek Design Guidelines that serve this plan well. No changes to the guidelines are proposed in this plan.





Topography

The topography of the site is one of its most defining and challenging characteristics. The Ship Creek site lies in a stream valley bounded by two steep bluffs: Downtown Anchorage to the south and Government Hill to the north. The floor of the valley is generally 20 feet above sea level, while the tops of the bluffs are approximately 60 to 80 feet in elevation, with steep, forested slopes along their edges. This elevation difference has historically created a barrier for connections between the Ship Creek site and adjoining areas.

Seismic Hazard

The bluffs overlooking Ship Creek were subjected to considerable ground failure and landslide activity during the 1964 Great Alaska Earthquake and risk still remains that future seismic events may cause additional landslides. The "Downtown Anchorage Seismic Risk Assessment & Land Use Regulations to Mitigate Seismic Risk" recognizes that the study area includes lands that range from low to very high seismic hazard. Most land within the Framework Plan area in the Ship Creek basin bottom lands are in High seismic ground failure hazard

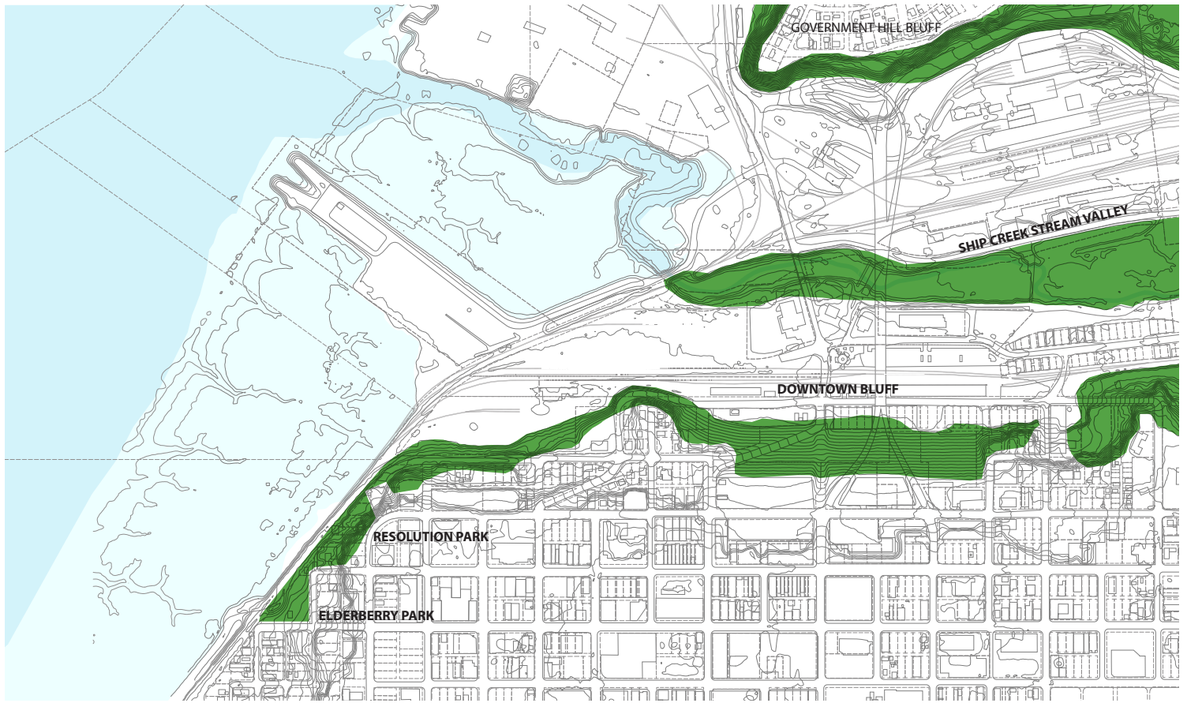
Seismic Ground Failure- 4th Avenue Slide

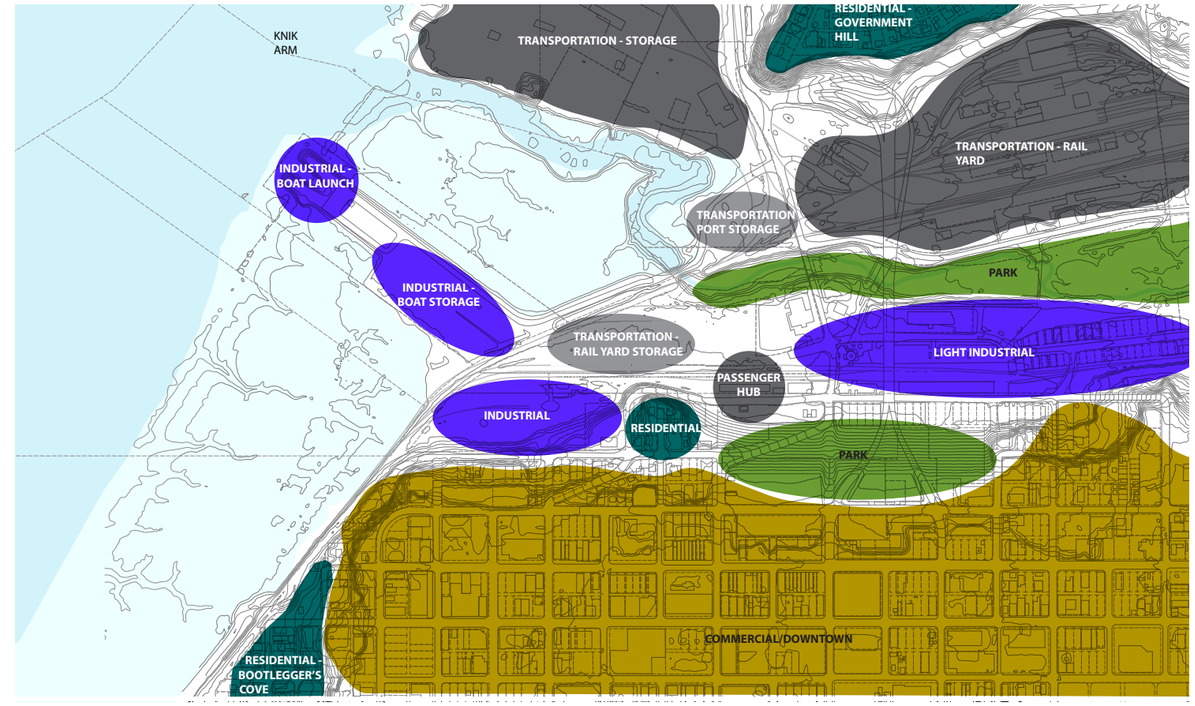
zone (zone #4). Some lands right along Ship Creek watercourse and north of the creek are in the Moderate and Moderately Low ground failure hazard zones. Lands that are at or near the bluffs range from High to Very High ground failure hazard (zones 4 and 5).

The Risk Assesment Study recommends that an overlay be provided that prohibits certain types of public use and infrastructure including power plants, hospitals, and police and fire services in areas with very high seismic hazard. It also provides specific construction requirements for certain types of buildings in very high and high seismic hazard areas.

The Risk Assessment Study identifies appropriate structural design to address the seismic issues within the area. It recommends that large offices or large hotels in zone 4 not use concrete moment frame high rise or concrete sheer wall high rise construction. This would apply to much of the proposed development on the western end of study area, particularly applying to the area shown as fill into the tidelands.

Proposed development in the area will need more detailed analysis of the seismic and subsoil parameters that will establish the specific criteria for the design of foundations and structural systems for each area of the site.





Anchorage's Green Fingers

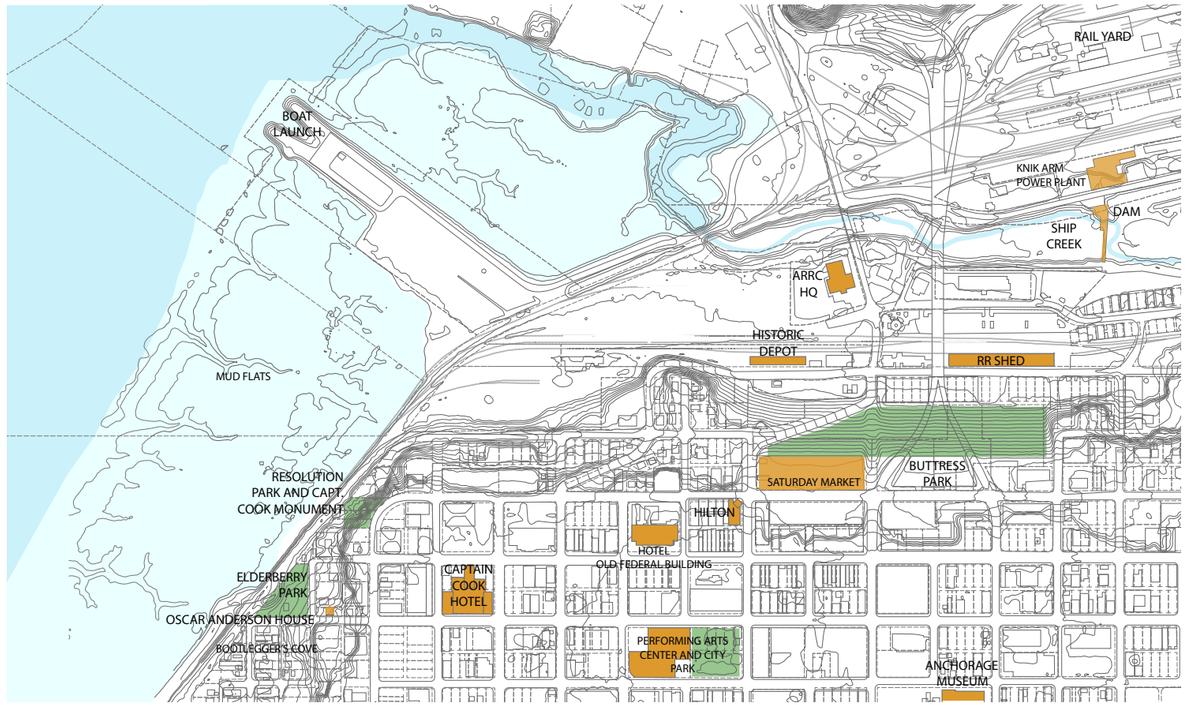
Three distinct zones of natural greenery extend into the western end of the Ship Creek valley that largely define its visual character, and make it a unique place in the context of downtown Anchorage. The wooded hillsides on the northern and southern bluffs visually frame the site and create a green backdrop for low level views. The stream valley and banks of Ship Creek itself form the third finger, particularly east of the Knik Arm Dam, creating the sense of a green refuge in the heart of the city that connects downtown to the Chugach Mountains.

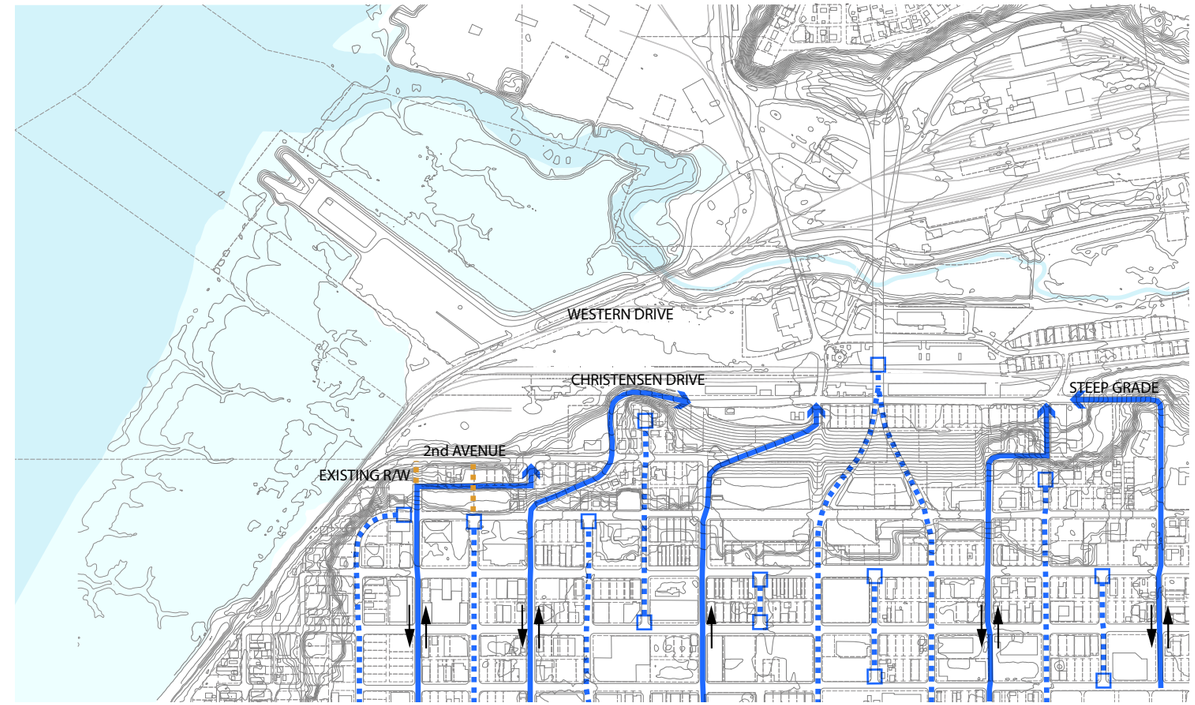
Anchorage´s green fingers at Ship Creek

Land Use

Like many waterfronts in cities around the country and the world, the Ship Creek site has historically been predominantly used for transportation and shipping related functions, but also in close proximity to commercial and residential uses in downtown and Government Hill as well as parks and open spaces. This density and diversity of uses presents challenges in the master planning of the site, but also is part of the unique character and history of the site and provides the area with its own sense of vitality.

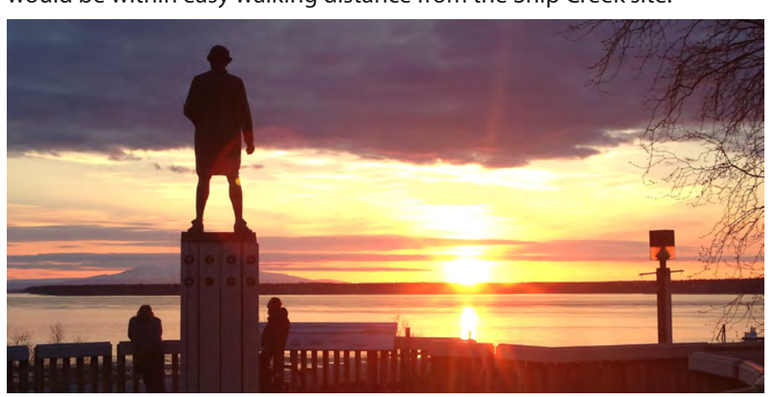
Ship Creek Panorama





Neighborhoods and Landmarks

Ship Creek is in close proximity to many of the most notable neighborhoods, parks, and buildings in the city of Anchorage. With improved pedestrian and trail connections most of these destinations would be within easy walking distance from the Ship Creek site.

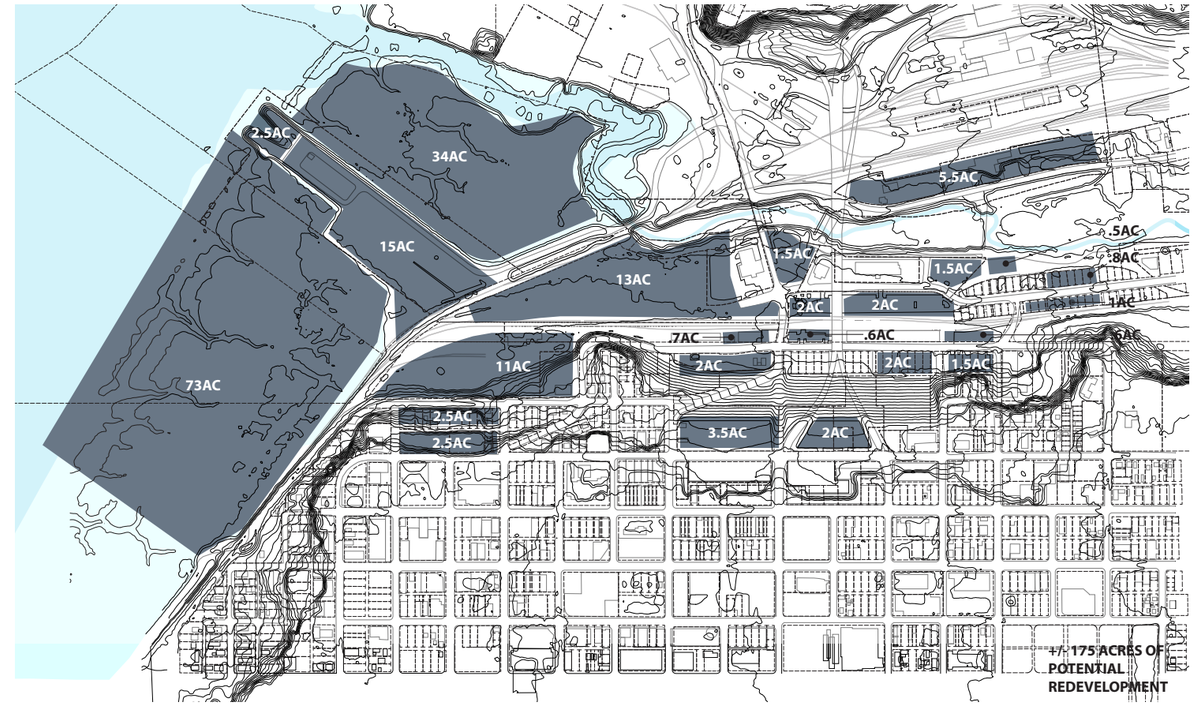


Captain Cook Monument at Resolution Point

F Street dead end

Downtown Street Connections

Due to the elevation difference between Ship Creek and downtown most of the north-south streets do not connect to the Ship Creek site, creating a sense of remoteness of the site relative to the rest of Anchorage. Presently the primary connections are Christensen Drive connecting H Street and 1st Avenue, and E Street connecting to North C Street. Further to the east Barrow Street connects to 1st Avenue, but via a narrow dogleg alley, and Eagle Street also connects down the hill to 1st Avenue, but with a very steep gradient that is not safe for all vehicles in winter.



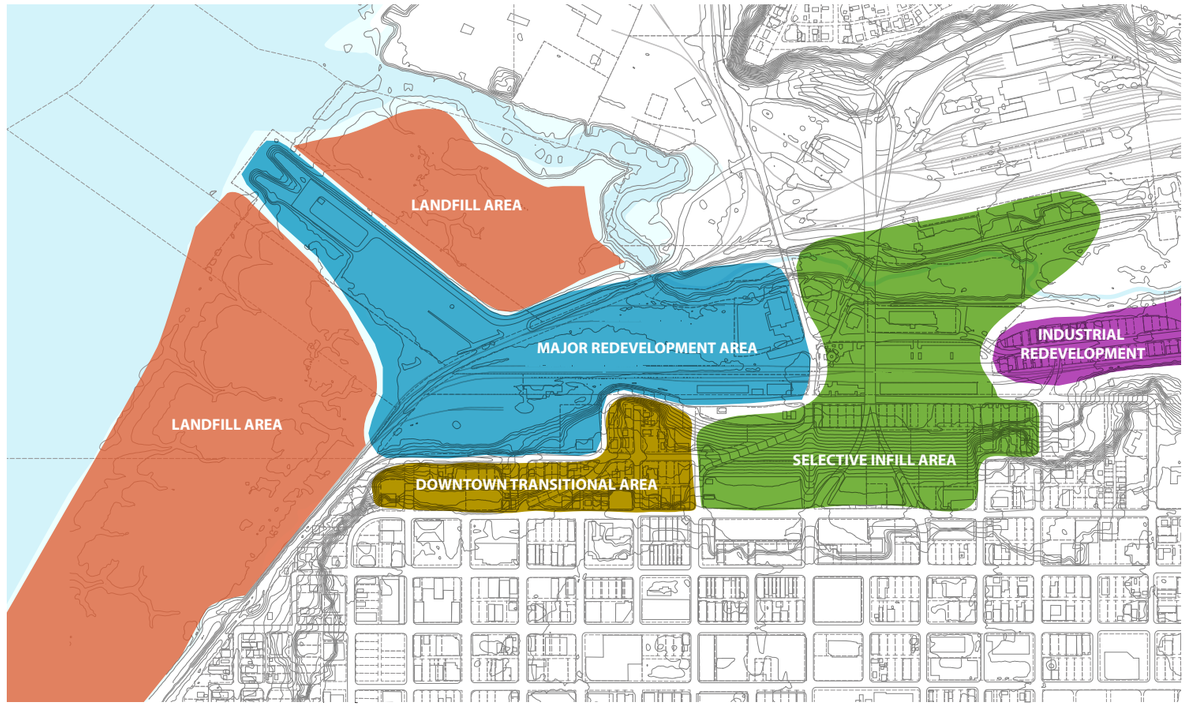
Neighborhood Connections

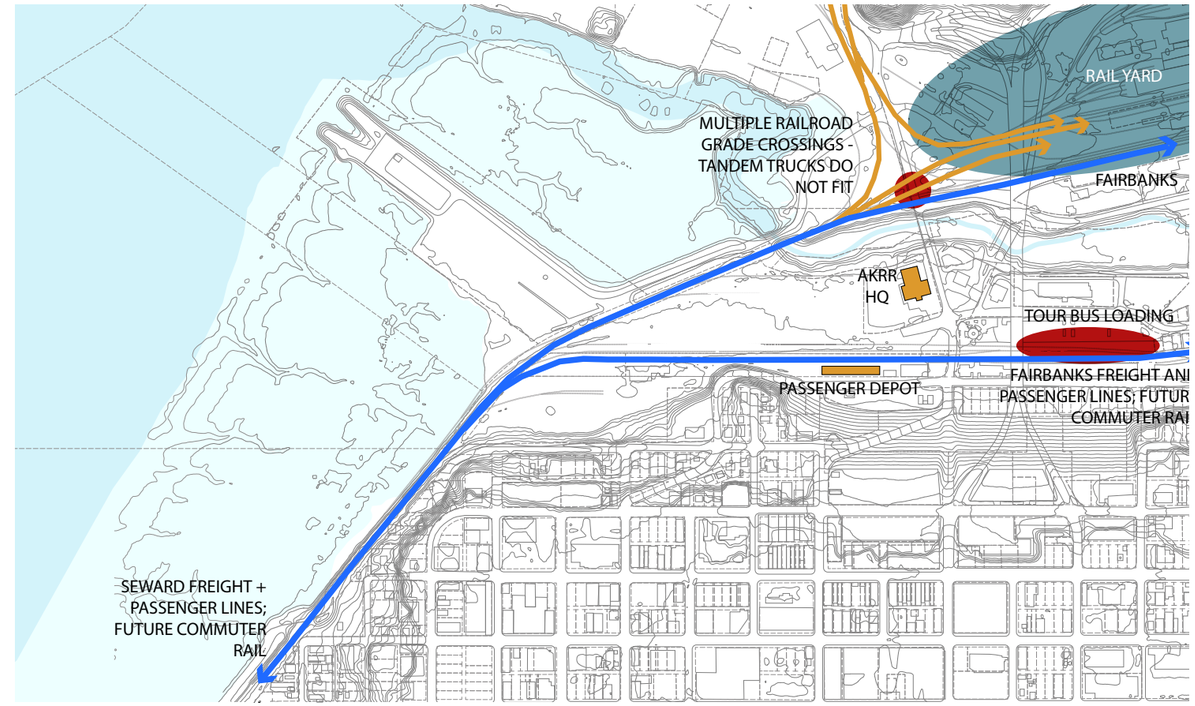
Redevelopment of Ship Creek creates the opportunity to strengthen pedestrian, trail and bike connections to neighborhoods and amenities beyond the immediate vicinity, such as Mountain View, Fairview, the fish hatchery and the JBER golf course.

Anchorage Aerial Image

Ship Creek Opportunity Sites

The Ship Creek site and immediate vicinity contain various sites with potential for re-development. The core of the site is on land owned by the Railroad, while some of the peripheral land is controlled by the Municipality or private owners. The total re-development area of existing sites is approximately 70 acres, with the potential of filling in the mud flats adding potentially 70 or more additional acres.

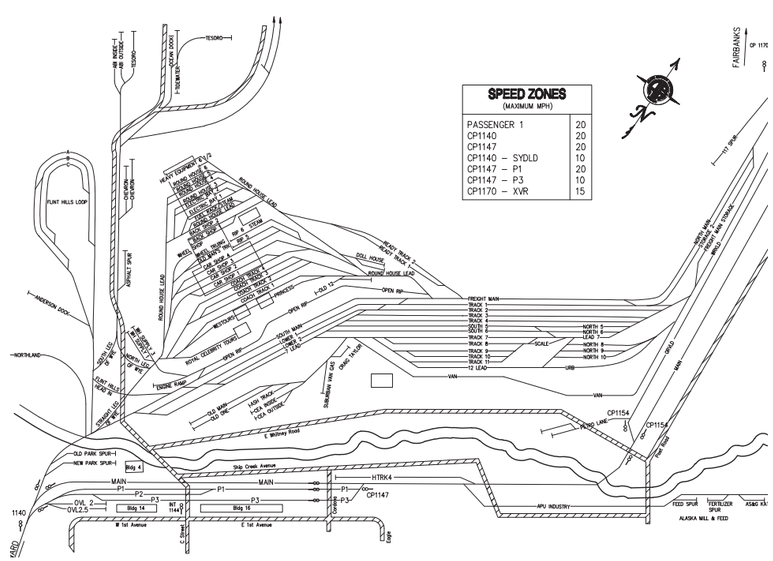




Ship Creek Opportunity Zones

Re-development of Ship Creek would fall into five zones:

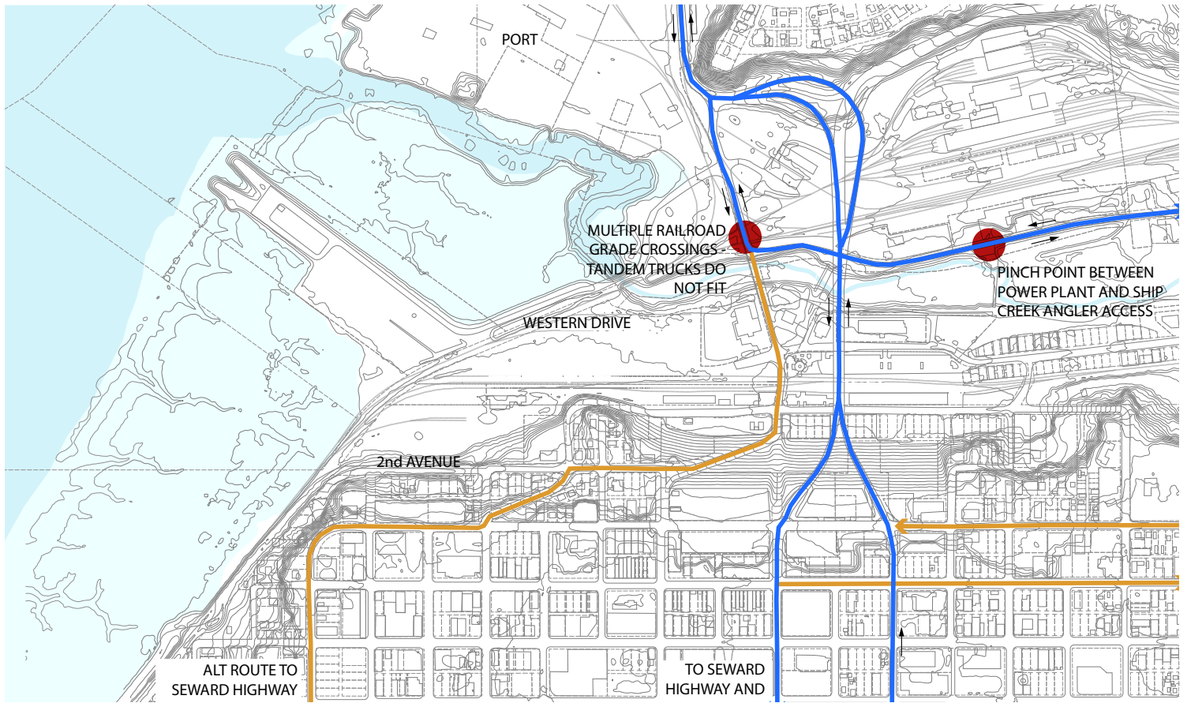
1. *Major redevelopment area:* Largely undeveloped land owned by the Alaska Railroad previously identified as redevelopment sites.
2. *Land fill area:* Mud flats that could potentially filled to create new waterfront development sites and parks.
3. *Selective infill area:* Previously developed land owned by the Alaska Railroad and Municipality with the potential for more intensive development.
4. *Downtown transitional area:* The area on the bluff on the eastern end of 2nd and 3rd Avenues with the potential for redevelopment to tie the Ship Creek site to the east end of downtown.
5. *Industrial redevelopment area:* Sites owned by the Alaska Railroad with light industrial use that could be potentially redeveloped over time.

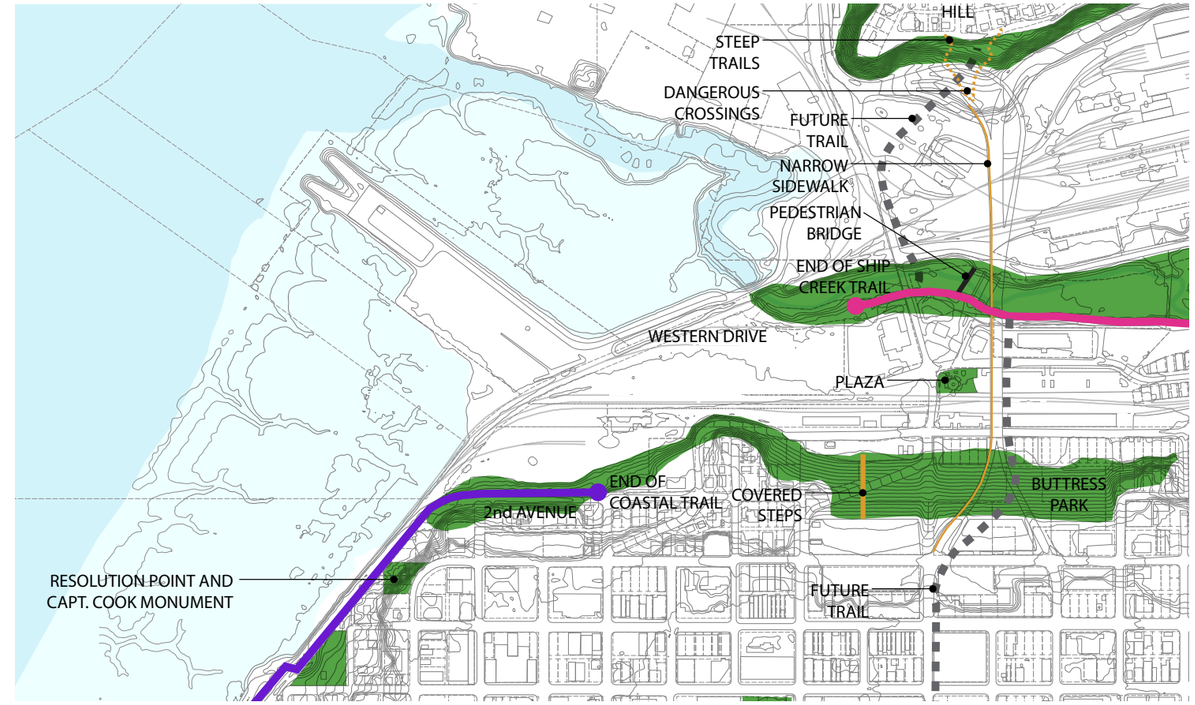


2010 ARRC Track Chart, Anchorage Yard

Rail Operations

Modern day Ship Creek, and of course Anchorage itself began with the Alaska Railroad and it remains as a fundamental element of the Anchorage and Alaskan economy. Its operational efficiency and safety must remain as a primary design parameter for any redevelopment plan for the site, both for freight and passenger rail functions. Wherever possible conflicts between trains, cars and pedestrians should be eliminated or reduced in the master plan. All new track crossings will be grade separated and street alignments will be configured to reduce conflicts between truck movements and rail lines.





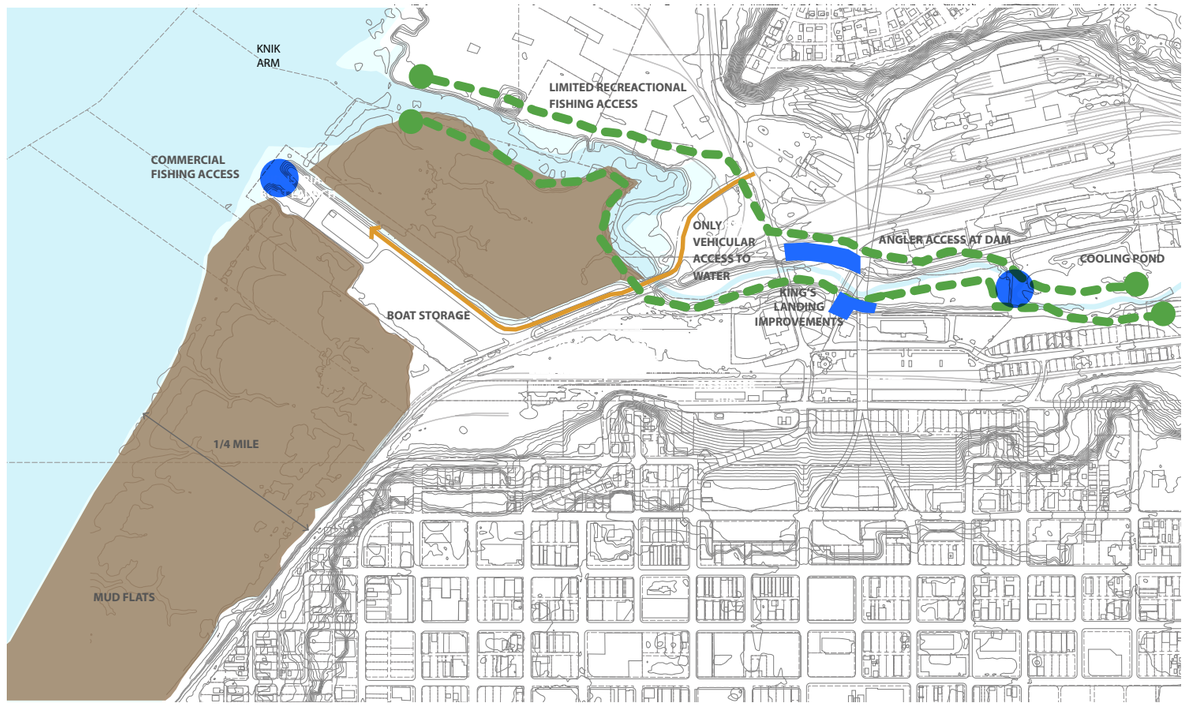
Truck Routes

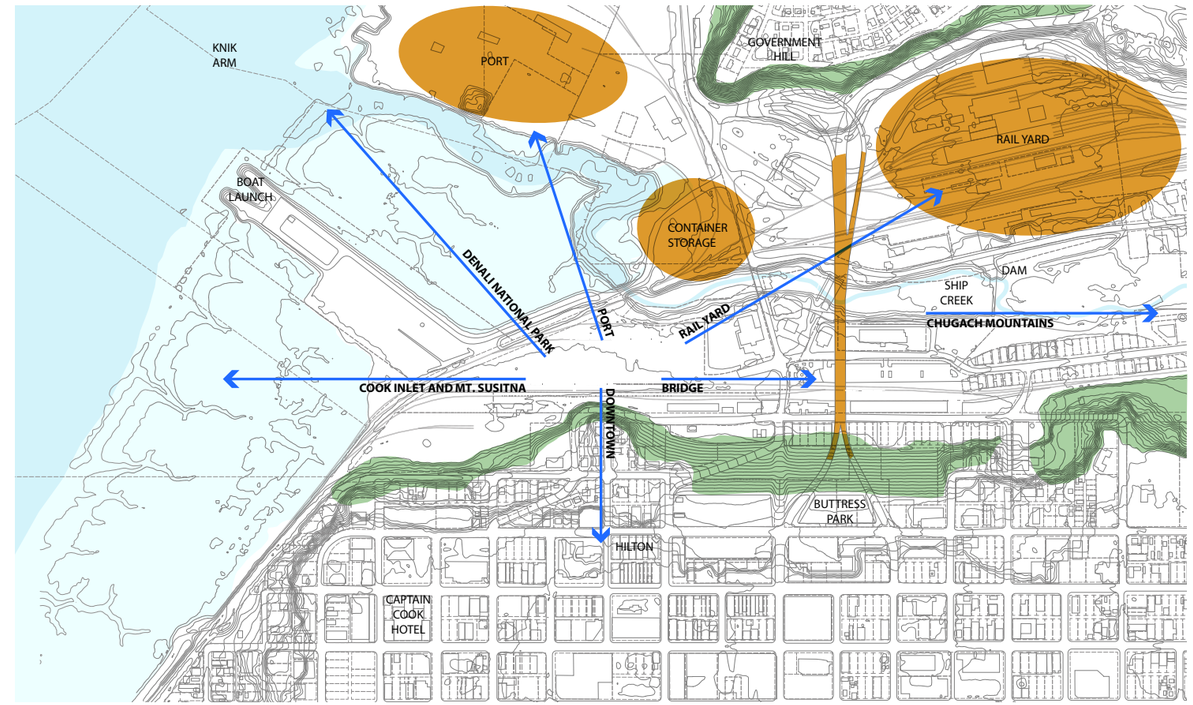
The Port of Anchorage is the second major transportation use that impacts the Ship Creek site. Like the railroad, the Port is critical to the Alaska economy, and the ability to move goods into and from the Port must be maintained and improved. Currently there are numerous conflicts in the way that trucks move through the site, including at grade railroad crossings, inadequate intersections, and pedestrian conflicts. One of the main goals of the master plan is to improve truck movement and access to the Port and improve safety for pedestrians and bike riders in the Ship Creek site.

Truck route on Whitney Road, by Knik Arm Power Plant

Pedestrian Paths

Anchorage has one of the best urban trail systems of any city in the United States. The Tony Knowles Coastal Trail and the Ship Creek Trail link the site and downtown with greater Anchorage, including neighborhoods and parks to the south and east and to natural areas beyond. Ironically these two trails do not connect within Ship Creek, and one of the primary goals of the master plan is to create this connection. Improved pedestrian connections to downtown and a safe and pleasant pedestrian link from Government Hill to downtown and Ship Creek is also much needed.





Water Access

Anchorage and Ship Creek, while enjoying a location on two bodies of water, offer very limited access to the water's edge, and each with physical challenges.

Cook Inlet: There currently is no pedestrian access to the Cook Inlet waterfront. All of the downtown frontage abuts mud flats, which are approximately a quarter mile wide, and are extremely dangerous for pedestrians due to the mud and the extreme tidal range. While the Tony Knowles Coastal Trail provides excellent views to the Inlet and the mountains beyond, access to the water itself is nearly impossible. The only vehicular access to the water is on Western Drive, a gravel road that leads through a shipping container storage area. This provides important access to the commercial boat launch, but is not an appealing route for those wanting to get to the water's edge for whale watching, bird watching or just to enjoy the view.

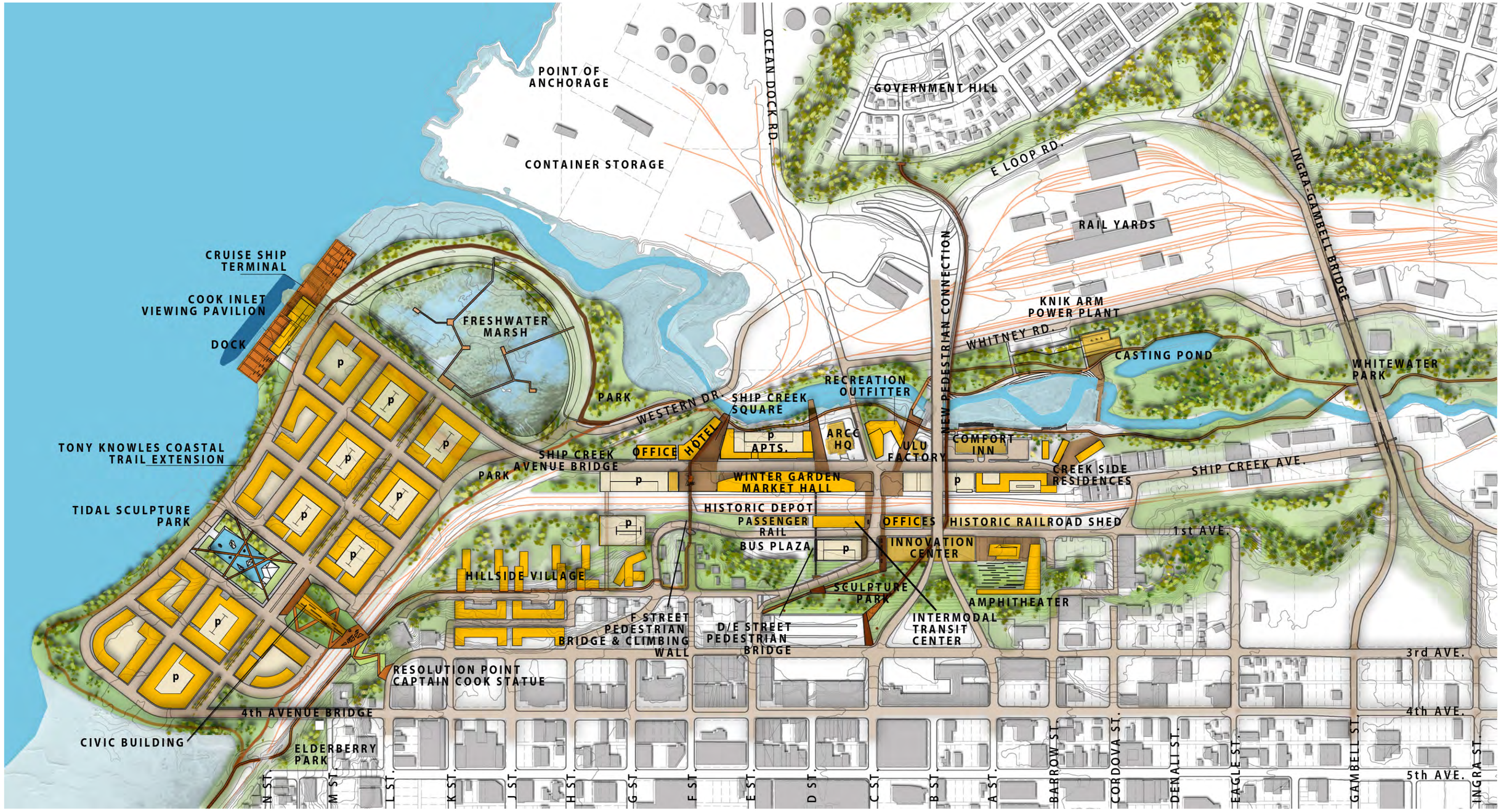
Ship Creek: The creek is a popular fishing spot during salmon runs, both for the anglers themselves as well as for spectators. Access to the creek valley has challenges, however, due to the steep banks, mud and tidal

Mud Flats: Anchorage´s Current Waterfront

range. There are stone and metal steps in some locations in varying states of physical condition, and improvements are planned in the King's Landing project, and the redevelopment plan should expand these access points to make the creek itself a more accessible amenity for the public.

Views

Views to and from Ship Creek include an extreme range of scale of natural and man-made features. Set against the dramatic backdrop of the Chugach Mountains to the east, the site like all of Anchorage gives the visitor to Ship Creek a sense of immediate connection to the Alaskan landscape. To the west, Mt. Susitna dominates the view across the Cook Inlet, while on clear days Denali can be seen to the northwest, conveying a sense of scale and majesty that makes this site uniquely Alaskan. Closer views to the north and south are dominated by urban development of downtown, the rail and port operations. In order for residential development to be attractive, the views to the container storage yards to the immediate north should be screened. For all new development, views from buildings should focus on the east and western views, while at the same time care must be taken with new construction not to block views of the current occupants of sites in downtown and Government Hill.



Phase III Illustrative Plan.

Cruise Ship Terminal in Summer

Cruise Ship Terminal in Winter

View from Resolution Park in Winter

6.6 PHASE III

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

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

The centerpiece of the waterfront district is a dramatic new park featuring a dynamic tidal sculpture basin that changes its form according to the water level of Cook Inlet. From the Tidal Sculpture Park a terraced hillside park connects the waterfront district to Resolution Park, the Captain Cook Memorial and the west end of downtown with a pedestrian path to the top of the bluff. In the center of a park a site for a major new civic structure creates a dramatic image for Anchorage facing the water and visitors arriving by ship.

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

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

Key uses:

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

7

IMPLEMENTATION STRATEGY

7.1 Implementation Strategy

7.2 Financial Strategy Models

7.1 IMPLEMENTATION STRATEGY

This Ship Creek Framework Plan was created to illustrate a clear vision of the redevelopment potential of the existing Ship Creek lands and to lay the groundwork for an expanded version of downtown, one that stretches out across the mud flats, open a significant amount of new land to development and establishes a new waterfront gateway to all of Alaska.

While public infrastructure investment is a key component to the success of the project, it is recognized that investment of public resources in the Ship Creek area must also be balanced with the intent of the Downtown Plan and other interests within the community. There are a number of considerations that weigh into decisions with respect to these investments.

First, the infrastructure within Ship Creek is aging and replacement is necessary in the coming years. This Framework Plan should guide how those replacements take place and the capacities that they should serve. Needed investment to replace aging infrastructure must recognize future expansions and capacity requirements.

Second, there are a number of improvements that are not simple enhancements within the Ship Creek area but provide for larger community needs. For example, the need for Whitney Road realignment addresses a larger community need for facilitation of freight movement. Thus its driving sources are outside the simple interests of the Ship Creek area, though moving it is of benefit to Ship Creek. Similarly, the provision of a transportation link to Ingra/Gambell is of benefit to the freight community and downtown, though it is advocated within this plan. These and many other improvements proposed for Ship Creek will be addressed within the AMATS process and other Municipal decision-making processes and their future construction will be addressed outside of the simple process suggested in this Framework Plan.

The resolution of conflict between planning documents, which are generally minimal, will rely on the process of submitting to Planning and Zoning Commission proposed amendments to the respective plans as conflicts arise. The merits of the proposed action relative to needed changes can be addressed by the Planning and Zoning Commission and Anchorage Assembly.

As with any long range plan there are significant challenges to infill development in the Ship Creek basin, as there were in the 1991 Plan. At the same time certain underlying conditions have changed which make the outlook for such development more favorable than in the past. These factors include the extended ground lease term for ARRC land from 55 to 95 years, the likelihood of commuter rail service, the continued growth of the Anchorage and Alaskan economy, and national demographic shifts toward urban redevelopment as opposed to suburbanization that will increase the market demand for urban housing alternatives. We believe the plan has addressed many of the issues such as improved pedestrian connections and improved transportation connections. A more detailed market analysis by potential private developers and the municipality's potential participation in infrastructure provision will help to determine the feasibility of specific residential projects.

The implementation strategy focuses on the steps needed to realize new development on Ship Creek Alaskan Railroad lands within the near future. The market analysis indicates the required demand to implement Phase I of the plan. Phase II is a continuation of the redevelopment on existing lands and will be undertaken as market conditions warrant. Phase III, the creation of new lands on the mud flats is likely years away.

Timing implementation to market demands is the most realistic way to ensure redevelopment. Creating a critical mass of new development and public spaces in the first Phase can help to build momentum and add value to undeveloped lands in later Phases. This strategy focuses on creating that critical mass, removing any uncertainties that would limit its realization and laying the groundwork for the future Phases.

The five most critical implementation steps that will help to maintain the momentum to keep the project moving forward are:

1. Implement Current Projects: Begin implementation of the currently funded streamside access improvements including trail enhancements, visitor amenities and water access improvements. This will build momentum and demonstrate a commitment to investment in Ship Creek.
2. Additional Studies and Design: Conduct additional surveys, prepare technical studies, complete the subdivision process and undertake the preliminary engineering and design to allow a first pass at cost estimating, resulting in a final Phase I-A Development Plan. Using the new information, complete the final design and cost estimate for key Phase I-A infrastructure projects, including utilities infrastructure, parking, road and bridge work, trail extensions and pedestrian bridge.
3. Create a Development Authority: ARRC, MOA, AEDC and ACDA begin work to develop the public/private financing strategy, establish the lead authority in charge of implementation, identify the financing tools, mechanisms and budgets and a preliminary schedule for completing the needed infrastructure and amenity investments that will attract potential developers.
4. Migrate Railroad laydown functions: Alaska Railroad completes the internal real estate evaluation process outlined in the following paragraphs and begins transition of freight rail lay-down functions away from the Phase I development sites.
5. Engage Developer Market: Develop and commence the marketing strategy necessary to attract developers and offer the first sites for redevelopment. Release the RFP's for the first sites.

Phase I and II Implementations

1. Complete an as-built Site Survey
   - i. Identify the metes and bounds of the redevelopment properties targeted in Phases I and II
   - ii. Document and locate the existing infrastructure, structures and waterways within the study area
   - iii. Document and confirm the ownership of the mud flats utilized in Phase III
   - iv. Confirm the extent of the flood plains
2. Conduct a preliminary Environmental Analysis of lands targeted for redevelopment
   - i. Identify all critical environmental issues, guiding regulations and the oversight regulatory agencies responsible for the proposed redevelopment
   - ii. Review existing environmental reports on ARRC property
   - iii. Summarize the existing conditions, identify the responsible entities and a strategy for the required remediation (if any)
   - iv. Meet with all regulatory agencies to review their requirements and processes.
   - v. Historic Resources report to document historic structures, impact of proposed development and mitigation measures required, if any
   - vi. Document the permitting process and schedule required for
     - Remediation plans
     - Landfill on mud flats

- Existing wetlands impact
- New freshwater marsh

3. Conduct a preliminary Geotech and Seismic Analysis
   i. Determine soil types and confirm seismic risk zones
   ii. Identify potential foundation/structural enhancements to mitigate risk
   iii. Determine the relative cost impacts for the economic analysis
4. Determine the most effective Financial Strategy:
   i. Create a financing plan for the re-development, identifying potential public and private sources of financing.
   ii. Review of the financing tools available to fund the infrastructure and amenities, including:
      - Tax Increment Financing
      - Business Improvement Districts, Municipal Service Districts etc.
      - Bed Tax funds etc.
      - Type of Bonds
      - State and Federal Grants Available
      - Other tools enabled by the Alaska Legislature
      - Recommend which set of tools to use, by which level of government
   iii. Create a financing implementation plan, identifying funding by phases of development.
   iv. dentify or create a public entity in charge of public financing and infrastructure provision.
5. Continue Design Development in response to findings from new analysis (above) and to the point where reliable costs can be identified
   i. Complete the preliminary Whitney Road realignment design
   ii. Complete the preliminary Ship Creek Road extension and overpass design
   iii. Complete a preliminary design of the new elements of the Cook Inlet waterfront
      - Dock/Cruise terminal
      - Viewing pavilion
      - Park and freshwater marsh
      - Bulkhead and land fill
   iv. Complete the preliminary new trails design
      - Tony Knowles trail connection to Ship Creek trail
      - F Street pedestrian bridge and stair tower/climbing wall
      - Tony Knowles waterfront trail extension
      - Government Hill pedestrian link feasibility – attach to A/C bridge
   v. Complete the preliminary design of new public spaces and amenities
      - Ship Creek Square
      - Market Hall
      - Amphitheater
      - Park on the north side of Ship Creek and proposed casting pond
      - Ship Creek bank improvements and platforms
   vi. Complete a preliminary design of both parking structures in Phase I
   vii. Complete a preliminary design of the underground utilities infrastructure
   viii. Complete a preliminary design of the Odom warehouse renovation – Incubator
6. Prepare an Economic Analysis that identifies the cost and potential returns on public investments:
   i. Prepare detailed public infrastructure and private development cost estimates for each of the three phases
   ii. Analyze and document the potential return on infrastructure and amenities investments made by the Muni, State and Alaskan Railroad given the private redevelopment potential in two stages, on the existing lands and on the fill lands
      - Lease rates, land sales, property tax revenue, BID revenues, cruise docking fees and bed tax revenues, discount rate, etc.
      - Master plan analysis and recommendations to realize greater revenues and lessen the infrastructure costs
      - Review and recommendations of incentives to improve economic returns
      - Land cost analysis
   iii. c. Preliminary public amenities economic analysis
      - The Incubator/Innovation Center
      - The Market Hall/Winter Garden
      - Cruise Terminal
   iv. Fiscal impact analysis of the project assuming a reasonable build-out scenario using current tax rates, public operating and capital costs
   v. Economic impact analysis of net job creation
7. Master Plan Development:
   i. Advance master plan design and make adjustments for survey results, geo-tech/seismic, environmental and economic analysis results
   ii. Create development parcel plan that identifies the order that parcels will be sold
   iii. Prepare a draft Sustainability Plan
      - Energy, district power and heating feasibility
      - Creek protection/enhancement
      - Stormwater management
      - Climate response/solar exposure
      - Transit connections and feasibility
      - Performance standards - LEED
   iv. Prepare a draft Recreation Plan
      - Whitewater park feasibility study
      - Climbing/ice wall feasibility study
      - Ski/skate park feasibility study
      - Waterfront access design at Ship Creek itself
8. Research and prepare a strategy for executing the required Partnership Agreements
   i. Railroad and Municipality
   ii. Master Public Entity and the Master Developer
   iii. Local development partners
   iv. Public agency financing options – Anchorage Community

Development Authority, State, Railroad etc.

v. Cruise Ship operators and Port of Anchorage as adjunct players

9. Coordinate our findings with any parallel studies that may be undertaken/advanced

i. Knik Arm Power Plant

ii. Freight mobility study/new bridge

iii. KABATA

iv. Transit Plan

v. Boat Launch Relocation Feasibility

10. Conduct Public Progress Review Meetings

Phase III Implementation:

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

Further analysis and study of this concept will be necessary as well as extensive public participation and involvement to determine its desirability in the community and its ability to secure the required permissions for implementation.

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

1. Conduct geotechnical studies to determine whether it is possible to construct office, retail, and residential facilities in the tidelands.
2. Concurrent to geotechnical studies, conduct an environmental analysis of the tidelands and determine whether facilities can be constructed that can meet public needs while appropriately addressing environmental concerns.
3. As part of the environmental analysis, determine tidal characteristics and whether and how to construct in the tidelands such that tides, currents and siltation are appropriately addressed to provide a sustainable project for docking and other proposed features.
4. Conduct a public process to seek public agreement on the type of facilities that should be constructed. Include key stakeholders such as the ARRC, tourism representatives, financial industry representatives, and other public interests.
5. Initiate a Planning and Zoning Commission hearing process, including Assembly approval, to modify this Framework Plan and the Downtown Plan to amend the plans to reflect the findings of the investigations and public process conducted to address Phase III recommendations.
6. Reach an ownership and management understanding between the ARRC and the Municipality and determine an appropriate approach for infrastructure development.
7. Develop prospectus and seek partners in the financial sector to lead the project and provide for the proposed improvements.
8. Conduct a traffic study to determine the adequacy of vehicular connection between downtown, Ship Creek and the fill area.
9. Finalize the 4th Avenue bridge alignment and determine the impact to the Oscar Andersen house, historic railroad depot and other structures identified in the HPP. Conduct Section 106 review and recommend mitigation and alternative measures, if needed.
10. Determine traffic impacts on the Downtown CBD and its internal network of pedestrian connections, traffic connections, and primary streets, including Fourth Avenue.

Alaska Railroad Corporation

Much of the proposed area is under the ownership of the Alaska Railroad Corporation (ARRC). As such, the operational needs of ARRC are an important consideration for the project to move forward. The 1991 Ship Creek/Waterfront Land Use Plan assumed that primary ARRC operations would relocate to Birchwood, but that not happened, nor is it foreseen in the near future.

Recognizing that, ARRC will need to determine the point at which conversion of ARRC operational areas to development may become possible. There are many factors that will drive this, but there are compelling reasons for the conversion of this land from laydown yards to development sites, including the following:

- The ARRC is facing increasing competition from the trucking industry.
- State roadways continue to be improved, enhancing the economies of trucking relative to rail freight.
- ARRC Real Estate is currently the only division within ARRC that consistently generates positive financial performance.
- Enhancing and growing the ARRC Real Estate portfolio would help stabilize ARRC finances and better enable the freight operations to be competitive and address the highs and lows of the competitive freight business.
- ARRC has recently gained approval of legislation that extends leases to 99 year periods, enhancing the value of ARRC real estate to prospective lessors.
- There is continuing interest in commuter rail connections, particularly to the Matanuska-Susitna Borough, interjecting numbers of commuters into the Ship Creek area in the future. This may translate to increasing demand for services and commercial activity in the Ship Creek area.

This Framework Plan is an effort to demonstrate to ARRC the possibilities that exist with ARRC lands. ARRC has been successful at garnering increasing numbers of tenants with the conversion of properties to leases as demonstrated for the Ulu Factory, the Bridge Restaurant property, the Old Freight Shed, and the Historic Railroad Terminal. The success of these leases begs the question of, "What is the next step?" That step is laid out in this plan with phasing and location of leases clearly identified in this document.

The ARRC has a very well-constructed and formulated leasing procedure. It has also placed numerous parcels out for public bid though results have been mixed, primarily owing to the moribund financial climate that has existed since 2009. However, there appears to be much more interest in the possibility of leasing lands based on the national economy and the extremely good financial performance of key elements of the Anchorage economy.

A key element for the success of the proposed development will remain to be the determination by ARRC as to when and how to lease the properties proposed for development under this framework plan.

Following is a suggestion as to how this takes place:

- Internal evaluation by ARRC of highest and best uses for ARRC vacant and "underutilized" parcels.
- Wholesale operational evaluation of ARRC lands and long term strategy for land use.
- Valuation of vacant and underutilized parcels.
- Determination of threshold at which vacant and underutilized parcels become more advantageous as leases instead of serving operational purposes.

One issue of importance beyond that of agreement by the ARRC to lease land, is that of how to provide necessary financial arrangements to facilitate implementation. In general, it is assumed that horizontal elements (utilities, infrastructure) will be publically funded and all vertical components will be the responsibility of the developers. As with most development, the owner would install competent public infrastructure to the lot line and the lessee would install all infrastructure from the lot line to the building and construct the building itself.

To resolve the issues related to both the extension of infrastructure and the conduct of suitable environmental and geotechnical issues, this framework plan suggests that an "Authority", similar to that of Anchorage Community Development Authority, would be appropriate to oversee implementation of the Framework Plan. This authority would need to be a collaborative of the ARRC, the Municipality of Anchorage, and other key stakeholders. Funding of individual initiatives would need to be on a case by case basis to achieve specific tasks and goals.

The Alaska Railroad and Municipality of Anchorage should create a team to coordinate and oversee every task in this implementation matrix. Key departments/actors at the City, State and Federal level are identified but the list is not all inclusive.

Task	Primary	Secondary
As-built Site Survey	Contractor	AWWU, AMPL, MOA Public Works
Preliminary Environmental Analysis of Lands	Contractor	POA, ADEC, ADNR, ADFG, EPA, US ACE, US FWS, NMFS, others
Preliminary Geotech and Seismic Analysis	Contractor	MOA GAC
Financial Strategy	Contractor	MOA Finance, ACDA, State of Alaska
Design Development	Contractor	MOA Parks and Recreation, Public Works, ACDA, ACVB, POA, ADOT, others
Economic Analysis	Contractor	MOA Finance, ACDA, State of Alaska
Master Plan Development	Contractor	MOA Public Works, Recreation, Transit, AWWU, US ACE
Research and Preparation of Strategy for Partnership Agreements	Contractor	MOA Legal, ACDA, State of Alaska, Cruise Ship Entities, ADP
Coordination with parallel studies	Contractor	MOA Planning and Public Works
Public Progress Review Meetings	Contractor	MOA Planning and Public Works

Abbreviations

ARRC – Alaska Railroad Corporation
AWWU – Anchorage Water and Wastewater Utility
AMPL – Anchorage Municipal Power and Light
APM&E – Anchorage Project Management and Engineering Department
ACDA – Anchorage Community Development Authority
ADP – Anchorage Downtown Partnership
ACVB – Anchorage Visitor and Convention Bureau
POA – Port of Anchorage
ADEC = Alaska Department of the Environment and Conservation
ADNR – Alaska Department of Natural Resources
ADFG – Alaska Department of Fish and Game
ADOT – Alaska Department of Transportation
US ACE – Army Corp of Engineers
US FWS – Fish and Wildlife
NMFS – National Marine Fisheries Service
GAC – Geotechnical Advisory Commission
MOA– Municipality of Anchorage

7.2 FINANCIAL STRATEGY MODELS

Ship Creek Redevelopment – Financing and Implementation

In response to the City's request seeking additional commentary on the roll out of a master plan, we should start with an explanation of what happened at our two master planned projects---Seaport Square, Boston and Songdo, South Korea and why they worked.

As we all know, real estate begins and end with "Location, Location, Location". What does that mean? What defines a "good location?" We think that a good location is defined by a site's aesthetics, its access to transportation (public and private) and the amenities in and around it. In both of our cases, there was no "location" when we started, but there were commitments in hand by the government to take the first steps and creating a vastly improved transportation infrastructure. Only then was a "location" created. Once that happened, private capital flowed in as did the design and development of world-class projects with an abundance of aesthetics and amenities and all of that was followed by a new population---commercial, residential, retail and tourism.

BOSTON

Seaport Square is a 23-acre master plan site. It contained 4,000 surface parking spaces which have been used largely by Financial District commuters for the last 50 years. Prior to the site being used as parking lots, it was owned and used as a railroad yard distribution and warehousing district.

As Boston grew from 1960 on, the Seaport District was largely forgotten. All of the expansion and new development occurred in the Financial District and Back Bay. From 1960 to 2000, approximately 100M SF of new construction occurred in those two districts and development sites became more scarce and more expensive. At the same time, the $15 Billion Big Dig Project was essentially completed by 2003 which turbo-charged the Seaport District—now, the Innovation District. This is what that project did for the Seaport:

- The 3rd Harbor Tunnel opened up allowing traffic to move to and from Logan Airport with the Seaport District being the primary access point allowing for a 5-10 minute drive to the airport.
- The Silver Line opened up connecting the South Station Commuter Rail and Subway to Logan Airport with 3 stops in the Seaport.
- The new Central Artery opened up with direct interchange connections in the Seaport District accessing Routes 90 (E&W) and 93 (N&S) making it the optimum way to get in and out of the City.

Without these major government-sponsored improvements to the City's infrastructure, the Seaport District would not be viable as a new development area, let alone becoming the most desirable area in the City for growth, which it enjoys at the moment. Since 2003, approximately 10M SF of new, privately financed development activity, valued at over $5 Billion has occurred in the Innovation District. There is another 15M SF of new construction valued at $10 Billion planned and/or approved for the area in the next 10 years, which will make the Innovation District as large as the Back Bay by Year 2025.

SONGDO CITY

Songdo City is a 1,500-acre master planned city. It originated from the sea and is built on 100% reclaimed land. It is part of Inchon City, which is adjacent to Seoul. The purpose of Songdo City was to create a new, vibrant, sustainable urban center in S Korea to help alleviate the congestion and growth in Seoul and at the same time become an attractive alternative to businesses doing business in NE Asia.

Before any private capital was secured or invested into this project, the S Korean central government had to invest over $15 Billion to make Songdo a real place….a location…and worthy of private investment, such as:

- $3B International Airport
- $2B in Land Reclamation, roads and utilities
- $3B for 2 new harbor crossing bridges
- $3B for 2 new highways to Seoul

Were it not for the government's advanced capital infusion to create the infrastructure, Songdo would have been an island…and a flop. Because of the government's foresight and capital commitments, the project has now witnessed over 50M SF of new private development with an aggregate value in excess of $15 Billion.

UTC WARNER CENTER MASTER PLAN

This is one of our ongoing projects, a 46.5 Acre site in the center of the Warner Center District in the City of Los Angeles. Before 1955 this area was mostly Orange Orchards with very few residences. In support of the War efforts and especially directly afterwards, large manufacturing facilities moved into the area, mostly Aviation based. As the City grew outwards towards this area they invested heavily into the Infrastructure, mostly new freeways to support a new, large residential district.

Presently there are over 20,000 residents and 40,000 daily employees in this area, with approximately 20 million square feet of new office and Retail establishments. Our site is the last, large contiguous site and it is planned to become the Urban Center of this area with over 6 million square feet of mixed use development. It is also adjacent to a new light rail system (the Orange Line) which connects directly to downtown Los Angeles; and makes this a "true" Transit Oriented Development (TOD).

IN SUMMARY

The Ship Creek Area Development has much in common with the above projects. The development option "Gateway to Alaska – Anchorage's New Waterfront" follows many of the proven design and development principles that have seen success in our other endeavors:

1. A Public / Private Partnership Approach – where the infrastructure, basic services, Transportation and Permitting Process is established and built by the Local Governmental Agencies. This shows to the private Investment community that the City is serious about the Project since they have real "Skin in the Game"
2. Setting up a Special Development Agency to facilitate the efforts of the private developers in coordination with other Agencies, Utilities, Permitting, etc. A "One Stop Shopping" set-up with a clear Permit Pathway.
3. Establishing firm Development Guidelines – Quality, Zoning and all other requirements to take as much risk out of the process as possible. To identify the "Vision" clearly to all Developers involved and to ensure an overall development quality.
4. Creating some form of Tax Incentives to make the Location more attractive to Private Developers. Along with this establishing a "reasonable" land cost. You should look seriously into the existing EB-5 investment program to open this up to overseas interests.
5. Work to include a worldwide involvement, having foreign as well as domestic financial institutions involved.

8

APPENDIX

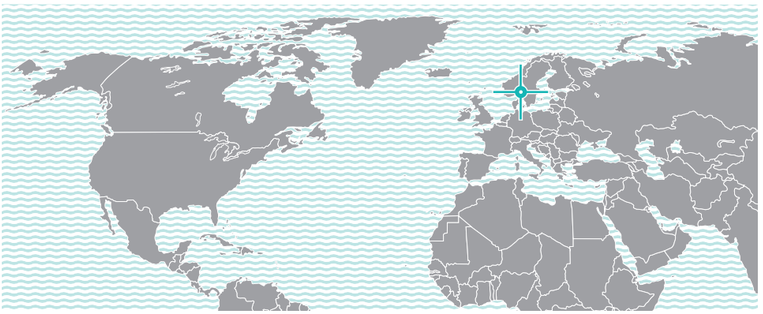
8.1 Case Studies

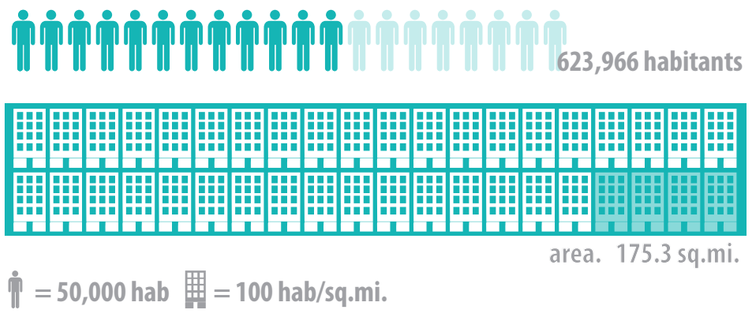
8.2 Public Comments Documentation

8.3 Open House Summary Notes

8.4 Station 1

8.5 Station 2





8.1 CASE STUDIES

OSLO- Fjord City

In 1990 the port administration decided to relocate part of the port activities away from central city functions and neighborhoods. By 1998, the port submitted a strategic plan, which main recommendation was to concentrate the port's activities in the southern part of the port and extend them with land reclamation. Approximately 50 hectares of port would be transformed into city.

The design had a "Port promenade" known as "Havnepromenaden", a zone for pedestrians and cyclists along the waterfront. The promenade serves as the connecting thread of the Fjord City, connected and contributing to reinforce the existing street and urban space structure and walking path network. Allowing the waterfront to be part of the greater common urban spaces, which everyone can use and acquire a positive connection to. "The Blue and the Green, the City in Between" (Oslo's Motto).

The expansion of downtown along with exciting cultural and recreational facilities to create a chain of public attractions offering a wealth of content.

The development of the blue/green structure is important for Oslo as a tourist destination, child-friendly and residential environment and for the profiling of the city on an international scale.

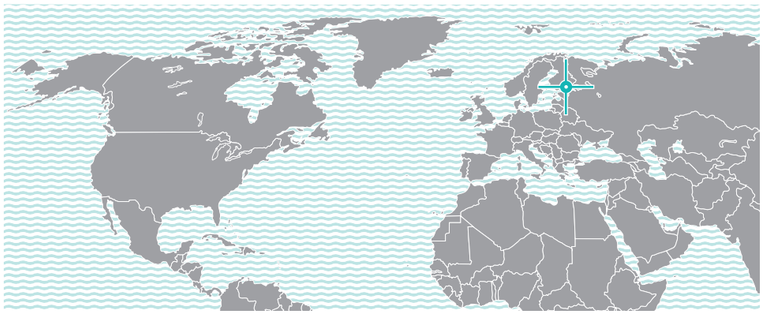
The development of trade and industry, culture and other activities suitable for all population groups, where long term social profitability is emphasized.

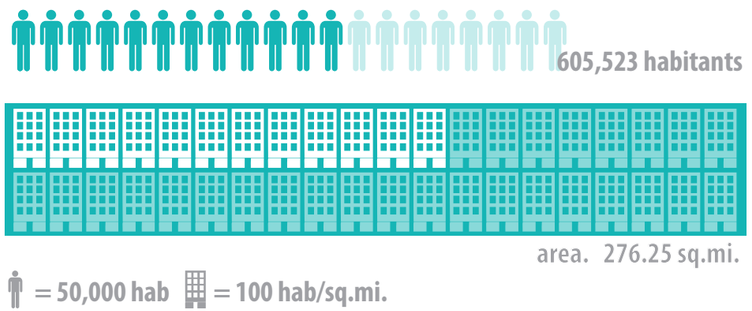
This plan was considered the "Decision of the century": A comprehensive urban restructuring of downtown area and waterfront. Fjord City revitalized, created a sense of pride and belonging and ensured public access to the waterfront. Oslo's vision for its waterfront:

- Sustainable development: regional perspective implies solutions that balance increase density and open recreational areas.
- Fjord City Tram: will revitalize the waterfront providing and expanded local public transport system.
- Harbor promenade: comprises a new consecutive program for recreation and leisure along the waterfront
- Parks: will function as attractions and regional recreational programs.
- Canals: will recreate an unbroken waterfront and will give a new vitality to the areas located behind.
- Ferry terminals: will be integrated into the urban development.
- Diversity in use of land area: ensured through attractive areas for trade and industry, culture, recreation and dwellings.
- Height of Buildings: kept at a moderate level and adapted to the scale of the neighboring areas.

The Fjord City contributes to the development of Oslo in fields such as innovation, recreation, brand-name building and tourism and travel. And functions as a promotional platform towards an international market, increasing Oslo's visibility as a knowledge base.

The tram system shall be developed through a comprehensive public transport program. Public Car traffic will comprise 60-70% during rush hour. A connection with the existing tram network shall be established and space shall be allocated for connection to the railway network for a future combi-rail system.





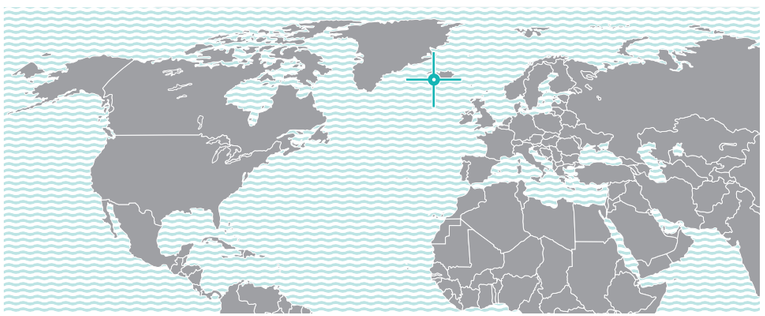
Helsinki, Finland

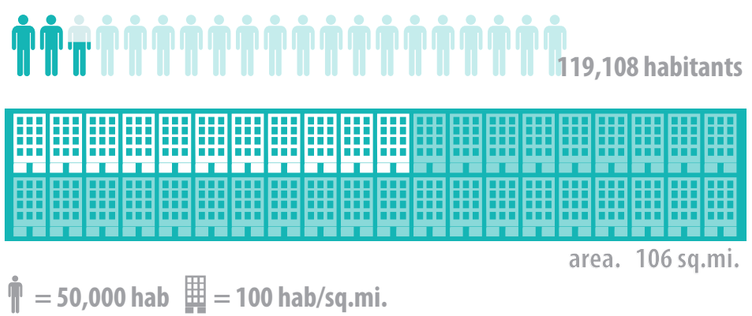
Considering that Helsinki was Finland´s foremost industrial city, until 1980´s its waterfront was largely the territory of industry, storage, ports, energy supply and transport. That nature deterred residents from waterfront sites.

In 1992 the city formulated a master plan and began with the waterfront development in several districts. It was in 2008 when they moved the cargo harbor to Vuosaari. This triggered 20 kilometers of new public shoreline, which will provide housing for almost 50,000 residents, alongside almost 20,000 workplaces. Länsisatama district, where most of the reclaimed land area is, its in the center of Helsinki and it includes Jätkäsaari, Salmisaari, Ruoholahti, Hernesaari and Telakkaranta. Some sections have been already built while others are in planning stages.

Helsinki´s vision for it´s waterfront areas is:

- The creation of an unique identity for each area.
- Have an uniform height, around 7 stories with few high rise building(mostly hotels), but lower story buildings are built around pedestrian paths.
- Have a cultural and active urban environment alongside the city center. All neighborhoods are 10 minutes away from the city center.
- An extensive unbroken green belt that will link the residential blocks. The landscape will have diverse possibilities for recreation and play.
- A main pedestrian and cycle route will pass through and will lead to other parks and to the waterfront.
- The parks area will be above the elevation of existing terrain on earth fill to allow light traffic bridges to span the main roads. All the parks and public spaces are designed to be fully accessible to all residents.
- Residential and workplace areas are a distinctive part of the city center.
- Parking is situated in underground facilities, but the city emphasizes the mobility through public and light transportation.
- The Hanasaari B coal power plant from 1974 will continue to operate in Kalasatama until the end of its planned lifespan, but it's appearance was modified by Architect Timo Penttila to visually reduce its size. Suvilahti power plant functioned until 1976, now is historically protected and now is the center for a new circus and theater.
- The former oil terminal and industrial area, once off-limits to the public is being transformed in to a contemporary residential and recreational neighborhood. It will be connected to the city center by 3 bridges designed for trams, pedestrians and cyclists.





Reykjavik, Iceland

Reykjavík is a dynamic capital and a leading force in the fields of knowledge and globalization. Reikjavik´s harbor consists of 80 hectares within the city´s core, has not contributed to the identity of the city.

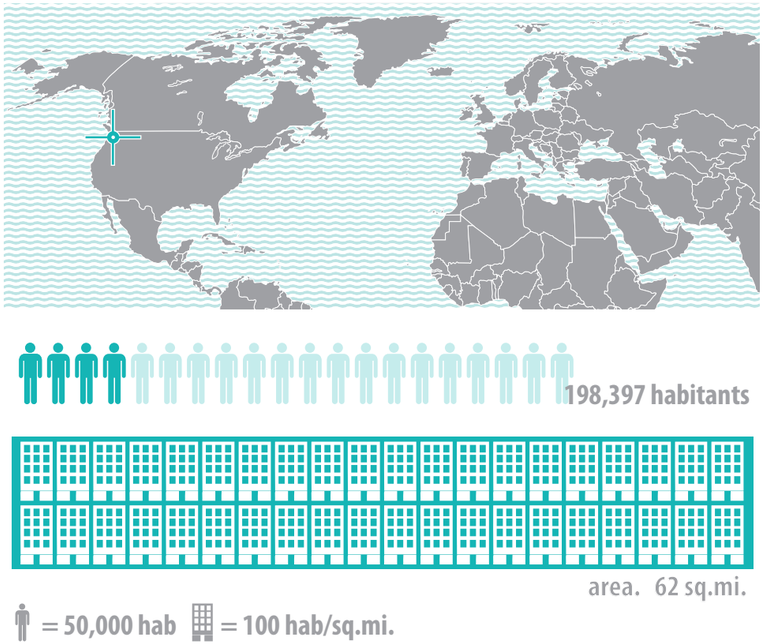
Despite playing a pivotal role in the development of Reikjavik, connections with the sea have been weakened over time as the city and its economy have evolved.

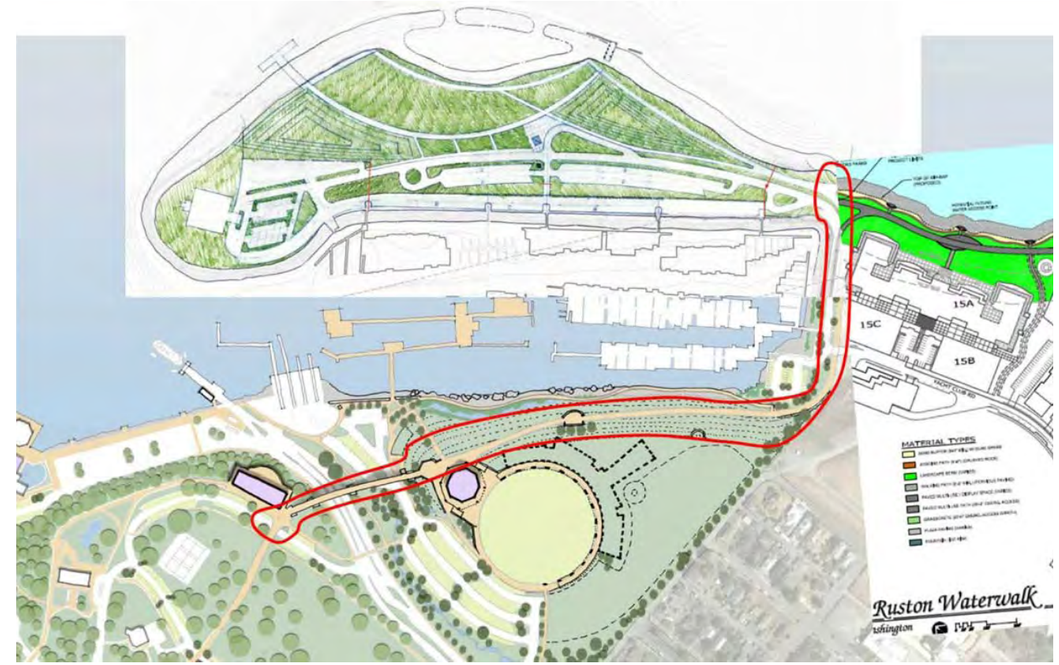
Currently the harbor is home to a range of industrial and commercial activities; such heavy traffic acts as a barrier and make the route an unattractive prospect for pedestrians.

The proposed master plan was developed to provide a strategic vision for the future development of the harbor area and to provide a new identity that is linked to the historical landscape. This development is sustainable and supports incremental development over time as well as the future expansion and adaptation in response to evolving economic circumstances.

The development has 3 main objectives: To promote a strong economy, improving the urban quality and Emphasizing the Efficient Utilization of Land and Service Systems.

- The core element of the development structure is a new low-rise, high density spine supporting a diverse range of uses. This is the extension of the city and its harbor while creating vibrant new waterfront.
- Each street and harbor frontage is linked by pedestrian lanes and courtyard spaces.
- The grain allows for further sub-division, encouraging appropriately scaled development accessible to a wide range of developers and business owners. As result, the urban district will be diverse and inclusive, supporting a wide range of activities.
- The new harbor will include an urban lagoon to be located in the heart of the harbor on the central pier.
- Key landscape areas extend and connect the sequence of open spaces and routes found along the urban coastline while increasing the identity of each development. Each open space will be a destination on its own with a distinct role and character.





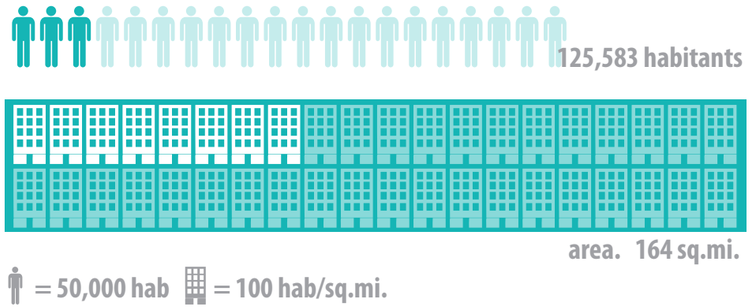
Tacoma, Washington, United States

Tacoma´s shoreline is 16 miles, and most of it is inaccessible due to steep cliffs or industrial facilities.

The Ruston Way shoreline is a prime area of revitalization as it has the potential to become an unique urban waterfront attraction. Once was a thriving industrial district, but the changing technological and economic considerations have left the area virtually abandoned.

The plan lies between the railroad tracks and the outer harbor line and attempts to:

- Encourage a sense of continuity and consistency along the shoreline
- Aid the development of recreational facilities that encourage interaction with the water
- Create a fitting urban waterfront that reflects the history and marine character of the Ruston Way area
- Encourages public access to the waterfront through esplanades and walkways and all landscaped or public activity areas.
- Potential linkages to connect the waterway and surrounding districts. These should include vehicular, pedestrian, transit and bicycle modes.
- Ground level of Dock Street buildings should have retail uses and create an exciting pedestrian environment.



Charleston, South Carolina, United States

As a result of historic patterns of development and land accretion, the edges of the Peninsula vary from natural marsh edges, typically north of US 17, to urban edges along the Battery and along newer waterfront developments, to industrial edges in the areas controlled by the Port, notably Union Pier Terminal and the Columbus Street Terminal.

As a consequence of these edge conditions, waterfront views are either facilitated by street corridors and opens spaces, as along the Battery and in areas north of the historic district along marsh edges, or restricted or precluded by larger users, such as the Port terminals and the MUSC campus. A concept plan that includes new uses at Union Pier can transform an area with restricted views and access of the water to one that celebrates the waterfront.

The site has three primary uses today, which include the location of the SCSPA headquarters building, the Cruise Ship Terminal and its associated parking and service facilities, and a large roll-on/roll-off cargo operation.

The Union Pier master plan is comprised of one neighborhood, as an extension of existing neighborhoods, reinforcing the priority of housing development on the lower peninsula.

The plan is designed to reduce the dependence on the automobile by placing public amenities within a comfortable walking distance (the development is able to be walked from edge to edge in 10 minutes), providing a compact street and block layout to engender a comfortable walking environment that promotes a mix of uses to foster community livability and transportation efficiency.

It explores the opportunity to extend the West Ashley Greenway regional bike path and provide shared lanes within the street grid to expand its access to multi-model options.

A series of neighborhood parks along Washington and Concord Street are defined by significant historic structures. Providing the opportunity to celebrate the waterfront history and with the extension of a public waterfront walk from the North end of waterfront park to the maritime center and the South Carolina Aquarium.

The connectivity of the waterfront walk is key to provide a north-south access at the edge of the peninsula.

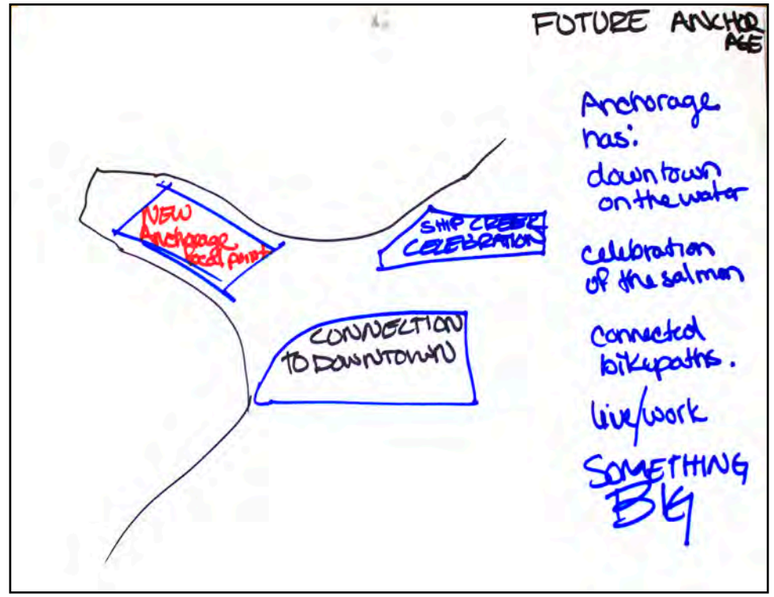
The plan restores the street grid east on East Bay Street to help facility the connectivity for all modes within the city and improve access to the waterfront.

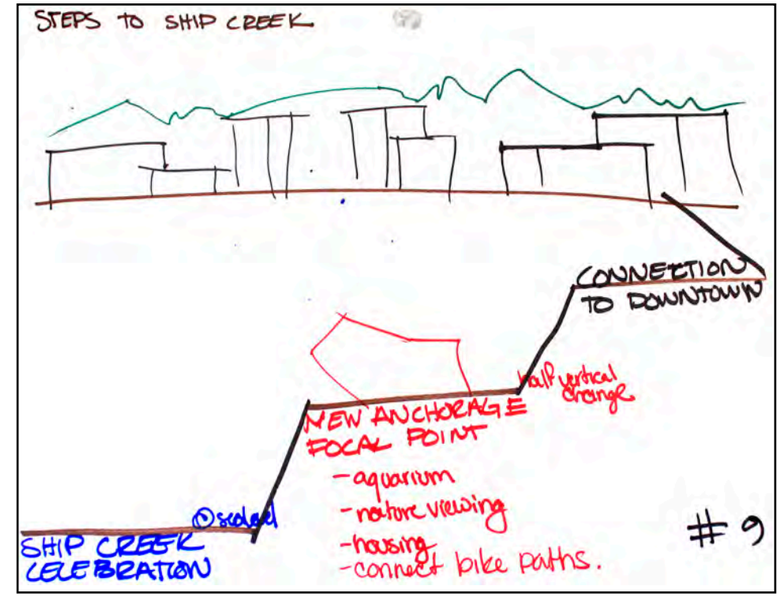
The plan recommends a "park-once" strategy, where vehicles entering the area will park once and walk to multiple locations.

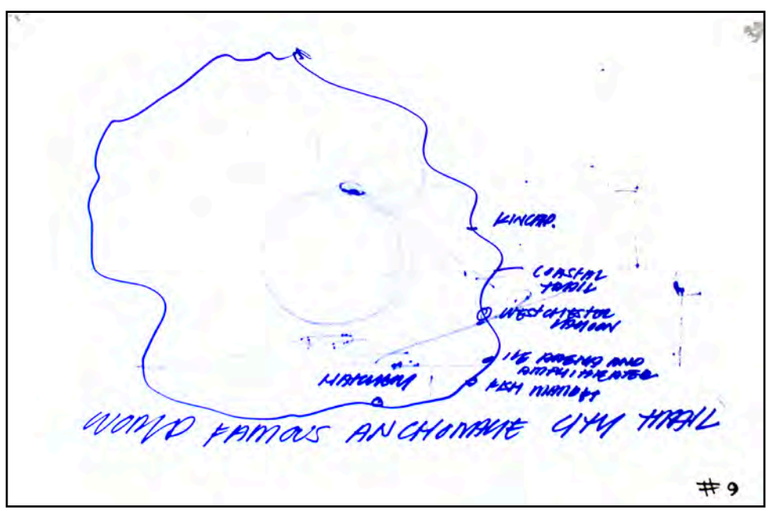
A bicycle network is an important contributor to the mobility plan. The network proposed connects to and augments the existing and plan bicycle routes within the city.

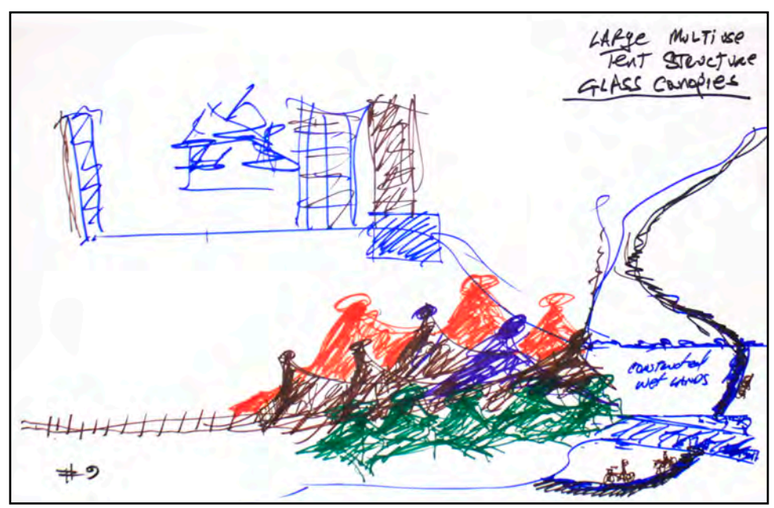
The plan's sidewalks directly link to the existing pedestrian network and it's streetscapes should be designed with a strong pedestrian focus as extensions of the park network.

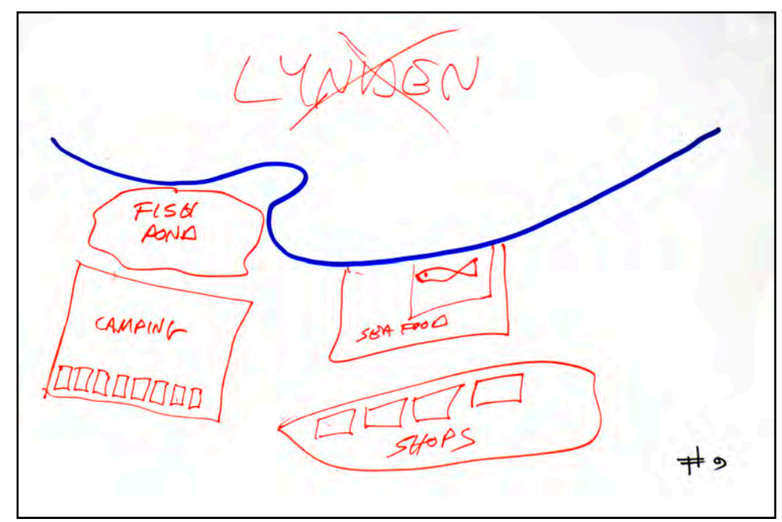
8.2 PUBLIC COMMENTS DOCUMENTATION

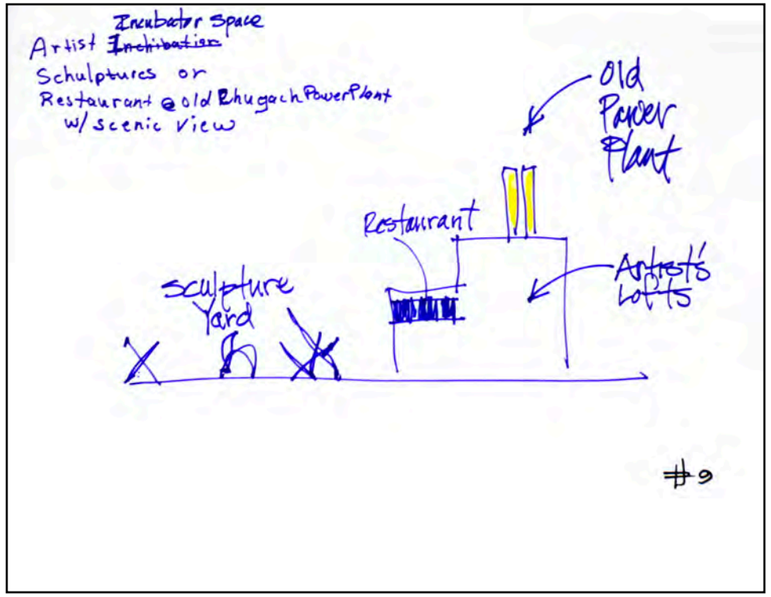


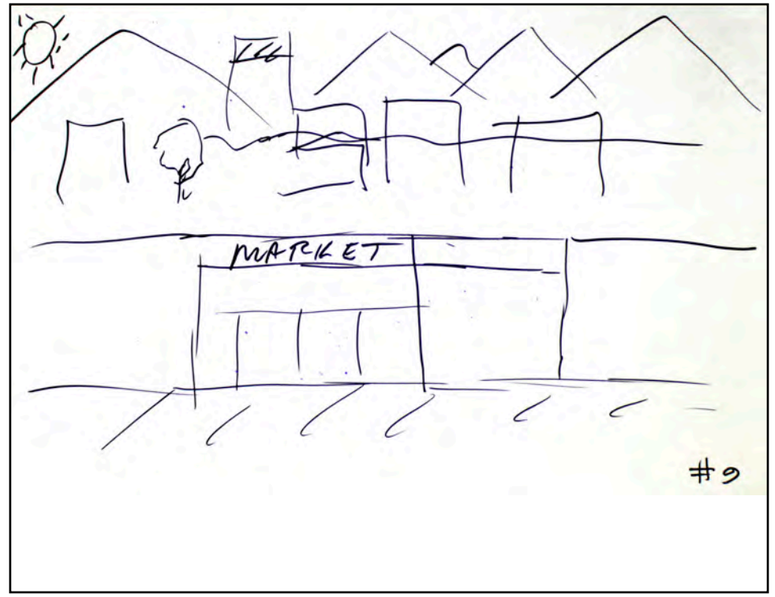


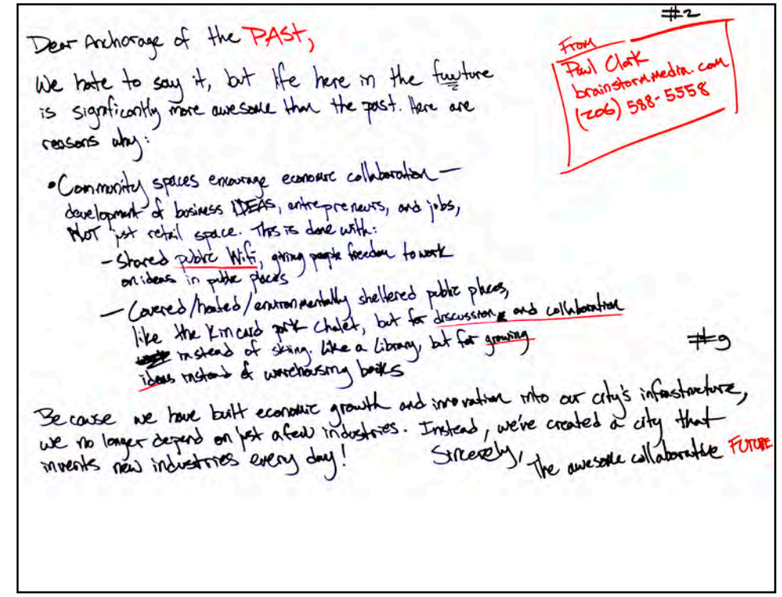


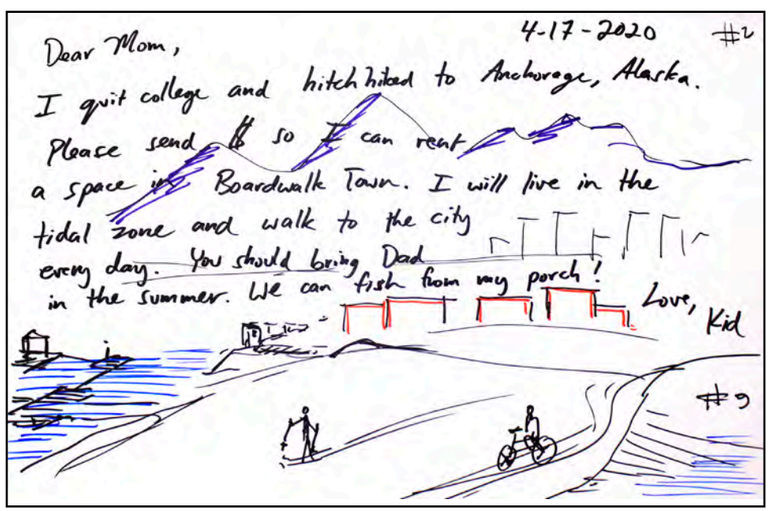


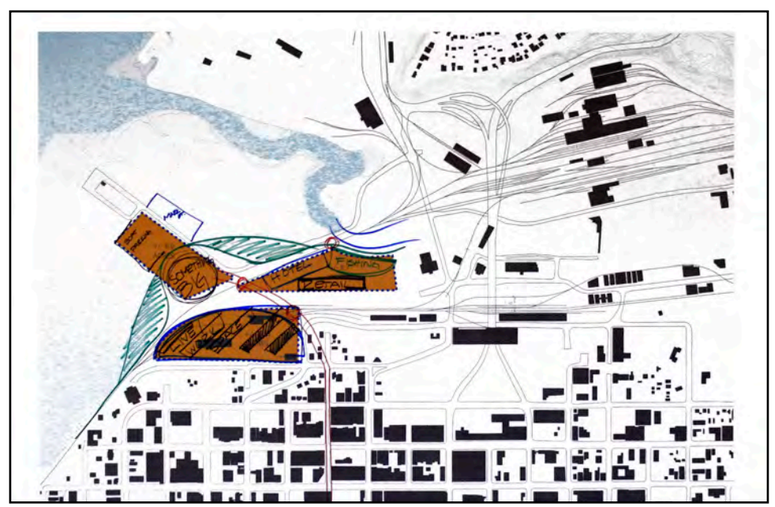


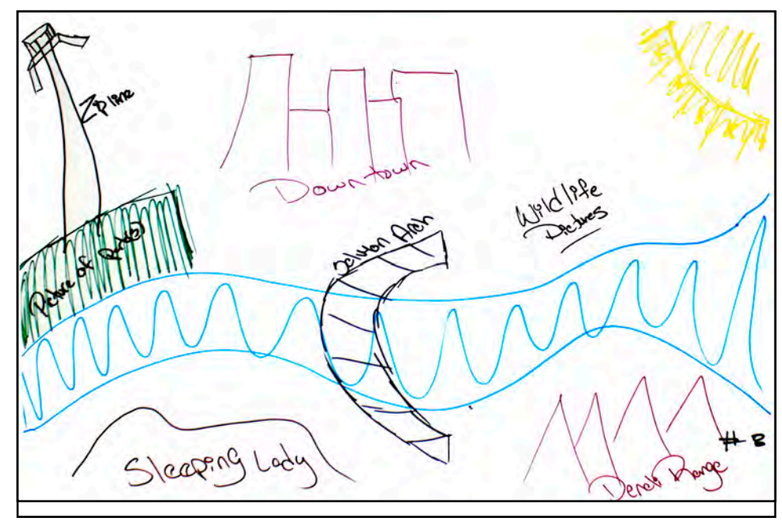

Incubator Space
Artist ~~Incubation~~
Schulptures or
Restaurant @ old Chugach Power Plant
w/ scenic view
Old Power Plant
Restaurant
Artist's Lofts
Sculpture Yard
#9


MARKET
#9


#2
Dear Anchorage of the PAST,
We hate to say it, but life here in the future is significantly more awesome than the past. Here are reasons why:
• Community spaces encourage economic collaboration — development of business IDEAS, entrepreneurs, and jobs, NOT just retail space. This is done with:
– Shared public WiFi, giving people freedom to work on ideas in public places
– Covered/heated/environmentally sheltered public places, like the Kincaid park chalet, but for discussion and collaboration instead of skiing, like a library, but for growing ideas instead of warehousing books
#9
Because we have built economic growth and innovation into our city's infrastructure, we no longer depend on just a few industries. Instead, we've created a city that invents new industries every day!
Sincerely, the awesome collaborative FUTURE
From
Paul Clark
brainstormmedia.com
(206) 598-5558

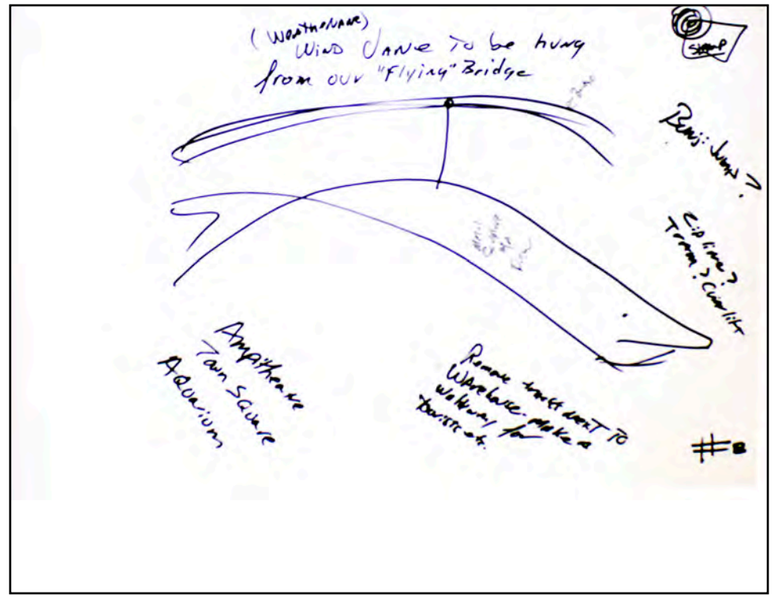

4-17-2020
#2
Dear Mom,
I quit college and hitchhiked to Anchorage, Alaska.
Please send $ so I can rent
a space in Boardwalk Town. I will live in the
tidal zone and walk to the city
every day. You should bring Dad
in the summer. We can fish from my porch!
Love, Kid
#9

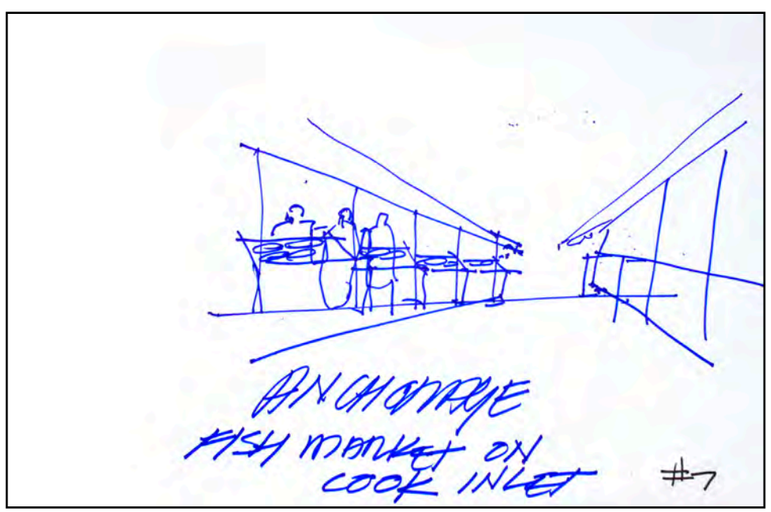



Spike
Downtown
Wildlife Refuges
Sleeping Lady
#8

We Parked our RV on the edge of the water
- We saw a Dog Park, Kids Park that Connected to a Town Square.
- Surrounding the town Square there were shops, restaurants & bars
- Connected to the Town Square there was a Food Truck Rodeo. We then visited the Ship Creek Brewing Compang.
- We caught a show at an open air amptheatre.
- Took a Tram up and visited Downtown Zip lined down.
- Finally we stopped at a local Bazaar & Aquarium.

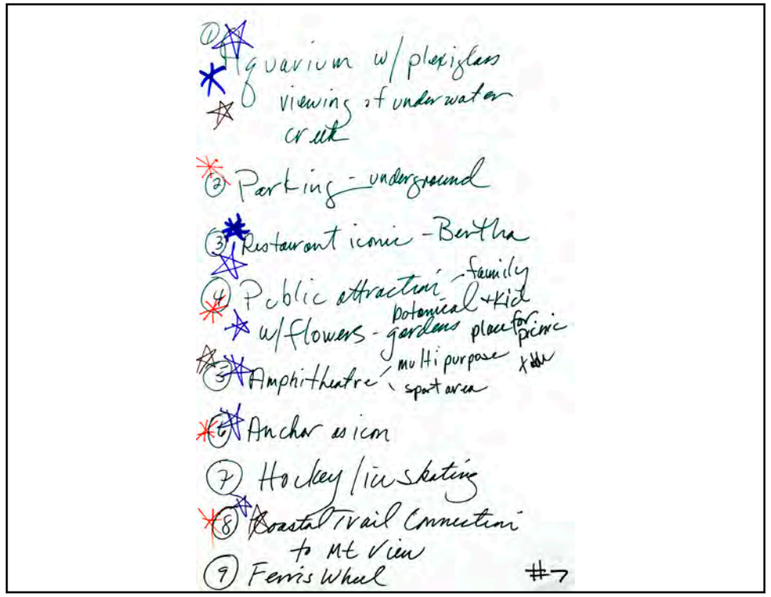
#8

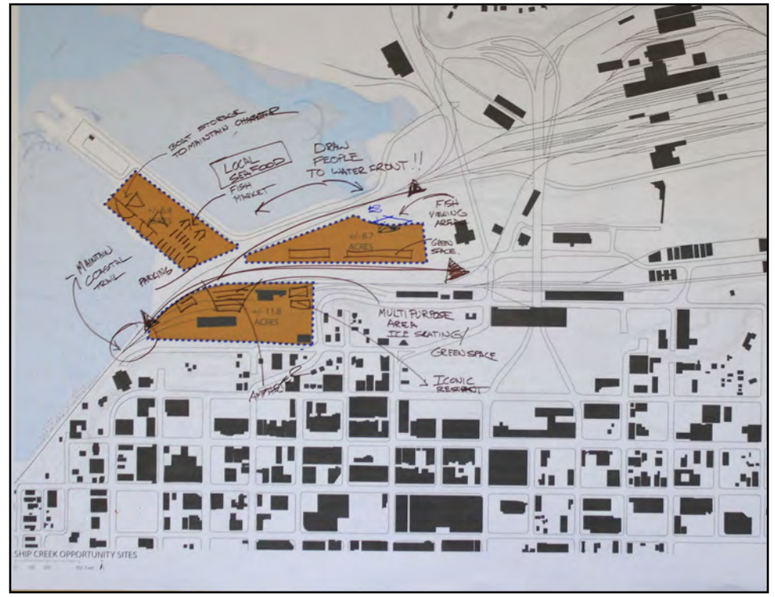


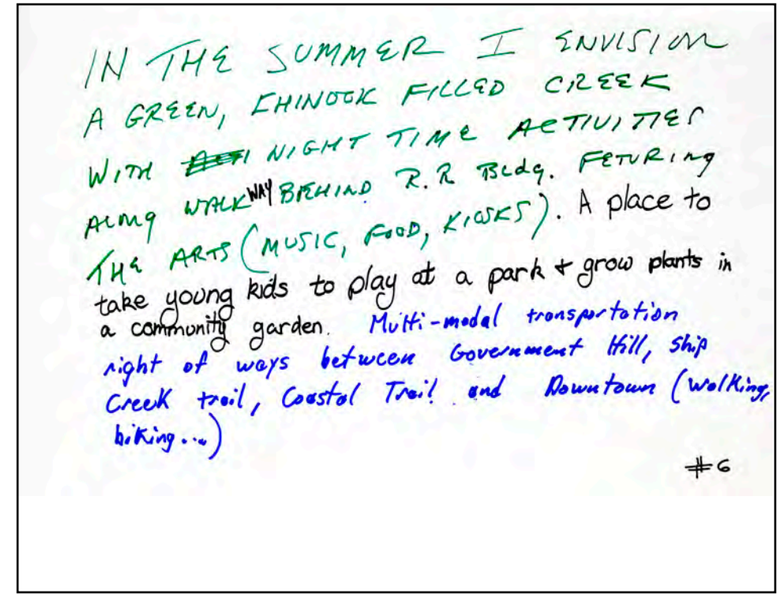


- Tram?
(to get to downtown)
-

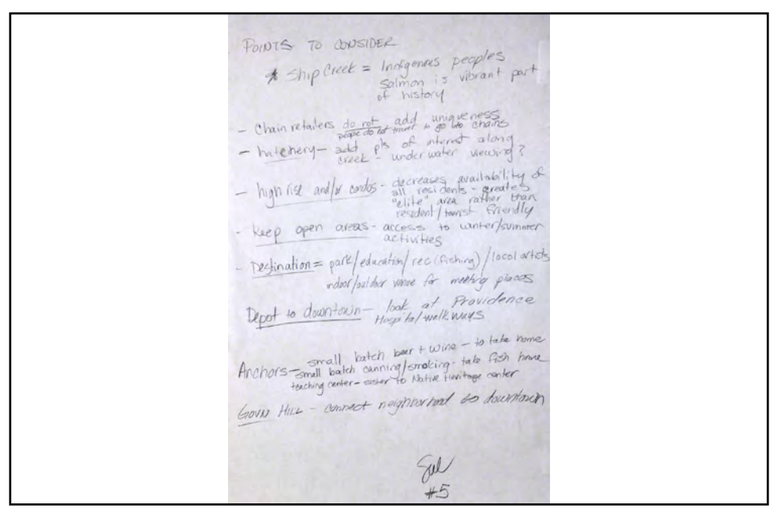
(10) Commercial retail artshops & restaurant
(11) Snagging Pond
(12) Fish market (Local seafood)
(13) waterside walkways
(14) Designs of fish (salmon) everywhere
sister city ports

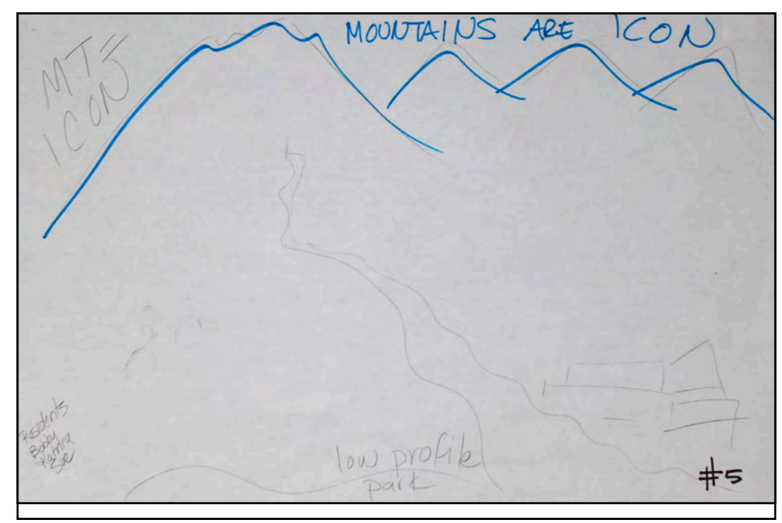

1 Aquarium w/ plexiglass viewing of underwater creek
2 Parking - underground
3 Restaurant iconic - Bertha
4 Public attraction - family w/ flowers - botanical + kid gardens place for picnic
5 Amphitheatre - multi purpose spot area
6 Anchor icon
7 Hockey / ice skating
8 Coastal Trail Connection to Mt View
9 Ferris Wheel
#7


DRAW PEOPLE TO WATER FRONT !!
LOCAL SEAFOOD FISH MARKET
FISH VIEWING AREA
GREEN SPACE
MULTI PURPOSE AREA ICE SKATING
GREEN SPACE
ICONIC RESTAURANT
SHIP CREEK OPPORTUNITY SITES


IN THE SUMMER I ENVISION A GREEN, CHINOOK FILLED CREEK WITH NIGHT TIME ACTIVITIES ALONG WALKWAY BEHIND R.R Bldg. FEATURING THE ARTS (MUSIC, FOOD, KIOSKS). A place to take young kids to play at a park + grow plants in a community garden. Multi-modal transportation right of ways between Government Hill, Ship Creek trail, Coastal Trail and Downtown (walking, biking...)
#6


Strategically placed restaurants
Park
Housing
Strategically placed restaurants


POINTS TO CONSIDER
★ Ship Creek = Indigenous peoples salmon is vibrant part of history
- Chain retailers do not add uniqueness people do not want to go to chains
- hatchery - add pts of interest along creek under water viewing?
- high rise and/or condos - decreases availability of all residents - greater "elite" area rather than resident / tourist friendly
- keep open areas - access to winter/summer activities
- Destination = park / education / rec (fishing) / local artists indoor/outdoor venue for meeting places
Depot to downtown - look at Providence Hospital / walkways
Anchors - small batch beer + wine - to take home
small batch canning / smoking - take fish home
teaching center - easier to Native heritage center
Good Hill - connect neighborhood to downtown
#5


MOUNTAINS ARE ICON
MT ICON
low profile park
#5

PEOPLE CONNECTED W/ ENVIRON

* * *
SAFE *
Walkways – connect trails w/ people & bike
→ downtown / goun Hill

Small scale structure
gathering place that does not impede view

MTS are the stairs
ICON = walkers & fish
→ Lori's slide

#5

- Bike trail + walking path

1. Boardwalk, shops
   Public bldg. (roof interfaces w/ tidal zone)
   *tourism/cruise
2. parks
   sculpture
   hotel + condos
   heated spaces/outdoor
   ↓ pedestrian bridge
3. mixed use
   shops + market
   public space + trail down middle
   hotel
   * res. + tenants
4. trail → live/work
   art + production
5. outdoor park
   ski jump, ice rink, amphi.

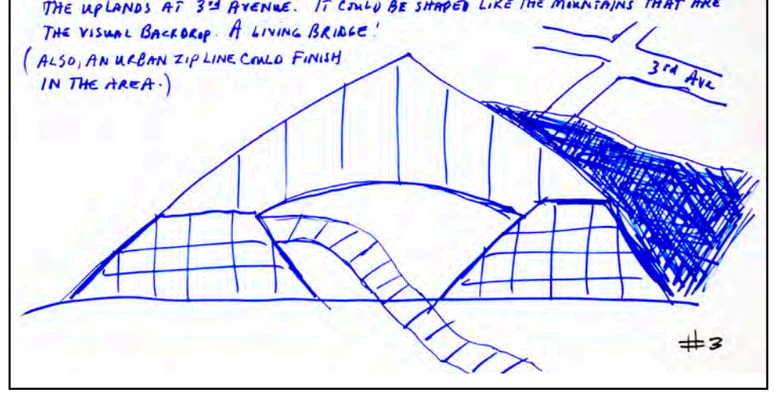
#4

TIDAL ART – THAT REVEALS ITSELF AS THE TIDE GOES OUT. LIGHTS, KNOBS, OTHER FEATURES

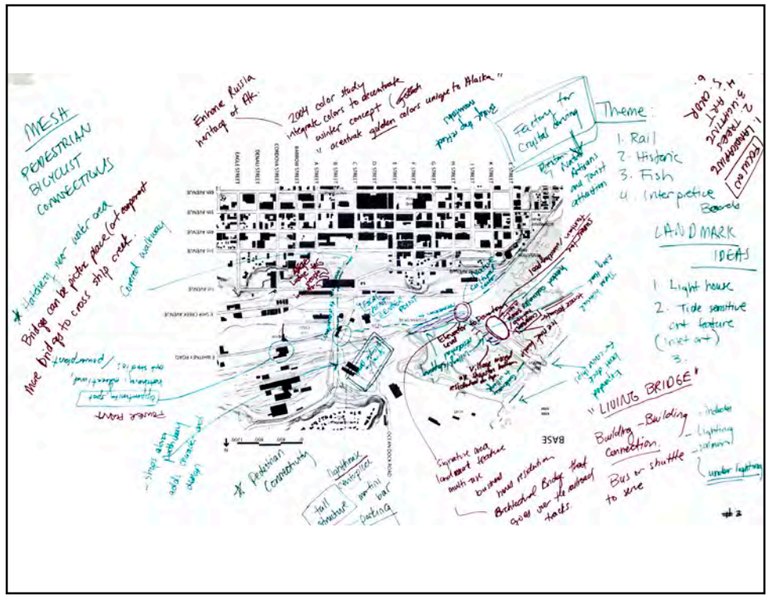
MAYOR'S IDEA

M
#

A TRAIN USUALLY TRAVELS OVER A BRIDGE, CROSSING RIVERS AND CANYONS. AT SHIP CREEK, A SIGNATURE BUILDING THAT SERVES AS A BRIDGE OVER THE RAILROAD TRACKS COULD SERVE RESIDENTIAL, COMMERCIAL AND ENTERTAINMENT NEEDS WHILE ALLOWING TRAINS TO PASS THROUGH UNDERNEATH. AS A "BRIDGE" BUILDING, IT WOULD CONNECT SHIP CREEK WITH THE UPLANDS AT 3rd AVENUE. IT COULD BE SHAPED LIKE THE MOUNTAINS THAT ARE THE VISUAL BACKDROP. A LIVING BRIDGE!
(ALSO, AN URBAN ZIP LINE COULD FINISH IN THE AREA.)



#3

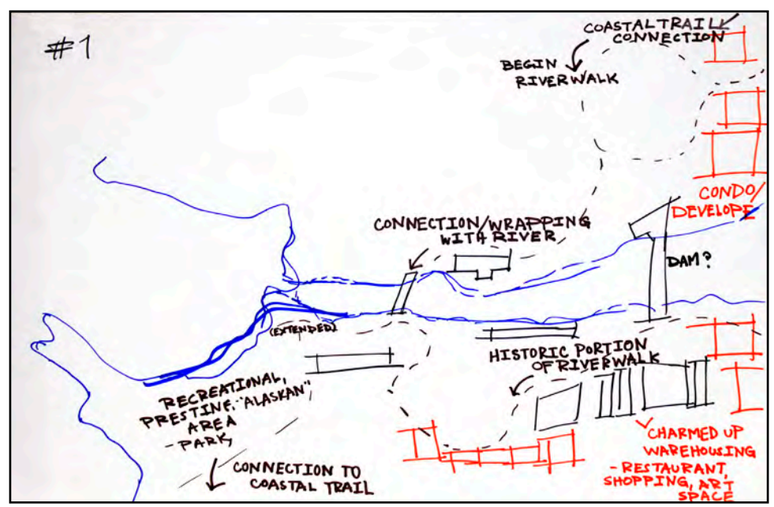


I feel as though the downtown into ship creek area needs to ~~#~~ operate on the cultural tiers that Anchorage has adopted and made its own. Downtown would remain to be the "Anchorage plays city" area, but as downtown fades into this shipcreek area, the developments will capitalize on Alaska's signature, light urban culture. Buildings would stay low and the current warehouses and industrial buildings would be innovated. This area is not particularly residential, but ~~an oasis~~ a cultural oasis that is recognized city and even world wide. The last tier would be as ship creek faded into the mudflat region. This area would stay Alaskan, stay recreational, stay easy, stay beautiful. It would be treated only in order to reinforce people's ability to access ~~it~~ and enjoy it.

Now that the tiers are better defined, there are some details that I think are key to creating these ~~cultural~~ transitions to serve Alaskans and tourists alike, both culturally and recreationally. Condo development would sit tucked back behind the warehouse/industrial area of ship creek. The coastal trail would connect from both ends, but would take the form of a multi-use ~~boardwalk~~ river walk throughout the shipcreek area. The portion of this river walk that sits ~~on the less develop~~ in the recreational area would be lit, may be with fire pit areas or a connection to ~~the~~ ice rink. As the riverwalk traveled through ~~this~~ light urban, ~~semi~~ old industrial region, it would be labeled with sweet histories of the area. This region holds shops, restaurants, cafes, and art galleries. Perhaps it would even hold a sculpture garden or

1. River walk
2. ice rink/pond -- skating "walk" ice width, ice sch. summer?
3. Potter Marsh
4. join coastal trail
5. ceonia sculpture
6. artist studios - open → Prestel Singletary (sp?)
7. Christmas Markets, Thanksgiving - Christmas } Festival → (light Xmas tree - Fire + Ice)
8. Salmon Center (see creek under-ground)
9. Pike's MKT. revisited
10. Winter: "Fire"/warming pit
11. Mixed use - housing, int'l school - Sister Cities xlo; Univ. research Center. clinic, entertainment
12. Boat dock: local & cruise ships
13. Fishing platforms & access
14. Expand Salmon Derby
15. Seasonal Access & Use → Winter City
Expand Fur Rendy
16. Open feeling - seeview → Alaska!

#1




Ship Creek
Station 2
a) What would make the redevelopment of Ship Creek authentically Alaskan?
Ship Creek
Station 2
b) What is missing in Anchorage that Ship Creek redevelopment could provide?
Ship Creek
Station 2
c) What places, cities, or projects can inspire the redevelopment of Ship Creek?

8.3 STATION 1

Tell us what you think the design team needs to know:

(20) Improve Government Hill and downtown access. Tony Knowles trail all the way to Government Hill.

- Riverwalk (for other than fishermen).
- Extend costal trails
- Create a trail connection to Fairview, Urban Core Loop Trail, Ship Creek, Costal Chester Creek
- Improve pedestrian connections to east downtown business
- Include a circular walk around a new lagoon
- Fix or remove damaged buildings

(11) Stabilize mud

- Increased erosion slough form melting glaciers. You have to dredge YEAR ROUND. Bank failures in shipping channels, expensive!
- Mud Flats can be unsafe. Help to restore safe access
- Bank stabilization of existing stream banks so realignment encroachment are minimized
- Please put rocks on the sides of the creek bed over the concrete so it looks more like a creek, it will look better than just mud showing on concrete

(7) Keep area improvements unique to Alaska.

- Do not need franchises, people do not travel to see a franchise
- Create "Alaskan" feel in the design

Make sure the fishery is protected and fishing is preserved in Ship Creek

- FISH
    - Fish are the only excuse to go to Ship Creek
    - Fish are the only most significant aspect of Ship Creek
    - There were no fish last year……..
- Combat fishing illegal outside
    - Outsiders yell at us and don't understand salmon won't bite hook
    - Educate about place specific fishing
- What is good for fish is good for everyone
    - 1% for the creek
    - Creek mud/bank change every year
    - Fish UFE cycle year round – education
- (6) Bathrooms – s/b considered but how to keep transients from trashing them is an issue
- (7) Safety for our children and all ages. Walkable neighborhoods
    - Homless BE GONE! All trails must be safe and clean
- (5) Incorporate 2004 Winter City color analysis
- (5) Year round active space. Tourist use
    - Elevated Boardwalk – 11.8 acre zone year round shops (no ice, no water, good site)
- (4) Locals free access
- (4) Limit Visual Art- keep as natural as possible
    - Keep trees/plants Alaskan
- (4) Seasonal sales tax
- (3) Earthquake/Liquifactionconcerns
    - We live on ring of fire
    - Only build what is safe
    - Geologic due diligence is needed

(3) Don't study this to death- quit wasting $

(3) Address social issues as users will be difficult to control

(3) Keep any buildings and development height restricted (one-two stories) so views are not blocked. Do not block mountain view

(3) Remove the (useless) dam (at old power plant)

(3) Remember the wildlife-not only in Ship Creek. "WATCHERS" place for all wildlife

- Large red tail fox population
- Brown bears
- Eagles used to hang out until dead tree was cut down
- Keep it Wild -The meandering of Ship Creek is an important natural feature of artic estuaries

(3) Public Parking –

- Need it
- Can you build up
- Make it hidden solid walls
- Train Users- where to leave your car

(3) 3rdAve is a trail of social issues:

- Sleep off – jail
- Pre trail – beans
- Methadone clinic then soup kitchen. Be careful

(2) Desirable living environment – heavy foot traffic

(2) Draws for both residents and tourists

(2) Incentive – bring night life and traffic into Ship Creek, bars (good places), downtown impacts

(2) MOA – take care of what we have before building new. Small boat harbor rehabilitation

(2) Superfund Site – River bend – orange goo cleanup. Tanks leaking not good for fish

(2) Consider snow storage, needed so snow haul off isn't such a big challenge

(2) Don't allow permitting for cell towers

(2) Highlight Cook Inlet – Beluga whales

Keep area accessible to all residents, this includes adding buildings (ie, condos) that all residents can use, not creating a high $ residential district

Need design sewer, water, and storm drain system

Any outdoor sit-down usage (ie. benches) needs shelter from the cold northern sea breeze. NO concrete benches

Set netters need

- small boat launch
- Parking lot
- Boat storage area
- Bathroom with unlocked door

Derby is important.

- Bait shop/shack
    - neat service
    - photos of fish
- Multiple users
- Whitewater Park (conducive to fish)

Most waterfronts dominated rich folks toys…we're different

- Everglades – fan hovercraft

No Dogs in fish zones

- Minefield
- Bad by boat harbor
- Need a legitimate place or we'll have dog waste polluting over H2O

Active combat fishing

- Multi – ethnic
- Vibrant culture
- Needs protection
- Taiwan air crew
- Filipino –Samoan
- Hole & Zipper coordinated based
- 11 pm – 6 am closed

Discourage filling of any wetlands/mud flats that are part of the natural ecosystem of the creek

This area is an Estuary, we have 31' tides that deposit mud on everything

A lot of people come here for:

- Ice movement
- Watch cargo ships load
- Maritime fans
- Marine sub culture
- Cruise ship
- Water's edge
- See tides
- Fishermen

Bird viewing site: Pippers, Glauchs, Swans and gulls. Pedestrian bridge. Estuary. Social media salmon reporting. Seal fall watch. Beluga watch point. Sleeping Lady. Photography. Sunrise/sunset

How/acknowledge historic Denaina. Fish Camp

Enhance handicapped access to fishing. Any new buildings/businesses need to 'pencil out' without subsidies

Enhance fishing – have F&G put more

Use local contractors

Salmon can't reach upper reaches of good gravel at Artic Valley

Ft. Rich - Military doesn't want dam removed

Return fishing use of creek area but broaden draw to area with other improvements/features. Use history of Ship Creek area to guide feature (nothing modern)

Visitors Center – "What can I do?" Tourists. Vendors- get folks on the water.

"Anchorage " where are the boats – name story

Non-navigable H2O, tide, safety

Presence of railroad and it'ssignificant use of area should be considered when looking at features for the area. Keep theme and use of area and run with enhancements

Feature iconic 557 Locomotive. Spur – Historic Rail Restoration. Feature – water tank and rail tours. Dinner train? Wasilla Kenai. Supply Building. DOT

It has to be:

- Family friendly
- Unmistakably Alaskan
- Easy access from ship, train, plane, car, foot or bike

Planning to connect Ship Creek as:

- Recreational place as well as developmental aspects. Recreation = trail, fishing, etc. to improve quality of life and economic vitality

How will you stop it from being a homeless camp full of trash and poo?

- Halfway House – Henry House – Low Rate Hotels – Open camping
- Year round access to this area is 'iffy'. How to get out of area. Hill up slope high seismic activity
- Alternative to traffic on Seward Hwy. Ferry was good idea Mat Su – Homer tourist spin around inlet
- Consider Subway or Monarail – people have things to do during winter months
- Don't forget mineral rights in mud flats
- Cruise Ships –
    - Nice to have them dock here
    - Larger great if water depth can accommodate

Make Ship Creek more user friendly and real feature and asset to all in Anchorage

You can watch Air Force One fly over when the president refuels at JBER

Sports Pack at old Native Hospital site- tie into Port

If people owned property stuff would happen

- Financing challenge
- Lease rates-rising too much, no protection, unpredictable
- Fee simple

Recognize importance of sub-arctic location – context sensitive design

Consider freight movement and access

Incorporate northern design principal into redevelopment

Mitigate RR noise if possible

Rosa Parks was here. Remember her and her visit

8.3 STATION 2

A) What would make the redevelopment of Ship Creek authentically Alaskan?

- (5) High rises would detract from natural beauty
- (3) Anything created has dual use for winter and summer
- (2) Open, Equal Access
- (2) Celebrate the Mud, the Ice, the Tide
- (2) Incorporate or consider use of Antique Autos and display areas for Alaskan museum pieces to be put on display
- (2) Sidewalk tiles like the Hollywood walk of fame…but famous Alaskans
- (2) Free admittance for locals two time or more a year
- (2) Free Parking
- (2) 1% for the Creek
- (2) Use Alaskan builders and Alaskan artists. No outside crap like museum
- (2) Anchors for resident and tourists – park trail space ONLY AK retailors "Make & Take"

Small cannery for fishers smoking fish AK beer or wine

Center for education meeting spaces

"Sister" space for AK Heritage Center

Elevated walkways like Potter Marsh

- Rugged mixture of industry
- Recreation, business, native and transportation
- Make it Rich
- Accommodate four seasons of outdoor activities including concerts
- Displays representing the various native groups in Alaska spaced along the walk (placard, sculptures, traditional costumes)
- Improved sport fishing, support fishing derbies, recognize importance of fishing in development of Alaska and Anchorage (or SC AK)
- Safer fishing platform
- Repowering old power plant as a combined heat & power plant
- Iconic statute 200-300' tall giant Vsik
- Want safe walking from Government hill to creek and downtown
- Areas that all can use without fees outdoor spaces, no camping or over nights
- Allow for private development
- Include interpretation of Dena'ina historical use of Ship Creek:
    - Fish Camps
    - Ask a knowledgeable Dena'ina person and anthropologist
- Incorporate Mat-Su Ferry – if you can't put cars aboard, start with people. Keep sleepy folks off the deadly Seward Hwy when going to OB
- Incorporate support for fishing along Ship Creek
- Anything created has dual use for winter and summer
- Create the design as the first Winter City concept and Segway to summer
- Ice skating pond and outdoor heated pond. Green house for communal garden, heated from power plant waste heat
- Inlet Art – As the tide goes out, an art piece is revealed, but is no what it appears to be. As the tide goes all the way out, the true form is revealed. Viewing area on land to park or stand and watch
- Recognize that six months of the year (mid-Oct to mid-April) is winter. Celebrate winter activities (Ice, Ski and Snow)
- Get rid of the Diamond parking - that should be free parking for the people using/visiting the RR
- What does that mean?
- Want lots of areas to sit (picnic) have a coffee along the creek

B) What is missing in Anchorage that Ship Creek redevelopment could provide?

(6) Alaska international indoor market

(4) Connect to the unused "Bell Sheffield" train station at the airport

- (4) Market indoor in winter able to open up in the summer
- (3) Make the Inlet and views across it a focal point and accessible
- (3) Walkable community with access to numerous venues, business and educational facilities
- (2) New paint for old green power station
- (2) A bikeway/walkway around a new lagoon as in old world "promenades" and connecting to coastal trail
- (2) A welcoming creek side pedestrian area that is landscaped has sheltered benches, café and ice cream shops, etc.
- (2) More flowers and attention to detail of trees and plants
- (2) Find a way to prevent graffiti from being put on new bike bridge and surrounding areas
- (2) Tourist destination spot – a place to visit vs. learning Anchorage
- (2) Nightlife in Alaska that allows people to walk without traffic (unlike 4th Ave.) and mingle with tourists. This would make downtown safer and easier to police and create a tourist zone as well
- (2) Build a modern tent city
- Better connection of lower Ship Creek with other parts of the creek (new fish hatchery, East Anchorage, Fairview)
- Free Parking YEA!
- Whitewater Park – common to place in rural development areas. Many in USA. Popular in Colorado. Many users, helps fish. Jim 232-1030
- Artist work space
- Festival area – town square and even Park Strip are too small and lack parking for big events
- Public Aquarium – there is no public aquarium support, Sealife Center in Seward
- Alaska Reflexology Association (AKRA) would like to recommend a reflexology path
- People can feel the land at Ship Creek. Standing close to the ocean watching tides and ice flow, seeing gulls, eagles, sand hill cranes and belugas catching fish or watching from bridges with sleeping lady in front and mountains over your shoulder. People talk of the old ways, places they lived. They tell stories because the land speaks here.

- From Anchorage Boat Launch – Boat trips for birders, wildlife viewing or just because up Knik Arm – many opportunities for vendors at that end of trip
- Bird TLC demos
- Show off our Belugas
- A Maker space or Hacker space is a shared workshop with things like 3D printers, laser cutters and CNC roasters (see Hacker space)
- Personal Rapid Transit (PRT)
- Vibrant mixed use space with
    - Retain
    - Residential
    - Food/drink
    - Pedestrian oriented
    - "Arty"
- A loop trail around the urban core with connections to:
    - Downtown
    - Coastal trail
    - Government Hill
    - East Downtown
    - Fairview
- The PORT could be the large accessible rec/culture area that anchors the city to the inlet and mountain. Kincaid has the same fabulous views, but it does not have the "sweet" location the downtown port has
- Develop affordable living spaces and shops that add to the area

C) What places, cities, or projects can inspire the redevelopment of Ship Creek

- (3) Free Parking
- (2) D'Art Center – Norfolk, VA – artist workspace
- The new water-front development in Hamburg DE
- El Paso River Walk
- Newport RI, North Shore MA, Boston MA, Annapolis MD
- San Antonio River Walk
- Victoria BC Canada
- Quebec Waterfront – Winter City
- Incorporate Northern Lights in a similar way as the mid-town tower with changing roof lights
- Olympic Park in Downtown Seattle
- Hokkaido Japan – balanced environmental incorporation of Alaska's natural color palette
- A "central plaza" feeling gathering place as in old world towns (ie. markets, shops, cafes, artisans, and gossipers
- Bring Chugach Mountain's into built environment, peaked roofs, artistic design of details, buildings, public furniture
- Bourbon Street – New Orleans – (but not only drinking & restaurants)