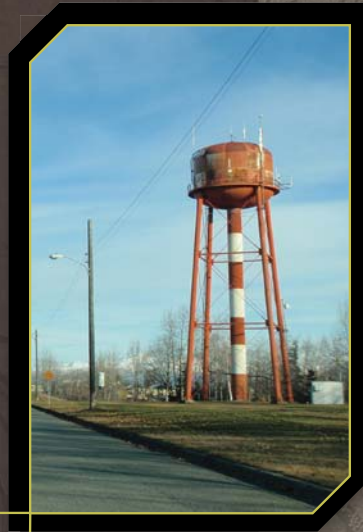


ANCHORAGE'S

FOUR ORIGINAL NEIGHBORHOODS

2015

INTERPRETIVE PLAN



Government Hill



South Addition



Fairview



Downtown



Ship Creek



Anchorage Historic Preservation Commission
Municipality of Anchorage



ANCHORAGE'S FOUR ORIGINAL NEIGHBORHOODS

2015 INTERPRETIVE PLAN



Anchorage is one of the few cities in the world where you can see dog mushing throughout the city.

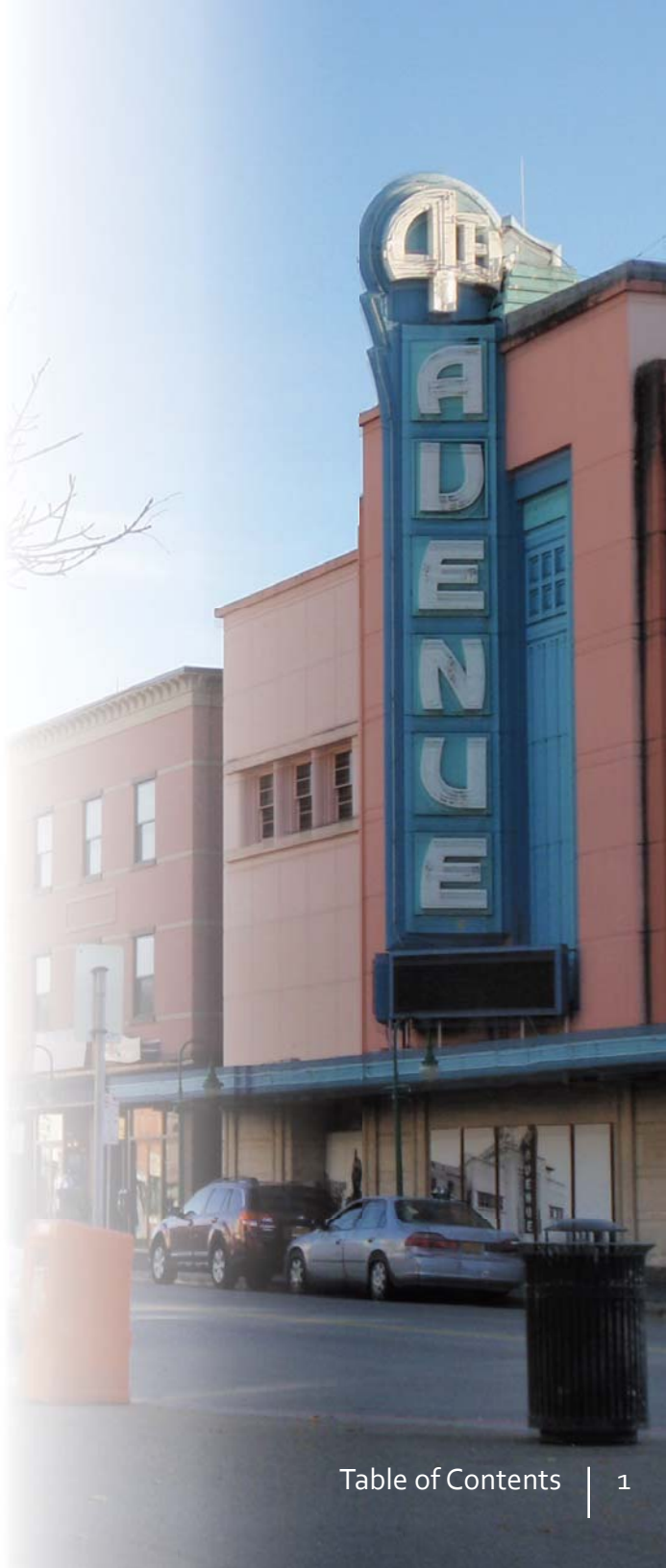


Prepared for: The Municipality of Anchorage and the Historic Preservation Commission
Prepared by: The Municipality of Anchorage and Alaska State Parks Interpretation and Education Program
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** Ship Creek is shared by all four neighborhoods*





1. INTRODUCTION

Anchorage's *Four Original Neighborhoods 2015 Interpretive Plan* (Plan) was developed through three important elements; public input, the *Anchorage Original Neighborhoods Historic Preservation Plan* (HPP)¹ completed for Government Hill, Downtown, South Addition, and Fairview, and best practices for interpretation. The Plan is intended to support the many interpretive goals, contained herein, through the implementation of a wide range of interpretive and educational projects identified in the HPP and subsequent interpretive planning process. These projects could include historic walks, interpretive panel installations, brochures, oral histories, special events, and a variety of social media.

The Plan will provide a comprehensive overview of the on-the-ground interpretive elements currently found throughout the four neighborhoods. The Plan outlines interpretive themes that best describe the cultural and historical elements of Anchorage's four original neighborhoods. Recommendations for new designs, which could be implemented in celebration of the 2015 Anchorage Centennial, are also captured in this Plan.

WHAT IS INTERPRETATION?

Effective interpretation provides opportunities for people to explore how a resource or concept is meaningful to them. Freeman Tilden, a legend in the field of interpretation, summed up the importance of interpretation when he quoted a National Park Service administrative manual in his book *Interpreting Our Heritage*; "Through interpretation, understanding; through understanding, appreciation; through appreciation, protection."² Tilden identified six principles of interpretation that continue to guide professionals in the field. They include:

1. Any interpretation that does not somehow relate what is being displayed or being described to something within the personality or experience of the visitor will be sterile.
2. Information, as such, is not interpretation. Interpretation is revelation based upon information. But they are entirely different things. However, all interpretation includes information.
3. Interpretation is an art which combines many arts whether the materials presented are scientific, historical or architectural. Any art is in some degree teachable.
4. The chief aim of interpretation is not instruction, but provocation.

¹ HPP is available at muni.org

² Quoted in Freeman Tilden, *Interpreting Our Heritage* (Chapel Hill: University of North Carolina Press, 1977), 38.



Freeman Tilden

*“Through interpretation,
understanding;
through understanding,
appreciation;
through appreciation,
protection.”*

—Quoted by Freeman Tilden

5. Interpretation should aim to present a whole rather than a part and must address itself to the whole man rather than any phase.
6. Interpretation addressed to children should not be a dilution of the presentation to adults, but should follow a fundamentally different approach. To be at its best it will require a separate program.

PURPOSE AND NEED

The purpose of *Anchorage's Four Original Neighborhoods 2015 Interpretive Plan* is to provide a public outreach process that further explores and defines the themes, sub-themes, and projects expressed in Vision #3: Interpreting History & Culture proposed in the HPP.

The need for an interpretive plan specifically for the four original neighborhoods was expressed by the Tribes, community councils, businesses, government agencies, and residents during the completion of the HPP. "Community members presented many ideas for how to interpret and commemorate important people, events, and Alaska Native People's stories during preparation of the HPP." The public desired that interpretive projects would be used for "telling our stories through interpretation projects."³

This interpretive Plan uses public and multi-agency input to:

- Determine the topics that should be interpreted in the planning area.
- Establish interpretive themes that should guide new interpretation.
- Identify, map, and evaluate existing interpretation for effectiveness and include results in an appendix.
- Determine appropriate ideas, methods, and locations for new interpretation.
- Develop a flexible, yet cohesive design for new interpretation facilitated through ongoing community efforts led by the Anchorage Historic Preservation Commission, Downtown Partnership Inc., Anchorage School District, Tribes, Native Corporations and Villages, Community Councils, and residents.

*Interpreting history & culture
tells stories and raises public
awareness about the plan area's
history, including the cultures and
traditions of Alaska Native Peoples.*

—Anchorage Original Neighborhoods Historic Preservation Plan



The old Bevers & Pfeil Building on 4th Avenue

³ *Anchorage Original Neighborhoods Historic Preservation Plan*, Adopted by the Anchorage Assembly on February 12, 2013, Ordinance AO No. 2013-12.

PLANNING PROCESS

Visioning Sessions

Three visioning sessions were held during the initial stages of the planning process. The first visioning session was held on July 25, 2013 at 5:30 p.m. during the regular Anchorage Historic Preservation Commission meeting. The Commission provided guidance on the goals and objectives for the completion of the planning process, and draft questions for a Survey Monkey online questionnaire for the public to enable the team to gauge public awareness and garner input on several proposed interpretive Plan elements. The two additional visioning sessions were held in the morning and evening of September 11, 2013. This included an individual session for invited Tribes, Native Corporations and Villages, and a session for the general public and the Anchorage Historic Preservation Commission.

These sessions provided an opportunity for the participants to ask questions, and provide input. The morning session was attended by ten people who collectively represented various Native Tribal groups and the Anchorage Historic Preservation Commission. Eleven people attended the evening session, some as representatives of the Anchorage Historic Preservation Commission. With respect to an element of existing interpretation in the Downtown area, a consensus was reached during both visioning sessions: that there is ample opportunity to provide new information on state-of-the-art interpretive panel configurations.

Participants voiced their desire to engage residents, as much as visitors, for input regarding new interpretive elements. They also expressed a desire to be included in the draft review process for this interpretive Plan. It was important to the participants to ensure that any new interpretive projects raise awareness of cultural diversity, and that any new projects are sensitive to the unique history of the four original neighborhoods .

Online Survey

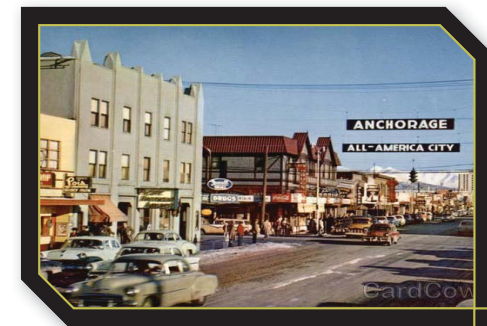
A survey questionnaire, developed using Survey Monkey, was introduced at the visioning sessions. The planning team wished to evaluate the public's opinions regarding appropriate topics, existing interpretation, and recommendations for new types of interpretive media, and potential locations for new interpretation.

The survey provided interested parties with an opportunity to participate in the planning process without having to attend a visioning session. The survey was officially open to the public from September 11, 2013 through September 25, 2013. Thirty-six people responded to seven survey questions. Full documentation of the survey can be found in Appendix A.

The survey link was sent to the Federation of Community Councils email list serve, presented as an informational item at the four neighborhoods community councils, and sent to the Tribal partners email list which was provided by Richard Porter, CEO of the Knik Tribe.

“In addition to the preservation of physical features, interpretation of stories, people, and events can add layers and depth to a community’s identity... Interpretation is therefore an essential element of neighborhood preservation.”

—(HPP, p. 11)



1960—Anchorage is an All-American City!

Workshop and Open House

A workshop, held on February 27, 2014 at the Cook Inlet Tribal Council office, refined the draft interpretive themes for this Plan. Representatives of the Anchorage Historic Preservation Commission and the Native community revised the draft themes to make them more culturally and historically accurate. An open house is planned for September 2014 at the Pioneer School House to share the final Plan with the community.

Telling Our Stories

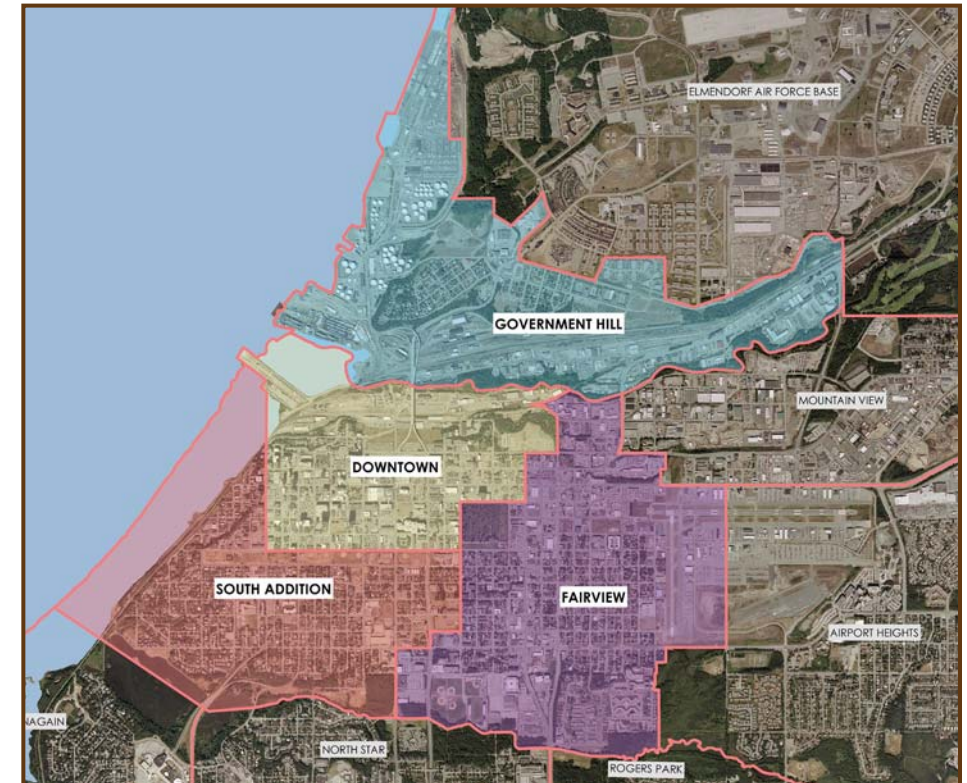
Interpretive planning and project implementation is a cost-effective, inclusive way to engage many sectors of our community. Interpretive projects relate important history and culture in a descriptive and succinct way to a variety of audiences including our residents and many visitors. Heritage tourism is one of the fastest growing sectors in the tourism market. The Municipality of Anchorage has a unique opportunity to share its colorful and varied culture and heritage through the many interpretive projects identified in this Plan.

INTERPRETING HISTORY AND CULTURE

Historic Preservation Plan

The *Anchorage Original Neighborhoods Historic Preservation Plan* (HPP) with its historic context, vision, goals, objectives and implementation projects, was intended at its adoption to provide the foundation for future historic preservation and interpretation efforts. Significant public comment on the HPP related to the importance of sharing the rich cultural and historic information found in the four original neighborhoods. This information was then translated to a significant number of recommendations for sharing and interpreting the past and present-day culture, and heritage of the many people who live in, or have visited the area that is now Anchorage.

To that end, this Plan includes the relevant information from the HPP including descriptive information on the settlement of the four original neighborhoods.



The above map highlights Anchorage's four original neighborhoods and the Ship Creek planning area.

HPP Historic Preservation Plan Vision Element #3—Interpreting History & Culture

Adopted as the third vision element of the HPP, Interpreting History & Culture will: “Tell stories and raise public awareness about the plan area’s history, including the cultures and traditions of the Alaska Native Peoples.”

“In addition to the preservation of physical features, interpretation of stories, people, and events can add layers and depth to a community’s identity; however, there is a lack of public awareness about the plan area’s history, partly because so many of Anchorage’s residents are transplants or newcomers. Interpretation is therefore an essential element of neighborhood preservation. Community members presented many ideas for how to interpret and commemorate important people, events, and Alaska Native Peoples’ stories during preparation for the HPP. These ideas range from plaques, monuments, and interpretive signage to walking tours, documentaries, websites, and other digital media.”



Dena'ina fishing scene by Dimi Macheras of Chickaloon



2. HISTORICAL CONTEXT

Anchorage Area—Historical Context Statement

The following abbreviated history of Anchorage provides the background information required to understand the forces that shaped the development of the built environment in the four original neighborhoods and is excerpted from Chapter 5 in the HPP. The detailed history of each neighborhood can be found in the HPP’s Chapter 7.

Exploring Alaska

The Cook Inlet was named for Captain James Cook. A British explorer who is credited with making the first European claim in the Anchorage area, Cook sailed into the inlet in May 1778 on an expedition in search of the fabled Northwest Passage—a nonexistent water route through North America that geographers hoped would connect the Atlantic and Pacific oceans—and claimed the area for England.⁴ Prior to Cook’s expedition, however, other parts of Alaska were visited by Russian explorers sailing east out of Kamchatka. Mikhail Gvozdev first sighted the Alaskan mainland in 1732, and Vitus Bering, a Danish explorer commissioned by Russia’s Czar Peter the Great, was the first to send boats ashore in 1741.⁵ Although many early outposts were established along the Kenai Peninsula and Gulf of Alaska, Russian fur traders had little presence in the upper Cook Inlet.⁶ This early exploration period is celebrated in the four original neighborhoods: the Captain Cook Monument at Resolution Point was installed to commemorate the 200th anniversary of Cook’s expedition to Anchorage.

U.S. Territory

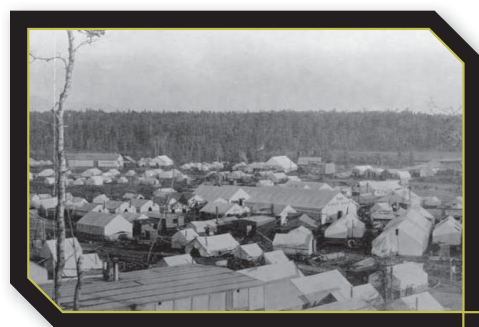
In 1867, the United States government purchased the entire Alaska territory from Russia for the bargain price of \$7.2 million—just over 2 cents per acre—in a deal brokered by Secretary of State William H. Seward. Many were skeptical of Alaska’s worth to the United States at the time, and called the purchase “Seward’s Folly.” From 1867 until 1884, the territory was known as the Department of Alaska and was controlled under a variety of federal departments.⁷

“Ambition leads me not only farther than any other man has been before me, but as far as I think it possible for man to go.”

—Captain James Cook



- ⁴ Murray Lundberg, “Captain James Cook in Alaska,” at ExploreNorth, <http://explorenorth.com/library/yafeatures/bl-Cook1.htm> (accessed September 20, 2011).
- ⁵ Anchorage Museum of History and Art, “Europe Discovers Alaska,” Exhibition Materials; Alaska History & Cultural Studies, “Russia’s Colony: More Russian Exploration in Alaska,” <http://www.akhistorycourse.org/articles/article.php?artID=130> (accessed September 19, 2011).
- ⁶ Elizabeth Tower, Anchorage: From Its Humble Origins as a Railroad Construction Camp (Fairbanks, AK: Epicenter Press, 1999), 15.
- ⁷ United States Department of the Interior, National Park Service, 1 (Anchorage: National Park Service), 6-8; Dermot Cole, Historic Photos of Alaska (Nashville, TN: Turner Publishing, 2008), 1.



Tent City, 1915
UAA-hmc-0778



Tent City, 1915
UAA-hmc-0778 Anchorage Services-Cole Historic Photos

The first civil government was formed in Alaska in 1884, at that time known as the District of Alaska.⁸ After the discovery of gold near Juneau in 1880 and in Canada's Yukon Territory in 1896, prospectors flocked to the Klondike, and Alaska's population began to boom. Discovery of gold in Nome in 1899 and Fairbanks in 1902 further fueled the state's growth, and finally brought more U.S. attention to Alaska. Most prospectors were not successful in the gold fields, but many of these new arrivals decided to remain in Alaska and established permanent communities.⁹ In response to increasing pressure for local control over Alaskan affairs, Congress established the Alaska Territory as an organized incorporated territory in 1912. Alaska remained a U.S. Territory from 1912 until it was admitted to the Union as the 49th state in 1959.¹⁰

Alaska Railroad & the Founding of Anchorage

Anchorage is a classic railroad boomtown. Its early development followed many of the same patterns that accompanied the railroads across the American West. Anchorage was known by a variety of names prior to the arrival of the railroad, but the U.S. Postal Service formalized the name "Anchorage" in 1915 as a way to consistently direct mail to the government encampment.¹¹

The first railroad in Alaska was a 50-mile span built north out of Seward by the Alaska Central Railway Company in 1903. In March 1914, Congress agreed to fund the construction and operation of a railroad from Seward to Fairbanks. A new federal agency—the Alaska Engineering Commission (AEC)—was created to plan the route and supervise construction.¹² Ship Creek, located at the northern edge of present-day downtown Anchorage, became the field headquarters of the AEC in 1914. The delta was a desirable location for a camp because it was conveniently located on the inlet, and rail yards and shops could easily be built on the mudflats. On April 9, 1915, President Woodrow Wilson announced the approval of the AEC's recommended route through Ship Creek, and ordered construction of the railroad to commence.¹³

As early as 1914, speculation that Ship Creek might be the base for the new government railroad was enough to attract hundreds of men hopeful for employment. Squatters arrived in droves, and by the time of the president's announcement, a temporary settlement had already developed on the north side of the Creek. "Tent City," as the squatters' settlement was often called, primarily comprised canvas tents, although entrepreneurs built more solid-wood buildings to house their businesses.¹⁴

⁸ National Park Service, *The Alaska Journey*, 9-15; Cole, 59.

⁹ Cole, 59.

¹⁰ National Park Service, *The Alaska Journey*, 9-15; Cole, 59.

¹¹ Michael Carberry and Donna Lane, *Patterns of the Past: An Inventory of Anchorage's Historic Resources*, 2nd ed. (Anchorage: Municipality of Anchorage, 1986), 8.

¹² John Strohmeier, *Historic Anchorage: An Illustrated History* (San Antonio, TX: Historical Publishing Network, 2001), 9; National Park Service, *The Alaska Journey*, 28-29.

¹³ Tower, 26-27; Carberry and Lane, 2.

¹⁴ Tower, 26-27; Carberry and Lane, 2-3.

Many of the squatters were European immigrants who had flocked to the West Coast but could not find work elsewhere. The AEC did eventually hire some of these men as laborers, but in general, Alaska Railroad jobs were not as readily available as the squatters had hoped.¹⁵

From 1915 to the end of World War II, the AEC and the Alaska Railroad constructed housing on Government Hill for railroad managers, engineers, and skilled workers. The AEC built 13 cottages in 1915 on the bluff overlooking Knik Arm at the western end of Government Hill, along what are now West Harvard Avenue and Delaney Street. These were among the first frame houses constructed in Anchorage, and were initially occupied by railroad workers.

Iditarod Trail

Before the Alaska Railroad was opened and running regularly to Seward in 1918, Anchorage relied entirely on the Ship Creek-Indian Pass segment of the Iditarod Trail for overland travel by foot or dogsled to Seward in the winters of 1915 thru '17 (Carberry and Lane 1986). Even after the opening of the railroad, the trail continued to be used into the mid-1920s (Perry, private collection). Therefore, dogsled powered freight teams and “gold trains” were a common sight on the main streets of downtown Anchorage and at Ship Creek, where the trail to Indian Pass terminated on the north side of Ship Creek in the vicinity of the present day A-C Street bridge. Dog teams were of such necessity that the Anchorage Hotel had a livery kennel built for dog teams passing through Anchorage.

The significance of the role played by the Trail in the development of Anchorage is recognized in the 1986 CMP, which identifies the Ship Creek-Indian Pass route as part of the Iditarod National Historic Trail system. As such, managers of qualifying trails, which includes the current day MOA Ship Creek Trail, are eligible to use the official insignia of the Iditarod National Historic Trail, and can receive assistance in the development of outreach materials that involve the Trail.

Anchorage Townsite and Incorporation

The land for the Anchorage Townsite had already been set aside by the General Land Office during a cadastral survey of the region in 1914, but it was not until May 1915 that the townsite was platted. (During the HPP Public Outreach process, consultation with Tribal representatives revealed that the land for the Anchorage Townsite was reserved, platted, and distributed without consulting the Alaska Native Peoples who had inhabited the region for centuries before the arrival of the railroad.) The original townsite plat established a street grid and approximately 1,400 lots on the plateau immediately south of Ship Creek. The engineers numbered the east-west streets and named the north-south streets with letters, to simplify the plan.¹⁶



UAA hmc-o816 volume 8-6826 Hotel
Anchorage Dog Kennel



AMRC-b76-14-42 \$650K Idita gold ANC

¹⁵ Strohmeyer, 9-10; Carberry and Lane, 3.

¹⁶ “Map of Anchorage Townsite” (1916), National Archives and Records Administration, Pacific Alaska Region.

The South Addition was the first expansion of the original townsite, laid out in August 1915 to address a shortage of homestead sites. The East Addition soon followed in late September 1915. The Third Addition was added in the summer of 1916.¹⁷ The expansion of the street grid included larger lots than the original townsite. The AEC created 5- and 8.3-acre parcels in the South Addition and Third Addition because they wanted to encourage agricultural development around Anchorage. Thus, in 1917, a Presidential Executive Order was issued prohibiting the subdivision of tracts containing two or more acres into smaller lots.¹⁸ Homes of early Anchorage pioneers are scattered throughout the four original neighborhoods, including the historic Oscar Anderson House and Oscar Gill House, among others. Although Anchorage was quick to establish itself, it was not incorporated as a city until 1920. The original Anchorage city limits extended south to 11th Avenue and east to East G Street (now Gambell Street).¹⁹ The farther reaches were largely agricultural in character, scattered with homesteads, dairy farms, and fur farms until the late 1930s.

Aviation

Aviation is one of the more significant themes representing Alaska history. The first airplane flight in Alaska was a demonstration flight in Fairbanks in 1913. It was not until after World War I that significant aviation development occurred in the state. However, by the late 1920s, airplanes had revolutionized transportation in Alaska.²⁰ The territory's vast size and rough terrain necessitated the use of airplanes, and remote communities relied—and continue to rely—on bush pilots to fly small planes filled with supplies.²¹ By 1923, Anchorage citizens had realized the potential of aviation and banded together to create a landing strip out of the firebreak between 9th and 10th avenues (today Delaney Park Strip).

The Park Strip served as a landing strip for the biplanes of the bush pilots throughout the 1920s. However, by 1929, it could no longer support Anchorage's aviation needs. Merrill Field was officially dedicated in 1930.

For several years after Merrill Field was completed, spring breakup occasionally forced pilots to use the more solid "old aviation field" at the Park Strip, which by then also functioned as a golf course. The City Council ordered Alaskan Airways to "discontinue the use of the Golf Course as landing field" in 1931, officially ending the Park Strip's aviation era.²²



Merrill Field
AMHA-B65.2.16, St

¹⁷ Ibid.

¹⁸ Carberry and Lane, 132

¹⁹ "A City is Born—And Reborn," manuscript in Vertical Files, Anchorage Museum of History and Art (n.d.)

²⁰ "Alaska's Heritage: 4.2 Air Transportation," <http://www.akhistorycourse.org/articles/article.php?artID=177> (accessed September 22, 2011).

²¹ U.S. Department of the Interior, National Park Service, Elmendorf Air Force Base, Volume I: Historic Context of World War II Buildings and Structures (Washington D.C.: National Park Service, 1999), 34.

²² Carberry and Lane, 195.

World War II

In the late 1930s, the U.S. military began to prepare for the possibility of involvement in another world war. A global study was conducted by the U.S. Navy that investigated and reported on the need for additional naval bases. The report was submitted to Congress by Admiral Arthur J. Hepburn in December 1938 and signed into law in early 1939. The “Hepburn Report” recommended the appropriation of \$19 million for the construction of air, submarine, and destroyer bases in Alaska and the Aleutian Islands. This marked the beginning of defense build-up in the Alaska Territory.²³ After several failed attempts in the mid-1930s to gain Congressional support for an Alaska air base, President Franklin D. Roosevelt finally ordered the withdrawal of 43,490 acres of land on the outskirts of Anchorage for Elmendorf Field and Fort Richardson in April 1939.²⁴

This location was chosen for the air base due to favorable topography and weather conditions, access to the Alaska Railroad, and proximity to the Cook Inlet. Construction of a permanent military airfield and Army base began on the reserved lands in June 1940. This construction included hundreds of barracks, hangars, and tactical runways. Fort Richardson and Elmendorf Field were officially occupied by the Army in August 1940, and operated as the Army’s headquarters for the militarization of Alaska. The Army relocated its operations to the eastern edge of the reserve (present-day Fort Richardson) after World War II. The Air Force assumed control of the original base and renamed it Elmendorf Air Force Base in 1948.²⁵ Wartime military construction turned Anchorage into a boomtown.²⁶ Thousands of civilian workers were employed to construct the new fort. In April 1940, just before construction of Fort Richardson began, Anchorage had a population of only 4,000, and by the summer of 1941 the town had grown to over 9,000. The war created a housing shortage in Anchorage, causing the neighborhoods surrounding Downtown to be built out. Despite the 1917 Executive Order prohibiting further subdivision of tracts sized two acres or larger, Anchorage’s first subdivisions were drawn in the South Addition for A. A. Shonbeck’s land in 1938 and John W. Hansen’s land in 1939 (the Executive Order was eventually revoked).²⁷

The federal agencies and business corporations that moved their headquarters to Anchorage during and after World War II did their part to address the inadequate supply of housing for their employees. Some residential tracts and complexes were constructed by the Army Corps of Engineers and the Civil Aeronautics Administration (CAA) for use by their employees in the four original neighborhoods.

²³ Fern Chandonnet; “Chapter IX. The Garrisoning of Alaska, 1939-41,” HyperWar, at <http://www.ibiblio.org/hyperwar/USA/USA-WH-Guard/USA-WH-Guard-g.html> (accessed September 25, 2011)

²⁴ Elmendorf Air Force Base, Volume I, 21-24.

²⁵ U.S. Air Force, “Elmendorf Air Force Base History Fact Sheet” (2006), at <http://www.jber.af.mil/library/factsheets/factsheet.asp?id=5280> (accessed September 25, 2011); Elmendorf Air Force Base, Volume I, 3.

²⁶ Claus M. Naske and L.J. Rowinski, *Anchorage: A Pictorial History* (Norfolk, VA: The Donning Company, 1981) 126.

²⁷ Municipality of Anchorage Plat Maps.



1940_AMRC-b75-104-27_elmendorf



1948.02.20 Northwest Airlines on 10th and C
ASL-P143-0559



circa 1950 Anchorage International Airport
AMRC-b188-3-125



Bonfire in celebration of Statehood June 30, 1958
1958.06.30_AMRC-www-2023-41-bonfire

The Army Housing Association, a cooperative created by service members and their families, built 32 Minimal Traditional style homes on Block 13 of the Third Addition in the summer of 1940; this portion of 11th Avenue also earned the nickname “Pilots’ Row” because many bush pilots and aviators lived on that block in the 1940s and 1950s. Northwest Airlines built clusters of identical small ranch-style houses for their employees in the South Addition after World War II.

Highways and Airports

As part of the war effort during World War II, the military worked to improve communication and transportation infrastructure, and began constructing roads to connect Fort Richardson to the rest of Alaska. The Alaska (Alcan) Highway (1942), Whittier Tunnel, and the Glenn Highway (1941-1942) were important projects. This military transportation infrastructure was opened to civilians in the postwar era, providing unprecedented air, rail, and road access to Anchorage.

This continued with the construction of Anchorage International Airport in 1951, which solidified Anchorage’s position as the “Air Crossroads of the World” and attracted other airlines and thousands of passengers to the city.²⁸ The airport was renamed “Ted Stevens Anchorage International Airport” in 2000, in honor of U.S. Senator Ted Stevens.²⁹ Similarly, construction of the Seward Highway and repaving of the Glenn Highway in the early 1950s provided important vehicular access to Anchorage’s historic core and the entire Anchorage Bowl.³⁰

Alaska Statehood

Alaskans had been considering statehood since the late 19th century. However, early attempts at seeking statehood failed because Alaska lacked the population and financial independence to effectively support itself. By 1945, Alaska’s population had increased dramatically and it had become an integral part of the U.S. defense network, so the demand for statehood became more forceful. The discovery of oil on the Kenai Peninsula in 1957 further fueled the debate, and was the key to changing the national perception of Alaska. Congress passed the Alaska Statehood Bill on June 30, 1958. Alaska officially became the 49th state in the Union when President Dwight Eisenhower signed the bill into law on January 3, 1959.³¹

²⁸ Tower, 105.

²⁹ State of Alaska, “Ted Stevens Anchorage International Airport History,” at <http://dot.alaska.gov/anc/about/history.shtml>.

³⁰ Tower, 105.

³¹ National Park Service, *The Alaska Journey*, 90-91.

The 1964 Earthquake

Among the most significant events in Anchorage's history is the 1964 Good Friday Earthquake, which occurred at 5:36 p.m. on March 27 of that year. Originally recorded at about 8.6 on the Richter scale and later upgraded to 9.2, the quake is to date the most powerful seismic event recorded in North America.³²

The earthquake had a profound effect on the physical environment in Downtown, Government Hill, South Addition, and Turnagain because these neighborhoods were especially hard hit by the disaster. The 1964 earthquake coincided with the popularity of urban renewal efforts across the country, and Anchorage took the quake as an opportunity to try to redevelop the city, including new public park spaces in areas that faced the most destruction by the quake. Evidence of this post-quake redevelopment is especially clear in Downtown and Government Hill.³³

In commemoration of the 50th anniversary of the Great Earthquake of 1964, a document has been prepared by the U.S. Geological Survey called *1964 Great Alaska Earthquake—A Photographic Tour Anchorage, Alaska*. The publication includes historic photographs of buildings damaged, sites of major landslides, and post-earthquake responses. Much of the earthquake was felt in the Downtown area of Anchorage.

To view an interactive webpage available by the USGS, featuring a map with suggested tour stops in Anchorage, go to: <http://alaska.usgs.gov/announcements/news/1964Earthquake/>



Fourth Avenue and the 1964 Earthquake
Wikipedia

³² Committee on the Alaska Earthquake of the Division of Earth Sciences National Research Council, *The Great Alaska Earthquake of 1964: Engineering* (Washington D.C.: National Academy of Sciences, 1973), ix.

³³ Tower, 155

Oil Industry

The largest oil field in North America was discovered in Prudhoe Bay on the Arctic Slope in 1968. A 1969 oil lease sale brought billions of dollars to the state. Alaska's gross product doubled within two years of the Prudhoe Bay oil field development. Oil companies needed to construct a pipeline to carry North Slope oil to market in order to capitalize on the Prudhoe Bay oil lease sale.³⁴ Construction began on the Trans-Alaska Pipeline System in 1974. The pipeline was completed in 1977 at a cost of more than \$8 billion. The oil discovery and pipeline construction fueled an economic windfall when oil and construction companies set up headquarters in Anchorage.³⁵

The tremendous outpourings of the oil fields led to the formation of the Alaska Permanent Fund, which mandated that a portion of the royalties earned by the oil companies be distributed equally among Alaskan residents.³⁶ The fund was voted as a constitutional amendment by Alaska's citizens in 1976, and the first Permanent Fund legislation was enacted in 1980.³⁷

The discovery of oil at Prudhoe Bay also increased the urgency of settling the outstanding land claims of the Alaska Native Peoples, leading to the passage of the Alaska Native Claims Settlement Act (ANCSA) in 1971. ANCSA established system of regional and village corporations to hold the land titles and assets transferred to the tribes by the federal government; Alaska Native Peoples became shareholders in these corporations, which are run like traditional for-profit businesses.

As the oil industry expanded, so did environmental conservation efforts. Many conservation groups were formed during the 1970s and 1980s. The Alaska National Interest Lands Conservation Act (ANILCA) was passed in 1980, which set aside over 100 million acres of public lands.³⁸



Trans-Alaska Pipeline



³⁴ Tower, 155

³⁵ Claus M. Naske and Herman E. Slotnick, *Alaska: A History of the 49th State*, (Grand Rapids, MI: William B. Eerdmans Publishing Company, 1979), 233-266.

³⁶ Mother Earth Travel, "History of Anchorage," at http://motherearthtravel.com/united_states/anchorage/history.htm.

³⁷ State of Alaska Permanent Fund Dividend Division, "Historical Timeline" <https://pfd.alaska.gov/DivisionInfo/HistoricalTimeline>

³⁸ Alaska Department of Natural Resources, "What Is ANILCA?" at <http://dnr.alaska.gov/commis/opmp/anilca/more.htm>.

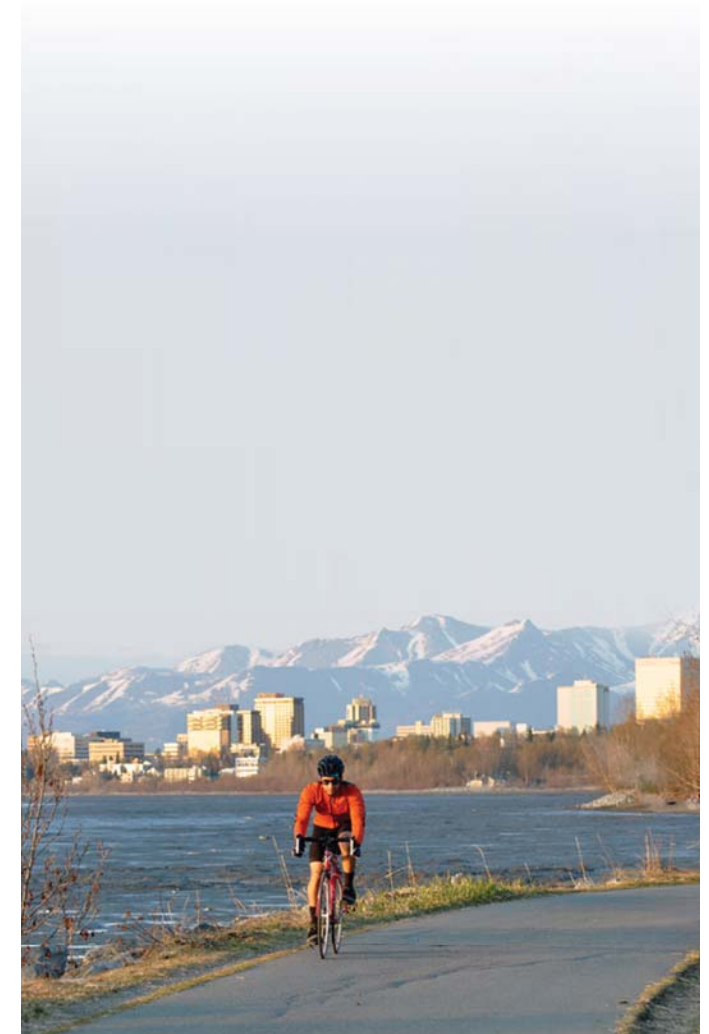
Municipality of Anchorage

The Municipality of Anchorage was formed in 1975 by a consolidation of the city and borough. Also included in this unification were Eagle River, Eklutna, Girdwood, Glen Alps, and several other communities. The unified area became officially known as the Municipality of Anchorage. The population of Anchorage had increased to 184,775 by 1980.

The decade of the 1980s was a time of growth, thanks to a flood of North Slope oil revenue into the state treasury. Capital improvement projects and an aggressive beautification program, combined with far-sighted community planning, greatly increased infrastructure and amenities for citizens. This effort was known as “Project 80s,” and included major improvements such as a new library, a civic center, a sports arena, and a performing arts center.³⁹ The Project 80s building program rivaled the military construction of the 1940s.

During the 1980s and 1990s, outdoor recreation activities increased the role of tourism in the modern Anchorage economy, which has continued to the present day. In turn, the recreation and tourism industries have provided employment, attracted new residents to Anchorage, and provided individuals and the Municipality alike with money in their coffers to use in further residential and community development.

³⁹ Vanessa Orr, “From Project 80s to the Present: Resurgence of Construction in Anchorage Recalls Earlier Time,” *Alaska Business Monthly* (September 2007).





3. FOUR ORIGINAL NEIGHBORHOODS

Context and Interpretive Recommendations for Each Neighborhood

GOVERNMENT HILL

The following chapter provides specific context on the four original neighborhoods and Ship Creek. A brief list of recommendations is also included. The extensive list can be found in Chapter 6—Implementation Strategies.

Boundaries

Government Hill is located north of Downtown, and was the first of the four original neighborhoods to be settled. The area is roughly L-shaped, and is bordered on the west by the Cook Inlet, on the north and east by Joint Base Elmendorf-Richardson (JBER), and on the south by Ship Creek. Government Hill is accessed by East Loop Road, an elevated roadway that crosses Ship Creek and the Alaska Railroad yards near the southwest side of the neighborhood. Four distinct sub-areas compose Government Hill: the Port of Anchorage at the western edge, the Ship Creek area at the southern edge, and the residential areas of West Government Hill and East Government Hill on top of the bluff.

History

Government Hill is Anchorage's oldest permanent neighborhood, although the entire Anchorage area has long been seasonally inhabited by the Dena'ina people for at least 2,000 years. From 1915 to the end of World War II, the AEC and the Alaska Railroad constructed housing on Government Hill for railroad managers, engineers, and skilled workers. The AEC built 13 cottages in 1915 on the bluff overlooking Knik Arm at the western end of Government Hill, along what are now West Harvard Avenue and Delaney Street. The AEC did not lay out a street grid, but positioned the houses to lookout over Ship Creek, with easy access to the Terminal Yards and Alaska Railroad offices. The AEC also built a Wireless Center on Manor Avenue to provide better transmission and reception capacity than did an earlier temporary station in the rail yards. Between 1915 and 1940, the AEC cottages, Wireless Center, and a water tower were the only permanent buildings and structures on Government Hill. During the 1930s, a fox fur farm, the Alaska Labrador Fur Farm, operated on land leased from the Alaska Railroad in the vicinity of what is now Al Miller Memorial Park. Its buildings and pens were of temporary construction. The AEC cottages were sold into private ownership to railroad employees in 1928, but the land remained in the Railroad Reserve until 1935. Once in the hands of individual owners, the original AEC cottages were modified with additions, porch enclosures, larger windows, and garages.



Quonsets on Government Hill

In 1941, the Army Corps of Engineers built two identical cottages at Brown's Point on the edge of the bluff in western Government Hill. These residences housed construction officers for the development of Fort Richardson and Elmendorf Air Field (later Elmendorf Air Force Base and now Joint Base Elmendorf-Richardson). The Brown's Point Cottages were donated to the Municipality of Anchorage in 1997, and were rehabilitated and listed in the National Register in 2004. During World War II, the Alaska Railroad built 10 identical duplex houses along West Manor Avenue and Delaney Street to house wartime employees. They were sold to private individuals in the mid-1950s, with preference given for longevity of residence and military service. An identical set of duplexes was built in the South Addition to house Civil Aeronautics Administration employees at the end of World War II. To support the growth of Government Hill after World War II, the Alaska Railroad laid out a block and lot system across the whole neighborhood. The Alaska Railroad set up prefabricated Quonset huts and Loxtave houses (of interlocking wood construction), which were intended to be removed and replaced by a permanent home within five years.

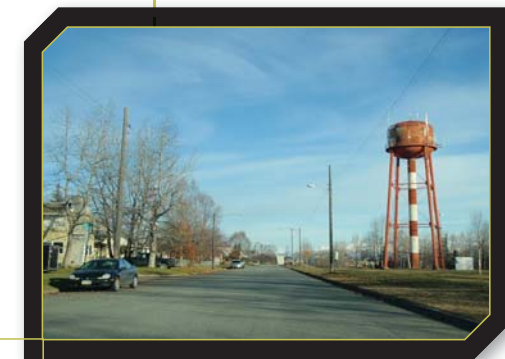
In a few cases, the lessees did not construct another building, and the "temporary" buildings remain as the primary residence on the lot. In addition to the single family residences, several duplexes of a standard plan were constructed along the central core streets, such as Manor and Harvard avenues on the western side of the postwar housing area. Postwar construction boom and Railroad Rehabilitation program (1948-1952) resulted in a housing shortage, and the Alaska Railroad built two additional duplexes on Brown Street in 1948. A new steel water tower was also built in the winter of 1947-1948 to replace an older wood water tower, and it still stands today as a neighborhood icon.

In eastern Government Hill, three separate but similar wood frame apartment complexes were built in the early 1950s to accommodate the influx of federal workers engaged on the railroad, military bases, and federal civil works projects. Richardson Vista (now called North Pointe Apartments) and Panoramic View still stand, but the Hollywood Vista Apartments were demolished in 1996. Near the apartment complexes, eastern Government Hill underwent urban renewal from 1958 to 1963, including replatting and leveling the blocks and paving streets and sidewalks.

Most Quonset huts were removed from this part of the neighborhood, and nearly identical ranch houses with attached garages were constructed in their places. Western Government Hill streets were paved in the 1960s, curbs and gutters were added, but no sidewalks were built.



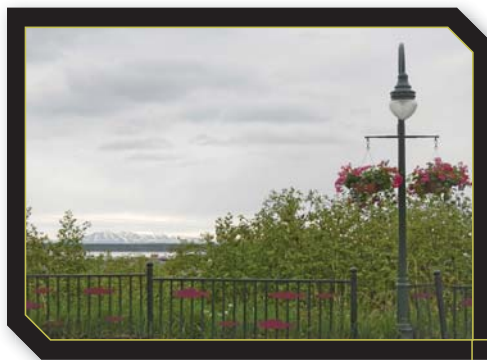
Brown's Point Cottage



Water Tower on Government Hill



Quonset on Government Hill



Christensen Drive

After World War II, shopping and entertainment activities were established in a centrally located business district at the intersection of East Loop Road, East Bluff Drive, and Arctic Warrior Drive. The Hollywood Shopping Center was built in 1951 and was Anchorage's first "strip mall." Recreation facilities were also established in the 1950s and 1960s, including a bowling alley, teen dance club, Anchorage Square and Round Dance Club, and Anchorage Curling Club. Government Hill Elementary School was built in 1956, but the school and two residences were destroyed during the Great Earthquake on March 27, 1964, due to a landslide along the bluff immediately east of Loop Road.

The school site was developed into a park in 1985, and Government Hill Elementary School was rebuilt in 1965 on military lands north of the original school. Since the 1960s, the character of the neighborhood has remained largely unchanged.⁴⁰

The Port of Anchorage is located west of Government Hill, at the bottom of the bluff. Development was originally funded by the issuance of general obligation bonds in the 1950s. Construction began in 1959, and the 700-foot Terminal #1 was completed in 1961 when the port officially opened. In its first year, 38,000 tons of marine cargo moved across its single berth. The Port of Anchorage was the only port in southcentral Alaska to survive the 1964 earthquake, and became the main shipping hub for consumer and essential goods entering southcentral Alaska. In 1964, Sea-Land began negotiating for port facilities. Terminal #2 was constructed in the late 1960s, along with the Petroleum, Oil, and Lubricants (POL) Terminal. Totem Ocean Trailer Express (TOTE) negotiated for port facilities in 1975, culminating in the completion of Terminal #3, which was finished in 1978. The Port of Anchorage now contains five berths, and provides an estimated 90% of the merchandise cargo to 80% of Alaska's populated areas.⁴¹

RECOMMENDATIONS

Interpreting History & Culture

- Interpret history of Government Hill
- Add biographical information to street signs in Government Hill, which are named after Alaska Railroad workers. The Presidio of San Francisco has applied this strategy.
- Incorporate interpretive signs for all the historic mini districts on Government Hill.
- Publicize results of "Government Hill Oral Histories Project."

⁴⁰ Stephen R. Braund & Associates, "Knik Arm Crossing Project Recommendations for a Historic District(s): Government Hill, Anchorage, Alaska; Volume I: Literature Review and Recommendations" (July 25, 2006): 8-28; Alison K. Hoagland, *Buildings of Alaska* (New York: Oxford University Press, 1993), 102-104.

⁴¹ Municipality of Anchorage, Department of Economic Development and Planning, "Ship Creek/Waterfront Land Use Study" (May 1991), 7

DOWNTOWN

Boundaries

Downtown Anchorage is the heart of Anchorage, and contains many of the city's most prominent historic resources. It is surrounded by Ship Creek to the north, the Fairview neighborhood to the east and southeast, the Delaney Park Strip at 9th Avenue and the South Addition neighborhood to the south, and L Street to the west. Primary thoroughfares include 3rd and 5th avenues (westbound), 4th and 6th avenues (eastbound), L and C streets (southbound), and I and A streets (northbound). These wide one-way streets are designed to funnel fast-moving vehicular traffic through the neighborhood, while some of Downtown's smaller streets allow two-way traffic. The neighborhood features an orthogonal street grid laid out in 1915, though Christensen Drive, West 1st Avenue and West 2nd Avenue curve along the slope to Ship Creek at the north edge of the neighborhood. Aside from this north area, Downtown is generally level with little elevation change.

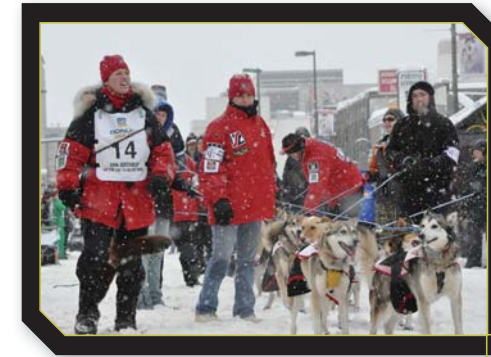
Anchorage also has a Downtown Improvement District (DID), which covers 119 square blocks, roughly bounded on the north and south by 1st and 9th avenues and on the east and west by L and Gambell streets. The DID was formed in 1997 and is overseen by the Anchorage Downtown Partnership, Ltd.

History

Development of the built environment in Downtown Anchorage began with the platting of the original Anchorage Townsite in May 1915. Located south of the railroad construction port of the AEC, the townsite was set aside during a cadastral survey of the region by the General Land Office in 1914. Commissioner Frederick Mears arrived on April 26, 1915, to prepare the townsite for development. He worked on the assignment with Andrew Christensen, chief of the Alaska field division of the General Land Office, who arrived in Anchorage a month later. Christensen was responsible for the townsite layout and sale of lots. Initially, 240 acres were cleared, and 121 blocks, each 300 feet square, were laid out. Each block contained 12 lots, each measuring 50 feet by 140 feet. The grid plan included a federal reserve, municipal reserve, school reserve, two park reserves, wharf reserves, Indian Possessions reserves, and a cemetery reserve. The lots were sold at auction on July 10, 1915.

Much of the earliest housing in Downtown was of makeshift construction due to a lack of finished lumber. Canvas tents and one-room log cabins were prevalent during the first year. Lumber arrived in the summer of 1916.

Frame houses were typically designed in the "Anchorage shotgun" style or the Craftsman style and featured shiplap or clapboard siding. A water line and telephone service were installed in the fall of 1915; electricity was supplied by the AEC's power plant beginning in 1916; and a sewer system was started in 1917.



Aliy Zirkle, Downtown Anchorage, 2012 Photo by
Patrick Yack, APRN—Anchorage,
Alaska public.org

During the townsite auction, lots along 4th Avenue were bought for considerably more money than elsewhere, leading to its establishment as Anchorage's main commercial corridor. Prior to the auction, interested businessmen had stockpiled construction supplies and were ready to build immediately on 4th Avenue. Within six weeks of the townsite auction, 145 commercial buildings were constructed, 92 of which were on 4th Avenue. Eleven buildings were two stories high, nine of which were located on 4th Avenue. A few businesses, such as Kimball's Store, were constructed on 5th Avenue. The character of 4th Avenue and Downtown did not change much until the late 1930s, when more modern buildings were erected in response to the city's prewar population growth spurt. In addition to larger Modern-style concrete commercial buildings, major new buildings of the era included the City Hall (1936) and the Federal Building (1939). Beginning in 1939, streetlights, traffic lights, and chlorinated water were installed, and 4th Avenue was paved.⁴²

The Good Friday Earthquake in 1964 caused great destruction in Downtown Anchorage. The ground broke along 4th Avenue in an irregular line in front of a row of buildings, an event that came to be known as the 4th Avenue Slide.

The slides and quake vibration destroyed or severely damaged about 30 blocks of residences and commercial buildings in Downtown. A six-story apartment building under construction collapsed, and the five-story J.C. Penney department store on 5th Avenue dropped a curtain wall of precast concrete panels into the street.⁴³

The extensive earthquake damage prompted redevelopment of the commercial core, with the construction of the Captain Cook Hotel in 1965 leading the charge. Older buildings were replaced with new, larger buildings and surface parking lots.

Redevelopment continued through the 1970s and 1980s as a result of oil prosperity and the Project 80s improvement program. Oil companies led the way in the construction of glass and steel skyscraper office buildings. Project 80s produced the Egan Civic Convention Center, the Alaska Center for the Performing Arts, Evangeline Atwood Theater, an extension to the Anchorage Museum of History and Art, a 1,200-space downtown parking garage, and the Downtown Transit Center.⁴⁴

The 1990s and 2000s saw additional slow but steady growth in Downtown, including construction of additional large shopping facilities, parking garages, and office towers. However, many office towers and "big box" stores have also moved to Midtown as Anchorage expanded outward. The Dena'ina Civic and Convention Center is one of the largest recent construction projects in Downtown Anchorage: its 200,000 square feet of exhibit and event space attracts thousands of visitors annually.⁴⁵



Good Friday 1964 Earthquake

⁴² Carberry and Lane, 1-55, 67-100.

⁴³ Tower, 132-133.

⁴⁴ Ibid, 178

⁴⁵ For additional details about the history of Downtown and a discussion of significant resources, please read *Patterns of the Past*, prepared by Michael Carberry and Donna Lane in 1986

RECOMMENDATIONS

Interpreting History & Culture

- Update existing walking tours to include a broader range of topics/groups, new graphics, information about historic preservation, and “fun facts.”
- Develop a plan to replace and improve the Project 80s historic walking tour three-legged blue kiosks around Downtown to include Alaska Native Peoples’ history, wayfinding, and smartphone APP information.

SOUTH ADDITION

Boundaries⁴⁶

The South Addition neighborhood (based on Community Council boundaries) is roughly L-shaped, with Cook Inlet forming its western boundary and the southern edge bordered by Westchester Lagoon and Chester Creek Trail. Its eastern boundary runs from the corner of C Street and Chester Creek Trail north along C Street, jogs east on 15th Avenue, and then jogs north on Cordova Avenue to 9th Avenue. The northern boundary runs along 9th Avenue from Cordova Street to L Street, thence turning to continue north on L Street to Cook Inlet. The neighborhood generally features grid-patterned streets with narrow back alleys that run down the length of each block.

Curving streets and culs-de-sac are found west of P Street, south and west of the Park Strip, and throughout the “Elderberry Triangle” or “Bootleggers Cove” area north of the Park Strip. Primary thoroughfares include L and C streets (southbound); I and A streets (northbound); and 10th, 11th, and 15th avenues (east- and westbound). With the exception of the A/C Couplet and the I/L Couplet, most streets in the South Addition allow two-way traffic.

History

The northwest corner of the South Addition Community Council area—“Elderberry Triangle” or “Bootlegger’s Cove”—was part of the original townsite platted in May 1915. However, the majority of the neighborhood was laid out as the South and Third Additions. The South Addition plat was the first expansion of the original townsite. It was platted in August 1915 and comprised 49 blocks bounded by 9th Avenue, C Street, Chester Creek, and Cook Inlet. Blocks were divided into parcels that grew progressively larger in size the further south they were located.



South Addition FAA housing



Golfing on Delaney Park on the Park Strip.

⁴⁶ The terms “South Addition” or “South Addition neighborhood” are used throughout this section to mean the South Addition Community Council area; where the historic South Addition plat is specifically discussed, it is clearly identified as such.



Cabin on M Street



Pilots Row housing

The AEC created 5-acre and 8.3-acre parcels in the South Addition plat because it wanted to encourage agricultural development around Anchorage. The Third Addition was platted in August 1916, and continued the large lot sizes of the South Addition eastward. To protect agricultural development, a Presidential Executive Order was issued in 1917 prohibiting the subdivision of tracts containing two or more acres into smaller lots.⁴⁷

When Anchorage incorporated in 1920, the original city limits extended south to 11th Avenue and east to East G Street (now Gambell Street). However, a majority of the South Addition neighborhood remained unincorporated until after World War II. Isolated from downtown by the Park Strip (then a fire break and later an airstrip, and eventually a golf course), the large parcels of the South Addition and Third Addition plats were used in the early days for homesteads, dairies, and fur farms. Modest dwellings, including wood frame Craftsman-style houses and log cabins, were scattered throughout the neighborhood. The area retained its rural agricultural appearance until the late 1930s.

World War II was a period of major physical growth in the South Addition neighborhood. Military build-up stimulated the economy and brought thousands to Anchorage, but the resulting population boom also caused a severe housing shortage. Despite the 1917 Executive Order prohibiting further subdivision of tracts two acres or larger, Anchorage's first subdivisions were drawn in the South Addition neighborhood for A.A. Shonbeck's land in 1938 and John W. Hansen's land in 1939 (the Executive Order was eventually revoked).⁴⁸

As these residential subdivisions were created, the large agricultural blocks south of the Delaney Park Strip were no longer appropriate, so new streets were cut east-west through the blocks to mimic the grid size of the original townsite. Development in the South Addition neighborhood was concentrated primarily in the blocks closest to the Park Strip. Newly constructed houses scattered throughout the neighborhood featured near-identical forms and styles, likely reflecting pattern-book plans that were quickly and easily erected.

During the war, several federal agencies and business corporations moved their headquarters to Anchorage. These agencies also did their part to address the inadequate supply of housing by building units for their employees, many of which were located in the South Addition neighborhood. The Civil Aeronautics Administration (CAA) developed a two-block housing project called Safehaven and two groups of two-story Colonial Revival style duplexes. The U.S. Army built a group of 12 military barracks at the west end of the Park Strip circa 1942, which were demolished in the early 1950s.

⁴⁷ Carberry and Lane, 132.

⁴⁸ Municipality of Anchorage Plat Maps

The Army Housing Association, a cooperative created by servicemen and their families, built 32 Minimal Traditional style homes on Block 13 of the Third Addition in the summer of 1940; this portion of 11th Avenue also earned the nickname “Pilots’ Row” because Bob Reeves (Pilot/Owner of Reeves Aviation), Ray Petersen (Pilot/Owner of Wien Air), Oscar Underhill (Pioneer Pilot), and Don Bedford (Pioneer Pilot) lived on 11th and Barrow streets in the 1940s and 1950s.

RECOMMENDATIONS

Interpreting History & Culture

- Interpret aviation history at the Delaney Park Strip and explain its relationship to the rest of the neighborhood.
- Create an interpretive plan for the Delaney Park Strip, which may include installation of interpretive signage, plaques, or monuments that celebrate the Park Strip’s rich history as a fire break, golf course, and airport. Installation of signage should be coordinated with the *Delaney Park Master Plan (2007)*, which regulates the placement and design of monuments and signs.
- Interpret other historic aspects of the neighborhood (e.g., CAA/FAA houses, early military housing, Safehaven, Army Housing Association/Pilots’ Row, Northwest Airlines housing, Westchester Lagoon, long-standing small businesses, etc.).
- Use the South Addition Historic Context Statement (2012) to help identify interpretation and storytelling opportunities in the South Addition.



The inaugural celebration of “Historic Preservation Day” was held in Anchorage on April 11, 2012.

FAIRVIEW*

Boundaries

Fairview is located east and southeast of Downtown Anchorage. It is bordered by Merrill Field and Sitka Street Park to the east, Rogers Park neighborhood to the southeast, North Star neighborhood to the southwest, and the South Addition neighborhood to the west. The Community Council boundaries are irregular, but the extremes align north of East 1st Avenue, Sitka Street (through Merrill Field) to the east, Chester Creek to the south, and C and Cordova streets to the west. Primary thoroughfares include Gambell Street (southbound) and Ingra Street (northbound), which connect to the Glenn Highway to the north and New Seward Highway to the south, as well as East 15th Street (east-westbound).

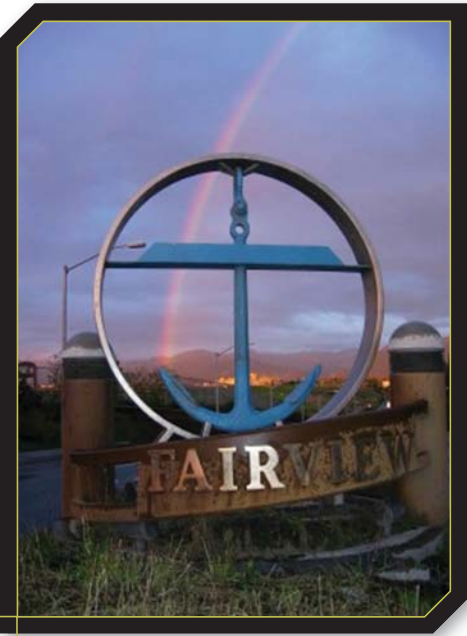
The neighborhood features an orthogonal street grid, though some street intersections on the east side of the neighborhood have been partially blocked in an effort to calm through-traffic. The area is generally flat, though a bluff at East 15th Terrace drops down to East 16th Avenue west of Gambell Street, and another bluff is located at approximately East 16th Avenue east of Ingra Street. Few vacant lots remain in the area.

History

The Fairview neighborhood is located east and southeast of the original Anchorage Townsite, which was platted in May 1915. The Anchorage Memorial Park Cemetery, located between 6th Avenue, Cordova Street, 9th Avenue, and Fairbanks Street in what is now Fairview, was reserved at this time by President Woodrow Wilson. The East Addition was platted in September 1915, and included the area north of East 9th Avenue between Cordova and Orca streets in the Fairview neighborhood. The Third Addition was platted in August 1916, and included the area south of East 9th Avenue. Development of the Third and East Additions occurred slowly, and the area remained rural until World War II. Because it was outside the city limits, Fairview even developed a “red light district” in its early years, with brothels and other businesses that were not allowed in the city. Aviation was an important part of Fairview development. The Delaney Park Strip, which enters Fairview from the west, was Anchorage’s first airfield, beginning in 1923. As demand increased, however, the city developed the Anchorage Municipal Airport, subsequently renamed Merrill Field after Russell Merrill, one of many Alaska aviation pioneers. Merrill died in September 1929 while on a flight.

Merrill Field, which creates the eastern boundary for the Fairview neighborhood, began operations in 1930. Since the international airport was constructed in 1951, Merrill Field has continued functioning for private and bush operations.

** Ship Creek is shared by all four neighborhoods*



Anchor sculpture signifies entrance to Fairview on 15th from the east

In 1940, in anticipation of World War II, construction began on what would become Elmendorf Air Force Base and Fort Richardson. The influx of workers created a housing shortage, and outlying neighborhoods such as Fairview began to develop, with small cottages and log cabins. The growth of Fairview was encouraged by the construction of the Glenn Highway in October 1942, which connected Anchorage to the Richardson Highway and the Alaska (Alcan) Highway. The Glenn Highway fostered commercial and industrial development along the neighborhood's north boundary and served to funnel traffic onto Gambell Street. Gambell Street would also become the northern terminus of the Seward Highway (completed in 1951), and thus served as Fairview's Main Street during the postwar era. Anchorage's housing shortage continued after World War II, leading to further development of Fairview. It was a desirable location due to its proximity to Merrill Field, the Glenn Highway, the military bases, Downtown Anchorage, and the north-south traffic route and commercial core of Gambell Street. An Oregon-based company began importing prefabricated houses in 1947, many of which were erected in Fairview. Fairview residents also started local businesses: for example, the first Carr grocery store was opened in a Quonset hut on Gambell Street in 1950, and the Lucky Wishbone restaurant opened at 5th Avenue and Karluk Street in 1955.

The war and postwar influxes brought people of varied ethnicities to Anchorage. Many African-Americans built residences in Fairview, especially in Eastchester Flats, because it was one of the few areas in the city where African-Americans were allowed to own property. Citizens like John Parks, an African-American contractor, and Joe Jackson, Anchorage's first African-American real estate agent, were instrumental in constructing houses and apartments in Fairview for African-Americans.

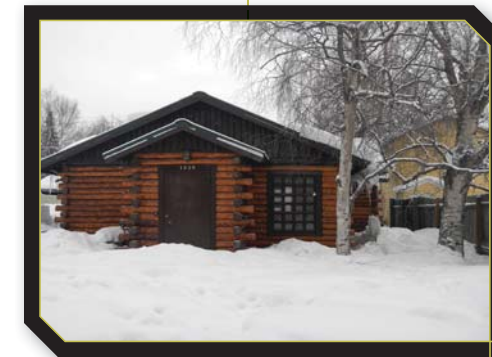
Building in Fairview was especially important because in 1951, a house in Rogers Park, just south of Fairview, was burned to the ground just after its construction to prevent an African American family from moving into an all-white neighborhood; this spurred the founding of the Anchorage branch of the National Association for the Advancement of Colored People (NAACP).

The African-American community also built churches and started businesses in Fairview, contributing greatly to the neighborhood's history. The Greater Friendship Baptist Church at East 13th Avenue and Ingra Street were founded in 1951 as the first Southern Baptist church in Alaska, and were later joined by Shiloh Missionary Baptist Church (founded in Downtown in 1952 and moved to Fairview in 1974). Six black-owned nightclubs were active during the 1950s and 1960s, and were known as places for blacks and whites to socialize before integration.⁴⁹ African-Americans were joined in later years by Alaska Native and Hispanic residents, and Fairview remains known for its diversity today.

By 1950, Fairview remained outside the city's limits. Anchorage's population stood at 11,254 within the city limits and 30,600 in the overall area, indicative of the homesteading and settlement that had occurred outside the limits. The city's first annexation occurred in 1945, encompassing 300 acres south of Downtown.



Minimal Traditional house in Fairview



Cabin in Fairview



The Lucky Wishbone opened at 5th Avenue and Karluk Street in 1955.

⁴⁹ Interview with Cal Williams and other Fairview residents (May 29, 2012).

Other neighborhoods followed—Eastchester, University, Mountain View, Russian Jack, Rogers Park, and Spenard—leaving Fairview isolated in the middle. Like those in other neighborhoods, many Fairview residents stoutly resisted annexation by the city, since basic services were already met through the Fairview Public Utility District. Many saw themselves as independent pioneers who neither wanted nor needed bureaucratic oversight or taxation from the city. Discussion extended through the 1950s, but annexation passed in 1958, approved by 60% of the neighborhood’s voters.

Fairview did not suffer extensive damage from the Good Friday Earthquake on March 27, 1964. However, in 1965, the City Planning Commission called Fairview’s housing “among the poorest in the city” and attempted to implement change by rezoning Gambell and Ingra streets to commercial uses, eliminating single-family residences along those thoroughfares, and encouraging high-density housing. Gambell and Ingra streets were also expanded into four-lane, one-way streets, forming high-volume obstructions to pedestrians and effectively dividing the neighborhood. Fairview was also the site of several urban renewal projects after the earthquake, with federal, state, and Municipal agencies taking advantage of the rebuilding effort to remove “blighted” areas.

For example, the Eastchester Urban Renewal project (south of 16th Avenue) was part of the Project Alaska R-16 Urban Renewal Plan, which was adopted by the Anchorage City Council in 1964. This especially affected the African-American residents of East Chester Flats, who were promised the right of first refusal to return to the area after the project was completed, though most did not return.

But the 1960s also included important civil rights advancements for the African-American community: in 1963, the NAACP picketed the Carrs supermarket at East 13th Avenue and Gambell Street for not including African-American workers on their staff. The picket resulted in the successful integration of the company when Richard Watts, Jr., was hired as a bagger, making Carrs the first retail store in Anchorage to hire a black employee; Watts is now a senior manager for the company.⁵⁰ By 1975, Anchorage’s population was approximately 180,000, of whom 5,000 lived in Fairview. Older homes dating from the 1940s and 1950s were torn down and replaced with apartments.

Fairview continued to be a depressed neighborhood, however, with issues that included land-use conflicts between older single-family residences and multifamily and commercial buildings, inadequate parkland and recreation facilities, and general deterioration of buildings and social atmosphere. Fairview had a high turnover of residents; the 1970 Census showed that 57% of residents had lived there for a year, while only 25% had lived there more than three years. Almost 75% of residents were renters. These conditions persisted through the 1980s.



1954-Fairview Public Utility District



The first Carrs in Anchorage opened in Fairview on Gambell Street.



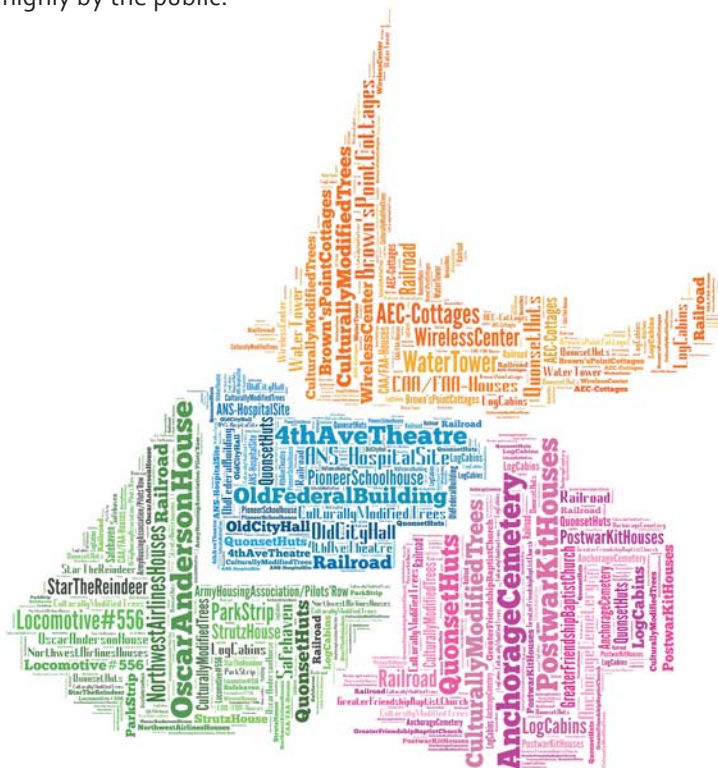
Karluk 13th Avenue in Fairview

⁵⁰ Christine Kim, “Carr’s first black worker recalls his rise through the ranks,” KTUU (February 19, 2010), accessed at http://articles.ktuu.com/2010-02-19/carrs_24126516.

LANDMARKS TO SAVE

The buildings, sites, and stories depicted in this graphic were identified through the HPP Public Outreach Process as the most precious resources in the four original neighborhoods. They are also important resources to interpret. Places mentioned within **Government Hill (orange)**, **Downtown (blue)**, **South Addition (green)**, and **Fairview (pink)** are shown here within the shape of each neighborhood's boundaries.

This list is not intended to be exhaustive—many others not included here are listed in or eligible for the National Register of Historic Places—yet it reflects the resources valued most highly by the public.



During the 1980s, the Fairview Recreation Center and the Fairview Lions Park were constructed. However, the construction of the park had major social consequences for the African-American community: as with East Chester Flats in the 1960s, the demolition of the Linden Arms and S&S Apartments again resulted in the displacement of African-American residents.⁵¹ During the 1990s, voters approved bond measures for a variety of neighborhood improvements, including “traffic calming” measures and beautification of public spaces. Since the 1990s, Fairview residents have continued to seek neighborhood improvement, and the area retains its thriving socioeconomic diversity.⁵²

For additional details about the history of Fairview and a discussion of significant resources, please read the *Fairview Neighborhood Historical Building Survey*, prepared by BGES in 2007, available at MOA Community Development.

RECOMMENDATIONS

Interpreting History and Culture

- Identify opportunities to highlight Fairview’s African-American heritage and Socioeconomic diversity.
- Place interpretive signage at Greater Friendship Baptist Church (903 E. 13th Avenue), celebrating its status as the first African-American church in Alaska.
- Work with the African-American community—especially long-time residents—to identify significant people, events, and places worthy of recognition and public information. Residents have already begun collecting oral histories at Fairview reunion events, and this project could continue.
- Develop a walking tour or exhibition highlighting people, places, and events significant to the Fairview African-American community. For example, a “SoMa Pilipinas Ethnotour” was recently developed to highlight the Filipino heritage of one San Francisco neighborhood.
- Reach out to other ethnic groups in Fairview to identify opportunities for preservation and interpretation

51 Interview with Cal Williams and other Fairview residents (May 29, 2012).

52 BGES, "Fairview Historic Building Survey" (March 2008), 9-17.

SHIP CREEK

Boundaries

Ship Creek is included in all four original neighborhoods. The *Ship Creek Framework Plan* was adopted in 2014. It is primarily industrial in character; it therefore has its own distinct set of opportunities for interpretation and is covered here separately. Ship Creek received several comments during the public outreach process, and the HPP acknowledges its importance to the heritage of Anchorage. Ship Creek was the first part of Anchorage to be settled—it was home to Dena'ina fish camps and, centuries later, the headquarters of the Alaska Railroad.

A long-term vision for the future redevelopment of the Ship Creek area includes something Anchorage has never had—an accessible waterfront. Another element slated for the area is to provide an authentic Alaskan place that is attractive in all seasons, and honors the Native heritage of Ship Creek. Consistent with the *Downtown Anchorage Comprehensive Plan* and the *Ship Creek Framework Plan*, the Ship Creek area could also encourage the use of public art, creating a memorable place for residents and visitors to experience the culture of Alaska—past and present.



"New" Alaska Railroad Depot



1915 Tent City, now known as the Ship Creek area.
UAA-hmc-0778



1916-First train leaving new depot
Anchorage, Alaska, Nov 1st
AMRC-aecg181



History

Ship Creek flows from the Chugach Mountains into Cook Inlet. Prior to the arrival of Americans in Anchorage in 1914-1915, the Dena'ina Athabascan people used Ship Creek as a seasonal fishing camp. The Dena'ina place name for Ship Creek was "Dgheyaytnu," or "Needlefish Creek." In 1911, two American families lived on "squatters rights" at the mouth of Ship Creek. Jack and Nellie Brown arrived in 1912; Jack was a Chugach Forest Service employee. Two more families were living in log cabins on the flats of the creek by early 1914. The area was already known as Ship Creek at the time. But changes were abreast for Ship Creek when the Alaska Railroad Act was passed by Congress and signed into law by President Woodrow Wilson in 1914. The AEC decided to build its field headquarters where Ship Creek flows into Cook Inlet. Rumors about the impending construction of a railroad brought people into the area, and they set up a tent city along Ship Creek. By the spring of 1915, over a thousand tents were pitched on the north side of the creek. Ships would moor out in the inlet, and smaller boats and barges would bring materials to shore. Thus, the area became known as "Ship Creek Landing."

During platting of the Anchorage Townsite, reserves were set aside for special uses, including a Terminal Reserve in Ship Creek Valley for a rail yard and dock space. After the townsite parcels were auctioned in July 1915, the tent city folded and people moved to the bluffs above Ship Creek. By August 1915, the U.S. Post Office had established the name "Anchorage," and the name "Ship Creek Landing" was no longer used. By the fall of 1916, buildings in the Terminal Reserve included a depot, commissary, warehouses, shops, offices, and a power plant. Dock Number One was built in 1917, and brought an end to the practice of unloading goods onto barges or lighters to be brought into shore. Ocean Dock was built circa 1918 and was closed by the Railroad in the mid-1920s. Ship Creek itself was realigned and the marshy areas and shoreline were filled in 1920. However, the creek still enters the inlet in the same location. The railroad was completed in 1923, and numerous buildings were constructed to house the various functions of the railroad, as well as the city's other industrial and warehousing needs. In 1927, City Dock (later known as ARR Dock) was built, and adjacent cannery docks were built in 1928.

After World War II, the Alaska Railroad experienced revitalization. Older wood frame buildings were replaced with steel frame buildings, many of which were built from war surplus materials. Some buildings were moved to the site, including the Alaska Railroad Engine Repair Shop, which was moved from Denver in 1948. In 1985, the State of Alaska purchased the Alaska Railroad from the federal government.⁵³ In 1992, Alaska Railroad Corporation employees moved into a new 38,700 sq.-ft. headquarters building next to Ship Creek. Most recently, the Alaska Railroad has been working to complete upgrades to its facilities and infrastructure, and to prepare design guidelines to shape future development. The renovation of the historic freight shed, Alaska's first historic building certified under the U.S. Green Building Council's Leadership Energy and Environmental Design (LEED) program, is a key project for the revitalization of Ship Creek; completed in 2011, this project is intended to catalyze the vision of Ship Creek as a community commerce center and intermodal transit hub.⁵⁴

⁵³ Alaska Railroad Corporation, "Building Leases," accessed HTTP: <http://alaskarailroad.com/Corporate/RealEstateServices/BuildingLeases/tabid/406/Default.aspx>.

⁵⁴ Ibid

SHIP CREEK-SPECIFIC RECOMMENDATIONS

The following recommended implementation strategies are specific to Ship Creek. However, please note that due to its complicated and overlapping boundaries with the other neighborhoods, Ship Creek was not discussed as thoroughly in the public outreach process as the neighborhoods, and thus has fewer neighborhood-specific recommendations. Because it did not receive equal attention from key stakeholders, these strategies are offered to supplement the *Ship Creek Waterfront Land Use Plan (1991)*.

- Interpret Alaska Native Peoples and Alaska Railroad history at Ship Creek.
- Add to existing signage to tell the stories of Alaska Natives who worked to construct the railroad
- Install street signs in English and Athabascan, especially to represent Athabascan names for villages and geographic features

Any interpretive project at Ship Creek would include ARRC involvement to ensure that there are no duplicate efforts, and no impacts to operations or safety.⁵⁵

⁵⁵ For additional details about the history of Ship Creek and a discussion of significant resources, please read the "Ship Creek Architectural Survey Report," prepared by Anchorage Historic Properties, Inc. (AHPI) in 1989.



4. INTERPRETIVE THEMES

For the Anchorage 2015 Centennial Legacy

Interpretive themes and subthemes are the central messages readers will understand about a particular interpretive site. Themes foster a sense of continuity and assist project developers when organizing the content for interpretive materials. Each interpretive product developed will support the primary interpretive theme and at least one of the subthemes.

INTERPRETIVE EQUATION

The *Interpretive Equation* is more than the sum of its parts. It depicts the importance of each of the components

Oh my! Math?

$$(KR + KA) \times AT = IO$$

- KR — Knowledge of the Resource
- KA — Knowledge of the Audience
- AT — Appropriate Techniques
- IO — Interpretive Opportunity

The *Interpretive Equation* illustrates for the interpreter how to identify the elements of successful interpretation. This tool is really just a **formalized structure for achieving interpretive results**. Besides using it for self-evaluation, it can be used as an effective interpretive planning tool.

More than just imparting information, interpreters need to use the techniques and elements that work and also evaluate the effectiveness of their interpretation. The goal is to create opportunities for intellectual and emotional connections.

Freeman Tilden says “interpretation is an art...art is in some degree teachable.”

The Interpretive Equation—What a tool! It gives us the foundation for primary and subthemes. Let’s use it.

For the mathematically challenged,
see diagram below:



PRIMARY INTERPRETIVE THEME:

Community: Beginning with Alaska Native peoples, the Anchorage community evolved with each period of history, defining each of its neighborhoods in unique ways.



Anchorage's cultural centers and museums interpret and educate us about the communities of Anchorage and Alaska

INTERPRETIVE SUBTHEMES:

Alaska Native Peoples: Alaska Native peoples of *Tikahtnu* (Upper Cook Inlet) are rooted in ancient, dynamic, and complex cultures that continue to thrive today.

Railroad: Anchorage began as a boomtown that sprang to life on the banks of Ship Creek in the early 1900s at the first hint of a government-funded railroad.

Aviation: The introduction of the aviation industry in the 1920s revolutionized transportation in Alaska.

Military History: The influx of military personnel and infrastructure during World War II and the Cold War transformed Anchorage in ways we still see today.

Statehood: Amidst jubilant celebrations and the famous headline exclaiming, "WE'RE IN," Alaska officially became the 49th state in the Union on January 3, 1959.

1964 Earthquake: On March 27, 1964, a massive earthquake, registering at 9.2, jarred Anchorage and its people, causing significant damage and sparking an urban renewal movement.

Modern Cultures: Anchorage is a multi-cultural city enriched by a blend of languages, food, art, religions, and other traditions.

Oil Boom: The development of the North Slope oil fields brought tremendous change to Anchorage.

Maritime: Cook Inlet provides a lifeline between Anchorage, Interior Alaska, and the rest of the world.

Historic Preservation: Anchorage boasts properties worthy of preservation because they remind us of our city's past and how it was shaped, while pointing us toward a brighter future.



5.

DEFINING THE INTERPRETIVE EXPERIENCE

Recommendations for new interpretive experiences in the four original neighborhoods will take many things into consideration.

Most importantly:

- The audience;
- Resource being interpreted; and
- Appropriate techniques to create an effective interpretive opportunity.

There are two types of interpretation, personal and non-personal, that are commonly used by professionals to effectively interpret a resource, event, person, architecture, or individual site.

Personal Interpretation occurs when one person delivers an interpretive program to another person or a group of people. This type of interpretation is interactive and allows visitors to discuss the resource with the interpreter and ask questions. It is flexible and can meet the audience's specific needs, and it has the ability to generate publicity and a possible source of income for an individual site.

Non-Personal Interpretation occurs when the interpreter is replaced with a type of media such as a wayside, sign, brochure, website, or exhibit. This type of interpretation does not require the presence of an interpreter; therefore, it is cost-effective. Non-personal interpretive media are not subject to the personality of an interpreter and they provide consistent information over time that can reach large audiences during extended hours of the day.

Offering a variety of personal and non-personal interpretive media provides a greater chance to reach a wider audience. Some visitors prefer attending guided walks or presentations and feel that reading panels or brochures is cumbersome or difficult. Others prefer to read interpretation at their own pace and may feel that guided walks and presentations are intimidating. The following recommendations suggest a variety of personal and non-personal interpretive media that have the potential to enhance the experience for a diverse audience.

Our History And Our Culture Have Meaning

Interpretation tells stories and raises public awareness about the plan area's history, including cultures and traditions of Alaska Native Peoples. Anchorage residents recognize and appreciate the unique character of the four original neighborhoods, and share a desire to celebrate the neighborhoods' history and culture.



Athabascan beading
ANHHC



Historic buildings and cohesive neighborhoods are a source of pride for the community, and residents value the contribution of historic resources to the plan area’s identity. However, there is a lack of broad public awareness about the plan area’s history, partly because so many of Anchorage’s residents are transplants or newcomers.

In the plan area, storytelling is of equal importance to the preservation of physical places. Interpretation is therefore essential. During preparation for the *Anchorage Original Neighborhoods Historic Preservation Plan*, community members presented many ideas for how to interpret and commemorate important people and events.

These ideas range from plaques, monuments, and interpretive signage to walking tours, documentaries, websites, and other digital media. Additional interpretation programs and implementation strategies are presented in this chapter. Funding for these interpretive programs is discussed in Goals #4 and #6 of the HPP.

When it comes to deciding on methods for interpreting history and culture in the four original neighborhoods, there are numerous choices that range in size and complication to implement. Thus, it is important to start by creating an interpretive program, wherein choice methods for interpretation are established and prioritized.

Programming will likely be shaped to an extent by the arctic climate; however, the weather need not impinge on interpretation strategies, and can in fact produce more creative means for sharing stories about the plan area’s history and culture (see sidebar). Education about Anchorage’s history and preservation policies is also critical.

There is a need to improve access to information, inform community members, elected officials, and Municipality administration how to manage historic buildings, and dispel myths about historic preservation. Most importantly, Alaska Native Peoples’ stories—especially positive and/or modern ones—should be incorporated into the narrative, and respect should be shown for all cultures and traditions. Recognizing the role of the Alaska Native Peoples community in building Anchorage and exploring current cultural practices is every bit as valuable as prehistoric stories.

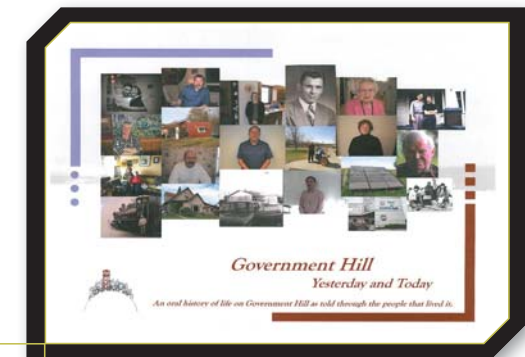
Successful interpretive programs increase recognition of Native heritage and ensure that Native heritage values are acknowledged and interpreted for public understanding. These programs typically seek government and foundation or nonprofit support to implement and maintain them.

When incorporating Alaska Native Peoples’ stories into the historic narrative for the four original neighborhoods, it is important to understand that the perception of “heritage” differs for Europeans and indigenous peoples and that over the last century Native land-based and -built heritage has been undermined, which often necessitates creative approaches to cultural preservation.

ARCTIC INTERPRETATION TIPS

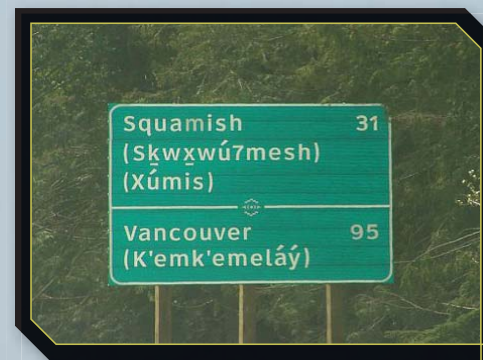
Anchorage’s location presents unique conditions for interpretive planning due to its arctic climate. The following scenarios are suggested to promote history and culture in Anchorage, despite (or because of) the weather:

- Construct signage using weather-resistant materials, or construct removable signage so that it does not get damaged or affect snow removal.
- Celebrate seasonal activities and opportunities.
- Conduct walking tours, even during the winter.
- Use winter months for planning and fabrication of tours and interpretive materials.
- Shift from outdoor activities, such as tours, to indoor ones, such as lectures, depending on the season.



This book on the oral history of Government Hill, related through those who experienced its development, was published in 2013.

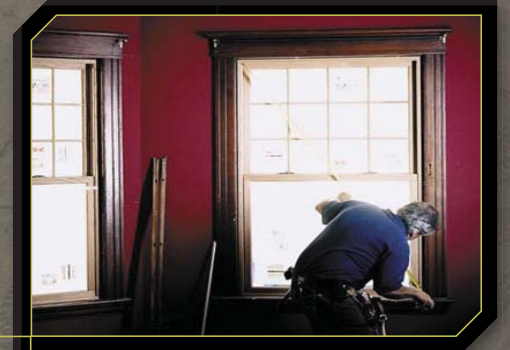
The best examples from other U.S. cities successfully integrate Native culture, heritage, art, and stories seamlessly into interpretive signage and everyday life. Using Native language and motifs in signage and place names may be an effective way to help accomplish this. In considering ways to better represent Alaska Native Peoples in the plan area, inspiration can be drawn from Hawaii, New Mexico, and the Navajo Nation, and from the Maori people of New Zealand, among others.



Highway signs in portions of British Columbia and bilingual in English and Squamish languages.



The Auxiliary Heritage Collection and Craft Shop at the Alaska Native Medical Center celebrates Native history and traditional artwork.



"This Old House" has a TV series, magazine, and website dedicated to teaching homeowners about skills such as window repair.



A successful window workshop was recently held at the Pioneer School House.



6. IMPLEMENTATION STRATEGIES

FROM THE HPP FOR “INTERPRETING HISTORY AND CULTURE”

The following implementation strategies are excerpted from Chapter 3 of the HPP. These strategies could also be implemented throughout Anchorage and may not necessarily have to be focused in the four original neighborhoods.



The NoMa Business Improvement District created a cohesive brand for this Washington, D. C. neighborhood



The port of Anacortes, WA, installed vintage salmon can labels on its trash cans to celebrate the town's salmon canning history.

The purpose of this chapter is to articulate an action plan to help the Municipality of Anchorage and its preservation partners accomplish the vision, goals, and policies outlined in this plan for Anchorage’s four original neighborhoods & Ship Creek. Originally published in the Historic Preservation Plan, this chapter includes details that will help readers understand each policy and implementation strategy related to interpretation.

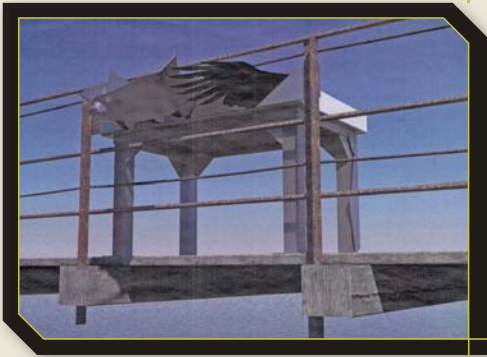
Implementation Matrix

The following Implementation Matrix is excerpted fro HPP. The matrix summarizes each implementation strategy discussed in previous chapters of the Plan, and is organized by timing. For each strategy, the matrix includes the following:

- **Related Policy:** Each implementation strategy is generally correlated to one policy. However, if a strategy accomplishes or relates to more than one policy, it is noted here.
- **Timing:** The time it takes to implement each strategy varies: timelines are Short-Term (less than 5 years); Intermediate (6-9 years); Long-Term (more than 10 years); and Ongoing. Please note that these time frames are approximate, and are subject to change depending on available funding, resources, and commitment.
- **Responsible Parties:** Indicates one or more parties responsible for implementing the strategy, including collaboration among groups. The parties identified here are not necessarily required to fund and implement the strategy themselves, but rather would be responsible for researching and tracking the strategy to ensure that it is completed. Responsible parties may include individual property owners, neighborhood groups, local government organizations, state and federal agencies, and lawmakers. See Appendix L for a complete list of potential preservation partners who could serve as responsible parties.
- **Neighborhood:** Identifies which neighborhood(s) area is responsible for implementing each strategy. Ship Creek is not included here, though it is not technically one of the four original neighborhoods and did not receive the same attention as the other neighborhoods during the public outreach process.
- **Requires Approvals:** Indicates that further action would be needed by the public, property owners, Planning & Zoning Commission, and Municipal Assembly in order to move this item forward. At such time, the details of the programs will be developed and the feasibility of the items will be evaluated. The effects of the programs on the cost of development would also be thoroughly investigated at this later date.



Public art, such as the salmon on A Street, adds to the quality of life in the plan area.



Public art, such as the salmon on A Street, adds to the quality of life in the plan area.

No.	Implementation Strategy	Related Policy	Timing				Primary Responsible Parties	Neighborhood				Requires Approval
			S	I	L	O		GH	DT	SA	FV	
3	INTERPRETING HISTORY & CULTURE											
3.1.1	Form an interpretive planning advisory group (or groups) composed of public-private partnerships to oversee creation of interpretive plan (or plans).		●				Neighborhood Groups (Community Councils); Muni (Planning); Nonprofit Organizations; Educational Institutions	●	●	●	●	
3.1.2	Seek funding for an interpretive plan for Municipality-owned buildings and parks, which would identify and prioritize which stories to tell, select media to be used for each story, and establish a consistent graphic identity for all materials.	Goal #4 & Goal #6	●				Muni (Planning); Muni (Real Estate)	●	●	●	●	
3.1.3	Seek funding for an interpretive plan for each of the Four Original Neighborhoods. Each plan would include the same components described above.		●				Neighborhood Groups (Community Councils)	●	●	●	●	
3.1.4	Ensure that the Four Original Neighborhoods are represented in the Centennial Legacy Interpretive Project, and complete installation of interpretive signage, plaques or monuments in time for the Anchorage Centennial Celebration in 2015.		●				Neighborhood Groups (Community Councils)	●	●	●	●	
3.1.5	Work with the Alaska Native Peoples community to identify stories in the plan area to interpret.					●	Alaska Native Peoples	●	●	●	●	
3.1.6	Look for interpretive opportunities that take advantage of all four seasons.					●	Neighborhood Groups (Community Councils); Muni (Planning); Nonprofit Organizations; Educational Institutions	●	●	●	●	
3.1.7	Seek funding to assist private property owners in implementing interpretive programs.					●	Nonprofit Organizations	●	●	●	●	

No.	Implementation Strategy	Related Policy	Timing				Primary Responsible Parties	Neighborhood				Requires Approval
			S	I	L	O		GH	DT	SA	FV	
3.2.2	Select one example of Culturally Modified Trees, and place interpretive signage at that location.	2.4	●				Alaska Native Peoples	●	●	●	●	
3.2.3	Create a map of indigenous language place names in Four Original Neighborhoods.			●			Alaska Native Peoples	●	●	●	●	
3.2.4	Publicize Shem Pete's Alaska, a book about Dena'ina place names.					●	Media Outlets; Nonprofit Organizations	●	●	●	●	
3.2.5	Install street signs in English and Athabascan, especially to represent Athabascan names for villages and geographic features.	Same as 1.3.1		●			Alaska Native Peoples; Muni (Public Works)	●	●	●	●	
3.2.6	Name public buildings and streets after Native leaders.	Same as 1.3.2				●	Alaska Native Peoples; Muni (Public Works)	●	●	●	●	
3.2.7	Incorporate Native art and/or sculpture into parks, open spaces, and other public areas by creating a network of partners and friends groups that will assist in planning, fund, and support of a public art program.	Same as 1.3.3		●			Alaska Native Peoples; Muni (Arts Advisory Commission, Parks & Rec)	●	●	●	●	
3.2.8	Add more Alaska Native stories about the sun, moon, and stars to Planet Walk.			●			Alaska Native Peoples; Muni (Public Works)	●	●	●	●	
3.2.9	Include Alaska Native Peoples' stories in Oscar Anderson House tour.		●				Alaska Native Peoples; Nonprofit Organizations	●	●	●	●	
3.2.10	Establish an Alaska Native Heritage Center (ANHC) annex or kiosk in Downtown to support heritage tourism.	6.7			●		Alaska Native Peoples; Business Organizations	●	●	●	●	
3.2.11	Host festivals or ceremonies to celebrate the catch of the first salmon, migration of birds, and other traditional events and rituals.					●	Alaska Native Peoples; Nonprofit Organizations; Neighborhood Groups	●	●	●	●	
3.2.12	Pursue Tribal Preservation Project Grants from the National Park Service to pursue interpretation of Native stories and cultural sites.	Same as 2.4.4				●	Alaska Native Peoples; SHPO; NPS	●	●	●	●	

No.	Implementation Strategy	Related Policy	Timing				Primary Responsible Parties	Neighborhood				Requires Approval
			S	I	L	O		GH	DT	SA	FV	
3.3.2	Work with ASD educators and administrators to develop a scavenger hunt or other activity for elementary school students focused on the Four Original Neighborhoods.		●				Educational Institutions (ASD)	●	●	●	●	
3.3.3	Work with university educators and administrators to incorporate historic preservation curriculum into Alaskan universities.				●		Educational Institutions (Universities)	●	●	●	●	
3.3.4	Develop a free guided walking tour program.			●			Nonprofit Organizations	●	●	●	●	
3.3.5	Partner with Bicycle Commuters of Anchorage (BCA) or other similar group to offer maps and bike tours of historic resources in the Four Original Neighborhoods.	3.6 & 3.7	●				Neighborhood Groups (Bicycle Commuters of Anchorage)	●	●	●	●	
3.3.6	Add information about the history of the Four Original Neighborhoods to the Anchorage Bike map (also applies to Policies 3.6 and 3.7).	3.6 & 3.7		●			Muni (Parks & Rec)	●	●	●	●	
3.3.7	Add history of Four Original Neighborhoods to the "Alaska App."	3.6 & 3.7		●			Neighborhood Groups; Media Outlets	●	●	●	●	
3.3.8	Compile a bibliography of further reading about each neighborhood, to be made available at the Log Cabin Visitor Information Center, Z.J. Loussac Public Library, local schools, and Municipality offices.		●				Educational Institutions	●	●	●	●	
3.3.9	Create a multimedia display about the Four Original Neighborhoods in City Hall or Log Cabin Visitor Information Center.				●		Muni (AHPC); Business Organizations	●	●	●	●	
3.3.10	Seek funding for a short, engaging film about the Four Original Neighborhoods.				●		Muni (AHPC); Nonprofit Organizations; Neighborhood Groups (Community Councils)	●	●	●	●	
3.3.11	Publicize Rae Arno's Anchorage Place Names, a book about the history of street, park, and place names.		●				Muni (AHPC); Neighborhood Groups	●	●	●	●	

No.	Implementation Strategy	Related Policy	Timing				Primary Responsible Parties	Neighborhood				Requires Approval
			S	I	L	O		GH	DT	SA	FV	
3.4.2	Host a Preservation Education lecture series, covering topics such as neighborhood history, historic preservation incentives, and historic preservation procedures and regulations.		●				Nonprofit Organizations	●	●	●	●	
3.4.3	Provide basic historic preservation training for Planning & Zoning Commission, Assembly, and Municipality staff.					●	Muni	●	●	●	●	
3.4.4	Provide basic historic preservation training for lenders, appraisers, and code officials.					●	Muni	●	●	●	●	
3.4.5	Produce a series of historic preservation pamphlets, such as "Frequently Asked Questions," or "how-to" guides on historic house maintenance.			●			Nonprofit Organizations	●	●	●	●	
3.4.6	Produce a series of short segments focusing on preservation issues to air on public access television channels (Municipal Channel 10).				●		Muni (AHPC)	●	●	●	●	
3.4.7	Update Anchorage Historic Preservation Commission (AHPC) website to include more preservation-related links and educational tools.	Same as 4.5.1	●				Muni (AHPC)	●	●	●	●	
3.5.1	Create a Historic Plaque Program. Each plaque would state basic information about the building, such as its historic name, original owner's name, and/or original construction date.			●			Nonprofit Organizations; Muni (Planning)	●	●	●	●	
3.5.2	Publish a quarterly or monthly newspaper column about local history. Many years ago, Robert B. Atwood's regular column in the Anchorage Daily News focused on history.					●	Media Outlets	●	●	●	●	
3.5.3	Share historic photographs and facts at Community Council meetings, ASD programs, and other events.					●	Neighborhood Groups (Community Councils)	●	●	●	●	
3.5.4	Integrate historic icons or photographs into streetscape furnishings, such as trash cans and benches.	Same as 1.3.4	●				Muni (Public Works)	●	●	●	●	

No.	Implementation Strategy	Related Policy	Timing				Primary Responsible Parties	Neighborhood				Requires Approval
			S	I	L	O		GH	DT	SA	FV	
3.5.6	Host annual Historic House Tour events, rotating among the Four Original Neighborhoods each year.					●	Neighborhood Groups (Community Councils); Nonprofit Organizations	●	●	●	●	
3.5.7	Name alleys in the Four Original Neighborhoods using historical and cultural references	Same as 1.3.6	●				Muni (Public Works)	●	●	●	●	
3.5.8	Design interpretive signage that is weather-resistant, or mounted such that it can be removed in winter.					●	Muni (Public Works)	●	●	●	●	
3.6.1	Develop a mobile application or podcast to host thematic walking and driving tours.			●			Nonprofit Organizations; Muni (AHPC)	●	●	●	●	
3.6.2	Design iconic graphics (e.g., propellers, trains, etc.) to be installed at associated sites to alert people to significant themes.			●			Nonprofit Organizations; Muni (AHPC)	●	●	●	●	
3.6.3	Incorporate stories about each neighborhood into the existing trail system's paving or infrastructure to combine history and the outdoors, especially during the summer months. This could be especially effective along the historic Iditarod Trail.			●			Muni (Public Works)	●	●	●	●	
3.7.1	Create a media campaign to draw attention to the historic and cultural resources identified during the HPP public outreach process and recorded in the Consolidated Historic Resources Inventory, and to promote the benefits of historic preservation.	Same as 2.2.2				●	Muni (AHPC); Media Outlets	●	●	●	●	
3.7.2	Continue to host "Historic Preservation Day" in Anchorage					●	Muni (AHPC)	●	●	●	●	
3.7.3	Celebrate Historic Preservation Month (nationally celebrated in May) in the Four Original Neighborhoods.					●	Media Outlets	●	●	●	●	
3.7.4	Celebrate Alaska Native-American Indian Heritage Month (nationally celebrated in November) in the Four Original Neighborhoods.	3.2				●	Alaska Native Peoples; Media Outlets	●	●	●	●	

No.	Implementation Strategy	Related Policy	Timing				Primary Responsible Parties	Neighborhood				Requires Approval
			S	I	L	O		GH	DT	SA	FV	
3.7.6	Organize an annual historic tour of the cemetery.					●	Nonprofit Organizations	●	●	●	●	
3.7.7	Increase Anchorage Historic Preservation Commission presence on social media websites.		●				Muni (AHPC)	●	●	●	●	
3.7.8	Publicize the Anchorage Museum's Homestead Exhibit online, as most of the featured homesteads were in the Four Original Neighborhoods.		●				Media Outlets; Museums (Anchorage Museum)	●	●	●	●	
3.8.1	Partner with local, state, and national organizations to develop and fund oral history programs.					●	Nonprofit Organizations; Educational Institutions (UAF Project Jukebox); SHPO; NPS	●	●	●	●	
3.8.2	Work with Alaska Native Hospital, Southcentral Foundation, University of Alaska at Fairbanks, and other organizations to gather oral histories from Tribal Elders.		●				Alaska Native Hospital; Southcentral Foundation; UA Fairbanks; Muni (AHPC)	●	●	●	●	
3.8.3	Encourage the Anchorage Woman's Club or other interested community organizations to continue to record the oral histories of Anchorage residents.		●				Nonprofit Organizations; Neighborhood Groups	●	●	●	●	
3.8.4	Incorporate oral history projects and training into the public school system and local universities to get students to record the stories of Anchorage residents.			●			Anchorage Humanities Forum	●	●	●	●	
3.8.5	Make oral histories easily accessible via podcast.			●			Muni (AHPC)	●	●	●	●	
3.9.1 GH	Add biographical information to street signs in Government Hill, which are named after Alaska Railroad workers		●				Muni (AHPC); Government Hill Community Council	●				
3.9.2 GH	Incorporate interpretive signs for all the historic mini-districts on Government Hill		●				Muni (AHPC); Government Hill Community Council	●				
3.9.3 GH	Publicize results of "Government Hill Oral Histories Project"		●				Muni (AHPC); Government Hill Community Council	●				

No.	Implementation Strategy	Related Policy	Timing				Primary Responsible Parties	Neighborhood				Requires Approval
			S	I	L	O		GH	DT	SA	FV	
3.11.1 SA	Create an interpretive plan for the Delaney Park Strip, which may include installation of interpretive signage, plaques, or monuments that celebrate the Park Strip's rich history as a fire break, golf course, and airport.			●			Neighborhood Groups; Nonprofit Organizations; Muni (Parks & Rec)			●		
3.12.1 SA	Use the South Addition Historic Context Statement (2012) to help identify interpretation and storytelling opportunities in the South Addition.		●				Neighborhood Groups (Community Councils); Nonprofit Organizations; Muni (AHPC); SHPO			●		
3.13.1 FV	Place interpretive signage at Greater Friendship Baptist Church (903 E. 13th Avenue), celebrating its status as the first African-American church in Alaska		●				Neighborhood Groups (Community Councils); Nonprofit Organizations; Muni (AHPC); SHPO				●	
3.13.2 FV	Work with the African-American community—especially long-time residents—to identify significant people, events, & places.		●				Neighborhood Groups (Community Councils); Nonprofit Organizations; Muni (AHPC); SHPO				●	
3.13.3 FV	Develop a walking tour or exhibition highlighting people, places, and events significant to the Fairview African-American community.		●				Neighborhood Groups (Community Councils); Nonprofit Organizations; Muni (AHPC); SHPO				●	
3.13.4 FV	Reach out to other ethnic groups in Fairview to identify opportunities for preservation and interpretation.		●				Neighborhood Groups (Community Councils); Nonprofit Organizations; Muni (AHPC); SHPO				●	



7. DESIGN CONCEPTS

Logos and Identity: Each of the four original neighborhoods and Ship Creek has specific features. Creating a logo for each neighborhood would highlight these features and reflect its uniqueness. In an effort to reinforce the connection to Anchorage as a whole, all logos on this page include elements of the Municipality of Anchorage logo.

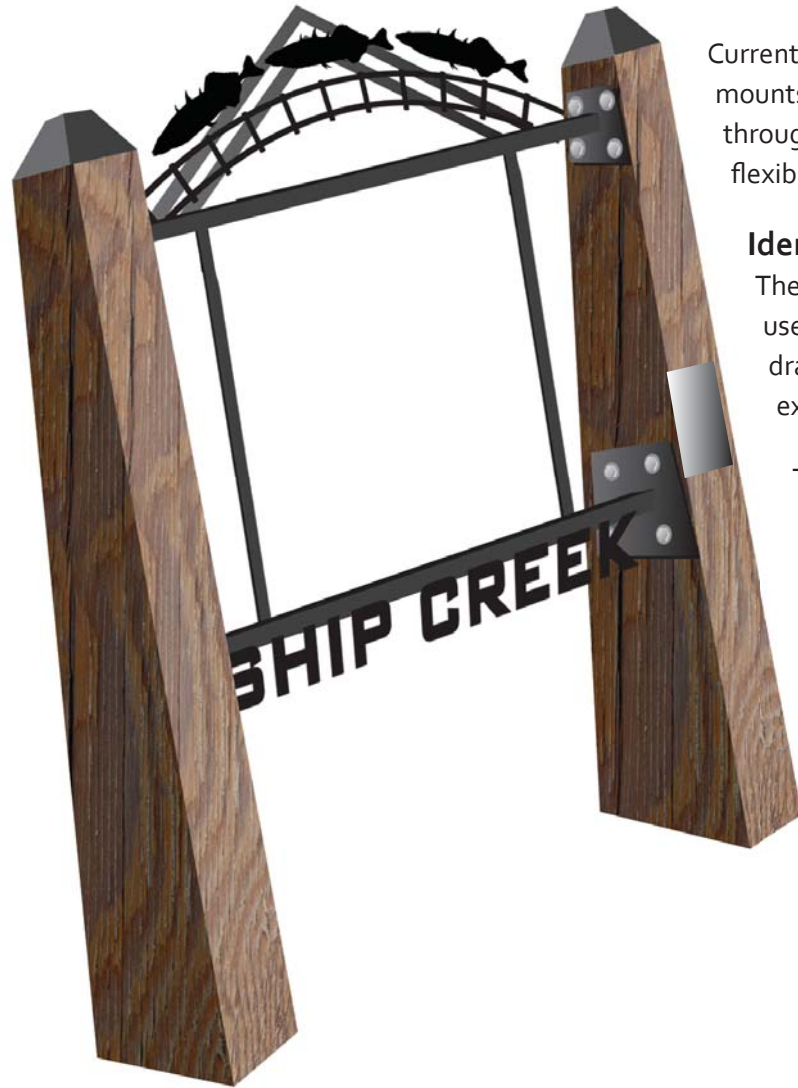
Logos should be simple and uncluttered, representing the character, history, or use of the area with one or two iconic features. These logos are designed so the elements can be adapted and effectively reproduced in different mediums. The logos on this page are black and white, but could easily be full color.

- **Government Hill:** Some of the oldest structures in Anchorage, including the water tower, are on Government Hill. The water tower is an icon and a recurring visual theme in *Government Hill's Neighborhood Plan*. The Alaska Engineering Commission built housing for its employees in this neighborhood and later, the military constructed Quonset huts and other WWII-era structures, some of which still stand.
- **Downtown:** Preserving historic buildings is integral to retaining the historic character of downtown Anchorage. This neighborhood boasts the historic 4th Avenue Theater, Judge Leopold Residence, Wendler Building (the relocated Club 25), City Hall, Federal Building, and more. Events downtown, including the Iditarod and many Fur Rondy events, draw thousands of people annually from all over the world. Here, residents and visitors can get a taste of the past with all the modern amenities.
- **South Addition:** The Park Strip divides Downtown from South Addition and is a gathering place for events, sports, and general recreation. It is a defining feature of South Addition. Pioneers and homesteaders settled here and the military and Northwest Airlines built housing for personnel. Westchester Lagoon is now a center of recreation, but Chester Creek, which was dammed to create the lagoon, had been used for centuries by Dena'ina who called it Grass Creek.
- **Fairview:** Aviation was integral to the development of Fairview. Merrill Field, dating back to 1930, now serves as a small plane airport and is still important to the community. Also, Fairview was the first place in Anchorage where African-Americans were permitted to own property and build. The first Carrs grocery store in Anchorage, on East 13th Avenue and Gambel, still serves the community.
- **Ship Creek:** The Dena'ina name for Ship Creek is translated as "Where the Stickleback Run." The railroad, commercial industry, and the military figure prominently in the development of the area. Ship Creek itself is a huge draw for residents and tourists who want to enjoy an afternoon of fishing and be home, or back to their hotel, in time for supper. With luck, they will eat fresh salmon!

Recommended icons for logos: These example logos depict recognizable elements or activities that represent the area and should be used as guidelines for developing neighborhood logos.

- **Government Hill:** The water tower
- **Downtown:** 4th Avenue Theater
- **South Addition:** The Park Strip
- **Fairview:** A bush plane
- **Ship Creek:** The railroad and stickleback fish





Recommended Mounting Concept:

Currently, there are many different designs for interpretive panel mounts, most notably, the outdated blue, three-sided kiosks throughout Downtown. A fresh, cohesive look that incorporates a flexible design can have a profound effect on interpretation.

Identity for Mounts:

The mounting design to the left incorporates elements previously used for mounting interpretation in Anchorage, but without drawbacks such as being too tall or big, too small, overpowering, expensive, inaccessible etc.

The multi-representational “peak” design is retained and could stand for an arctic entry, a roof line, tent, or mountain. The black, wrought iron and wood look is also retained.

Existing Anchorage Mounting Methods



Although this mounting standard provides shelter from the elements, it overpowers the panel.



This mount also overpowers the panels and does not complement other interpretation in Anchorage.



This mounting standard has design elements worth keeping. The blank black back could be less evident with a smaller, lower profile panel displayed at an angle, which would be more conducive to reading at a comfortable distance.



The three-sided aspect shown here renders at least one side inaccessible during certain conditions, such as vegetative overgrowth and snow.

Recommended Model for Displays



Mounts: Choosing a standard mount and look for the four neighborhoods and Ship Creek will help create a unified and cohesive visual theme while distinguishing the neighborhoods. The design should be simple enough to be affordable, but unique enough to have a stamp of recognition. The Municipality of Anchorage has been developing a look for years and many positive elements of that look can be carried over to this project. Material suggestions include: large, treated timbers, wrought iron, channel or tube iron or steel, and sheet metal.

The suggested logos can be recreated for other applications as seen in the mounts pictured. In these designs, the logo is simplified so it can be fabricated from different materials. The panels are bolted from the back through a brace.

The beauty of this design is that the audience will recognize, even without reading the panel, what neighborhood they are in.

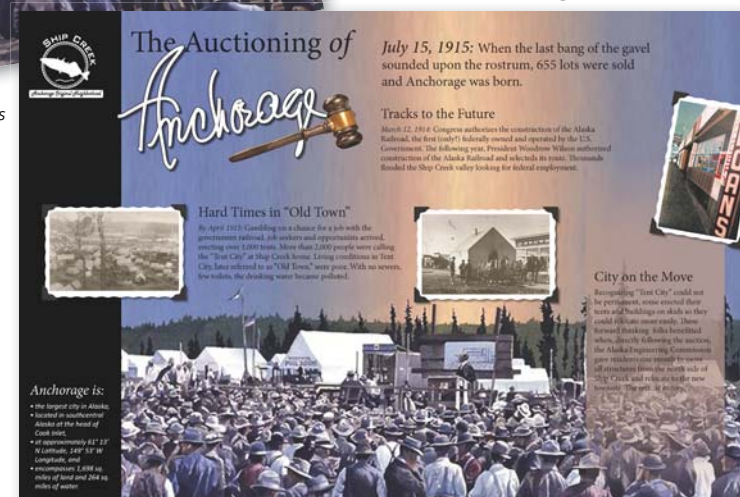
An engineer should be contracted to make accurate drawings of this recommended concept. With these drawings, any contractor can build the mounts, and metal fabricators could create the art. The design should be drawn both vertically and horizontally to fit a 24 inch by 36 inch panel.

The panel could also be vertically oriented.

Sample Interpretive Panels:



Sample panel for this publication



Color Palette: It would be difficult to adopt a color palette that would work for all four original neighborhoods and Ship Creek. The background or focal graphic should drive the color palette for individual panels.

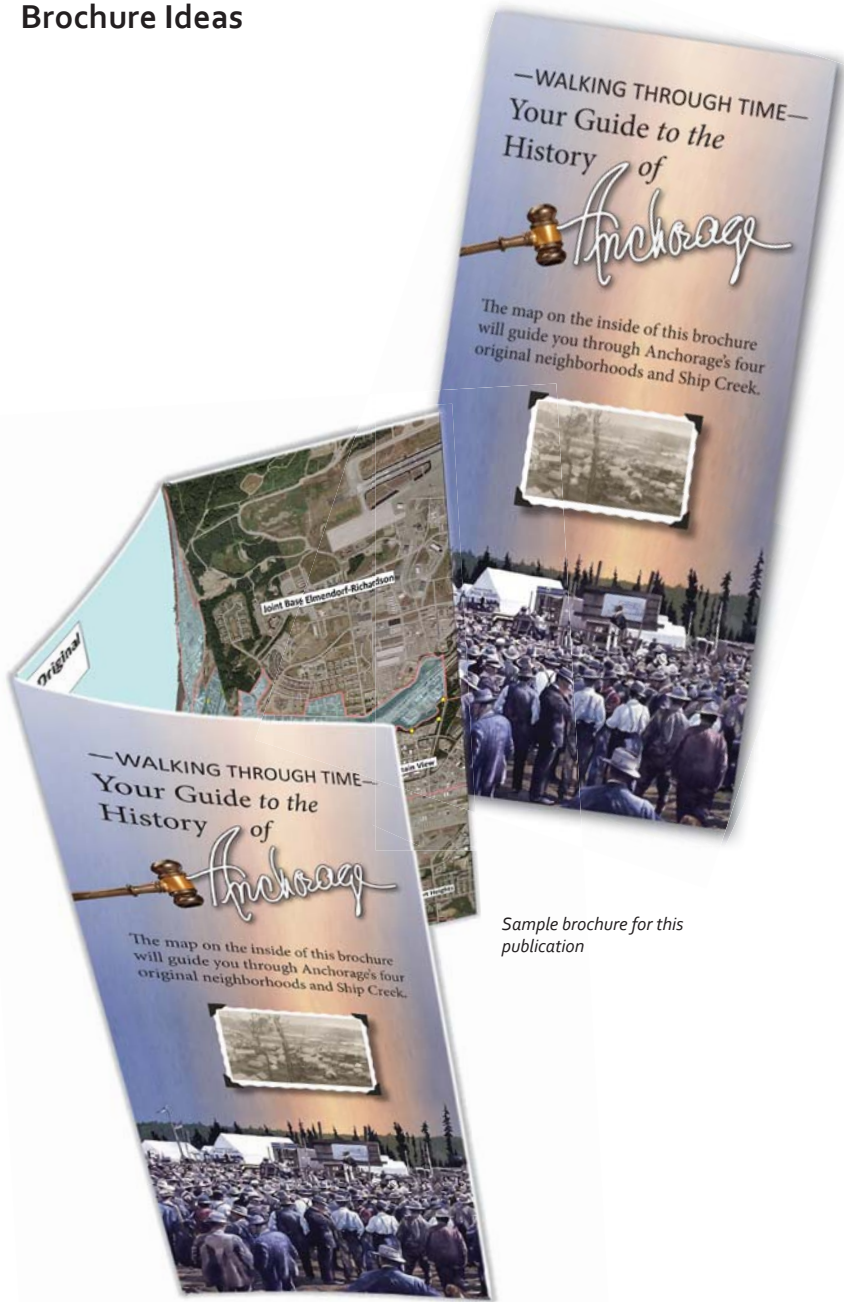
Another idea is to have a plain, but color-coded background to distinguish the different neighborhoods while common elements (such as fonts and layout) would unify the project. The design will be further tied together with the common, but distinguishable look of the mounts.

As seen in the sample panel titled “The Auctioning of Anchorage,” using or incorporating art from local artist and photographers could be effective. Some artists, like Byron Birdsall, George Clark, James Morris, and Duke Russel, use Anchorage as a recurring subject matter. The Alaska State Council on the Arts Alaska State Council on the Arts (<https://www.eed.state.ak.us/aksca/>) “...believes that a thriving arts and culture sector is necessary for healthy communities...” and that “...the arts contribute to building vibrant communities and economic stability,” so they may be able to assist with identifying art for this project.

May include local artists
Paintings of Anchorage



Brochure Ideas



Sample brochure for this publication

2015 Centennial Trail Walking Tour and Metal Plate Rubbings

Smartphone applications, tours, and brochures are all effective ways to reach residents and visitors. A Centennial Trail walking tour could be designed to lead people to a series of historic locations in the four neighborhoods and Ship Creek. This tour could be available as a Smartphone application, in a printed walking tour brochure, or as a guided tour.

It is likely that the major sites along the tour will also have interpretive panels. A metal plate that has a relief image depicting each site on the walking tour could be included in the panel mount, but they could also be a stand-alone design. Residents and visitors can visit each site and make a “rubbing” as a souvenir. Each of the major themes of Anchorage’s history should be represented.

A fairly comprehensive list of interpretive media in the planing area is included in Appendix B and should be used to develop a walking tour.



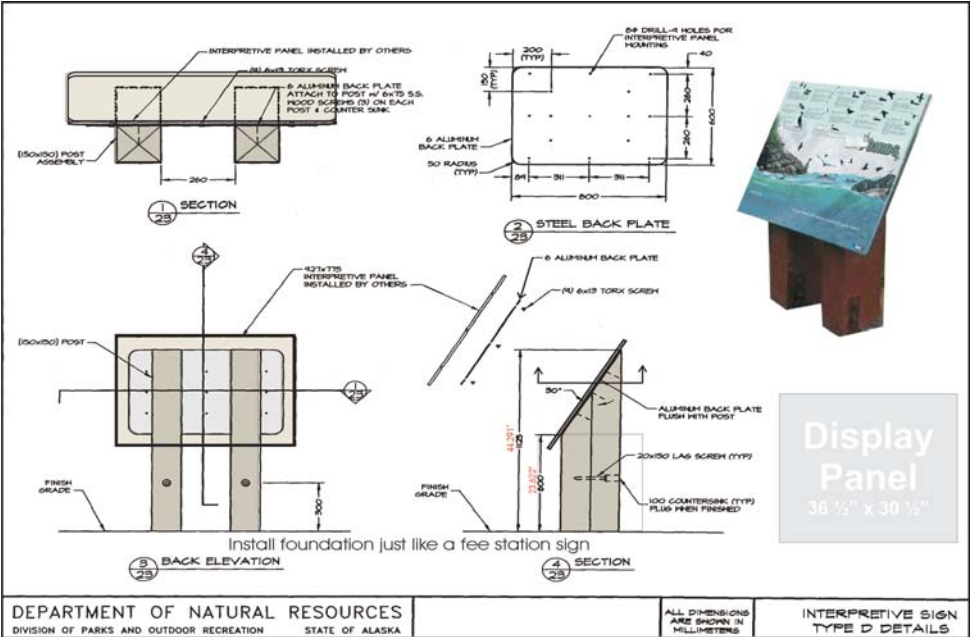
At the Vietnam Veterans Memorial Wall, and the San Antonio Missions National Historical Park, visitors can do “rubbings” from the wall or a brass plate and keep as a souvenir.

Other Concepts

More on Mounts: There are as many options as the imagination can conjure. Each mount could be based like the examples shown here.



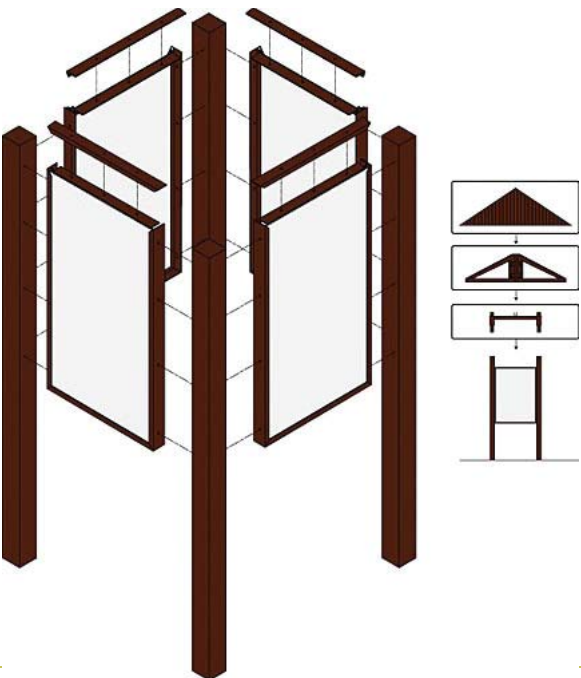
Alaska State Parks has many standard designs that can be viewed online at: <http://dnr.alaska.gov/parks/designconstruct/standarddrawings.htm>
Below is a commonly used mount by Alaska State Parks and others.



The National Park Service uses designs that can be purchased from a variety of manufacturers. Below is a commonly used mount by NPS.



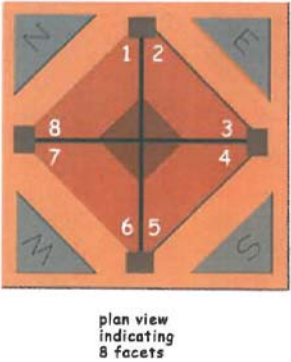
This four-sided kiosk could be adapted to reflect the previously described identifying features unique to the four original neighborhoods.



Occasionally, there are large, open spaces where multiple panels could be displayed. The following “octo-kiosk” is just one example of a multi-panel option. This would not work in places, such as downtown, where there is not ample space to support the footprint, or the crowd attracted by such a large display. It would, however, work well in neighborhood parks.

Donner Summit, California

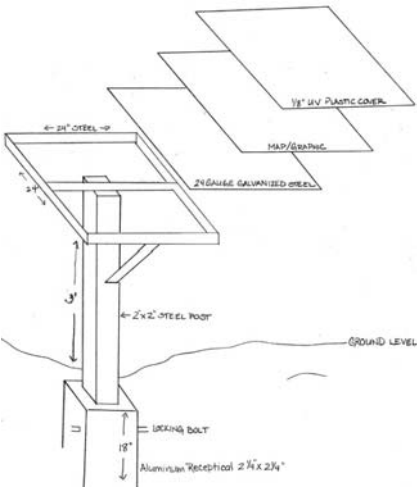
Octo-Kiosk
(8-sided Kiosk)
A venue to display
8 pre-existing panels.



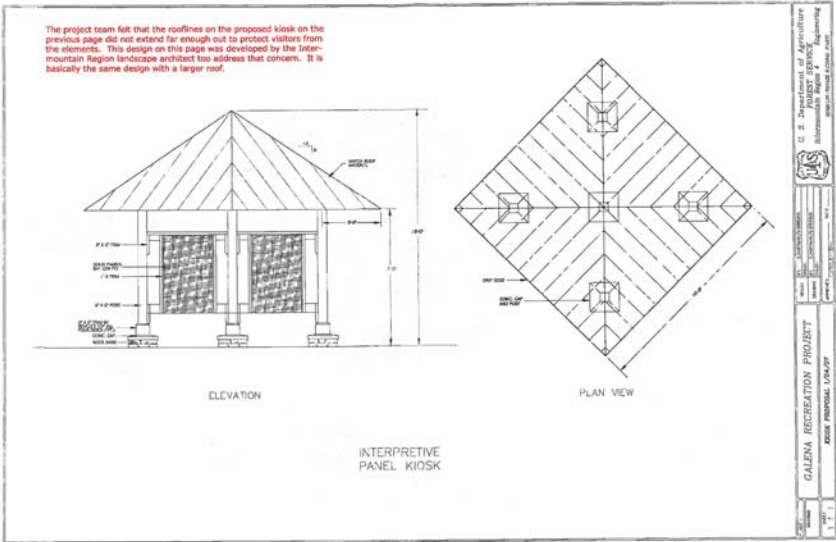
Galena Creek Regional Visitor Center
Exhibit Concept Plan
March 2007
25



Later development
could be a large
plasma-touch-screen
interactive



Most interpretive kiosks incorporate panels that can be removed seasonally, such as these at Donner Summit near Truckee, California.



Galena Creek Regional Visitor Center
Exhibit Concept Plan
March 2007
26

Smartphone apps, Social media, Websites, and Tours

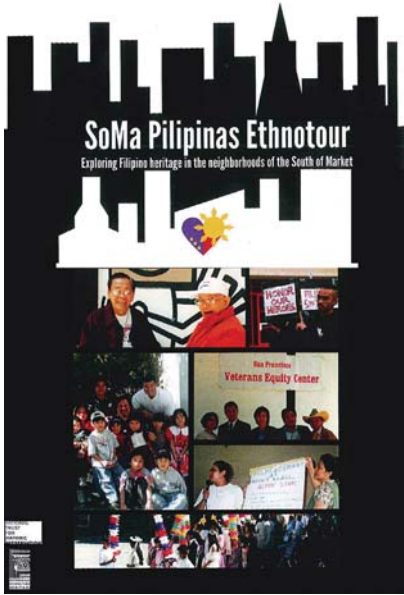
There are many ways, personal and non-personal, that can be considered to present interpretation to the public.



Websites and Smartphone apps.



QR (quick response) codes can be created to direct people to a website using their cell phone, enabling them to retrieve more detailed information on the spot.



Logos and other identifying materials

Guided or Self-Guided Tours



Guided tours allow the visitor to interact with an interpreter and get answers to questions that may not be addressed in static interpretation.





8. EVALUATING INTERPRETATION

Creating guidelines for evaluating the effectiveness of interpretive sites and materials is an essential part of the planning process. The purpose of evaluations is to help measure whether the Plan's goals and objectives are being met. The intent of evaluations is to collect information to make improvements and decisions about future planning.

There are many appropriate methods for evaluating interpretation. A combination of methods will produce the best results. Media, especially interpretive panels, should be evaluated at least every ten years for both content and graphics. If panels are left too long, the message and graphics can become dated and unappealing to visitors. Using peer reviews, oral interviews, exit questionnaires, observation, and suggestion boxes would all be effective methods for evaluating sites and services.

- **Peer Reviews:** Professional interpreters developing media should allow for a peer review process. A group of people with varying interests will provide valuable input in the developing stages of interpretation and the product will greatly benefit from this process.
- **Oral Interviews:** Visitors could be approached for a short interview about interpretation in the four original neighborhoods. Interviews can provide a person's impressions and allows for follow-up questions to learn more about someone's opinions.
- **Questionnaires:** Visitors could be given a questionnaire with pointed questions to determine whether the interpretative media's objectives were met and the themes communicated. The questionnaire should also solicit ideas for improvement.
- **Observation:** Indirect observation—having someone observe how visitors react to interpretive exhibits—is a good method for evaluating the effectiveness of each display, including its ability to attract and hold a visitor's attention.
- **Suggestion Box:** Suggestion boxes or guest books could be placed in areas of high visitation to provide travelers a place to share their thoughts, suggestions, and ideas. A system should be established whereby the comments are regularly retrieved. Paper and pencils would need to be supplied and restocked. A digital "suggestion box" on the internet could also yield helpful post-trip insights.





9.

APPENDIX A: ONLINE SURVEY

Survey respondents rated the importance of interpreting several topics relevant to Anchorage’s history. Respondents identified Alaska Native Peoples, Aviation, Railroad, War History, Statehood, 1964 Earthquake, Present Day Cultures, and Historic Preservation as the eight most important topics.

Due to the informal nature of the survey responses below are verbatim and might contain spelling or gramatical mistakes.

1. Rate the importance of interpreting the following topics.

There was an option in this question to suggest other topics. The following topics were suggested in this open-ended option of the question:

- Maritime
- Early Logistics of Anchorage
- Please purchase and restore the 4th Avenue theater—most of my guests from SF (San Francisco, New York City) NYC, etc think it’s a crime that building is languishing—especially after seeing the glorious interior upstairs
- Land use, developers, architecture, people
- Daily Life and the Ephemeral
- History of the non-Native cultures in Anchorage
- Environmental Features

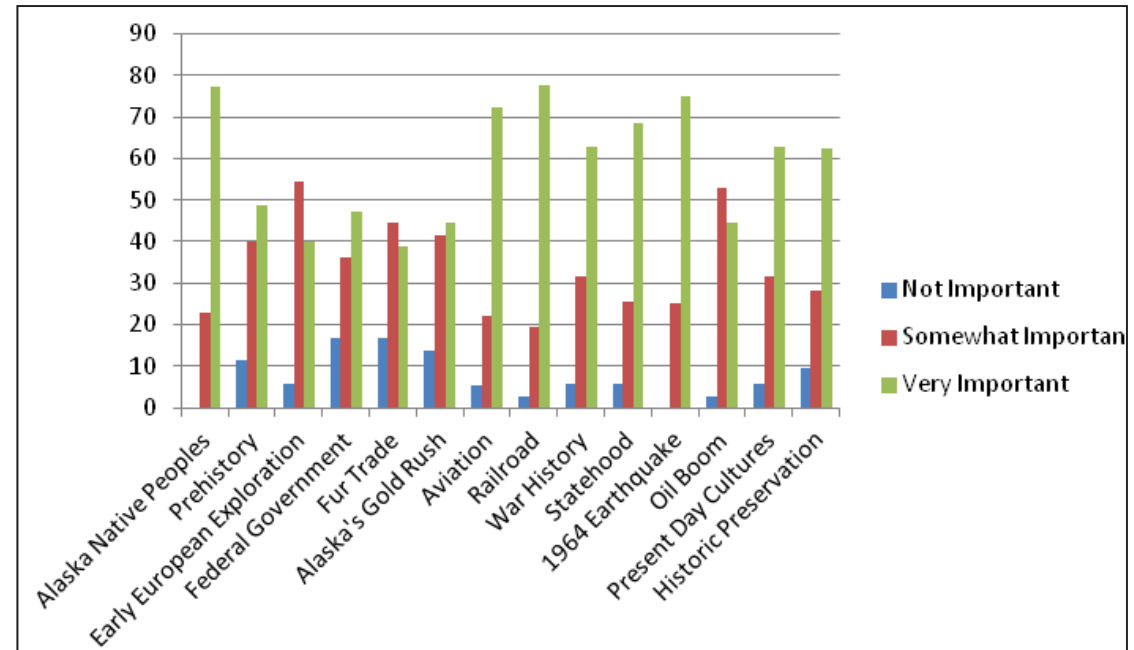


Figure 1. Rate the importance of interpreting the following topics.

The second question of the survey revealed that nearly two-thirds of the participants are aware of some interpretation in the survey area. However, the results indicate that 37% are not aware of any interpretation.

2. Are you aware of any interpretation (panels/signs, tours, etc.) in any of the four original neighborhoods (Downtown, Fairview, South Addition, and Government Hill, including Ship Creek)?

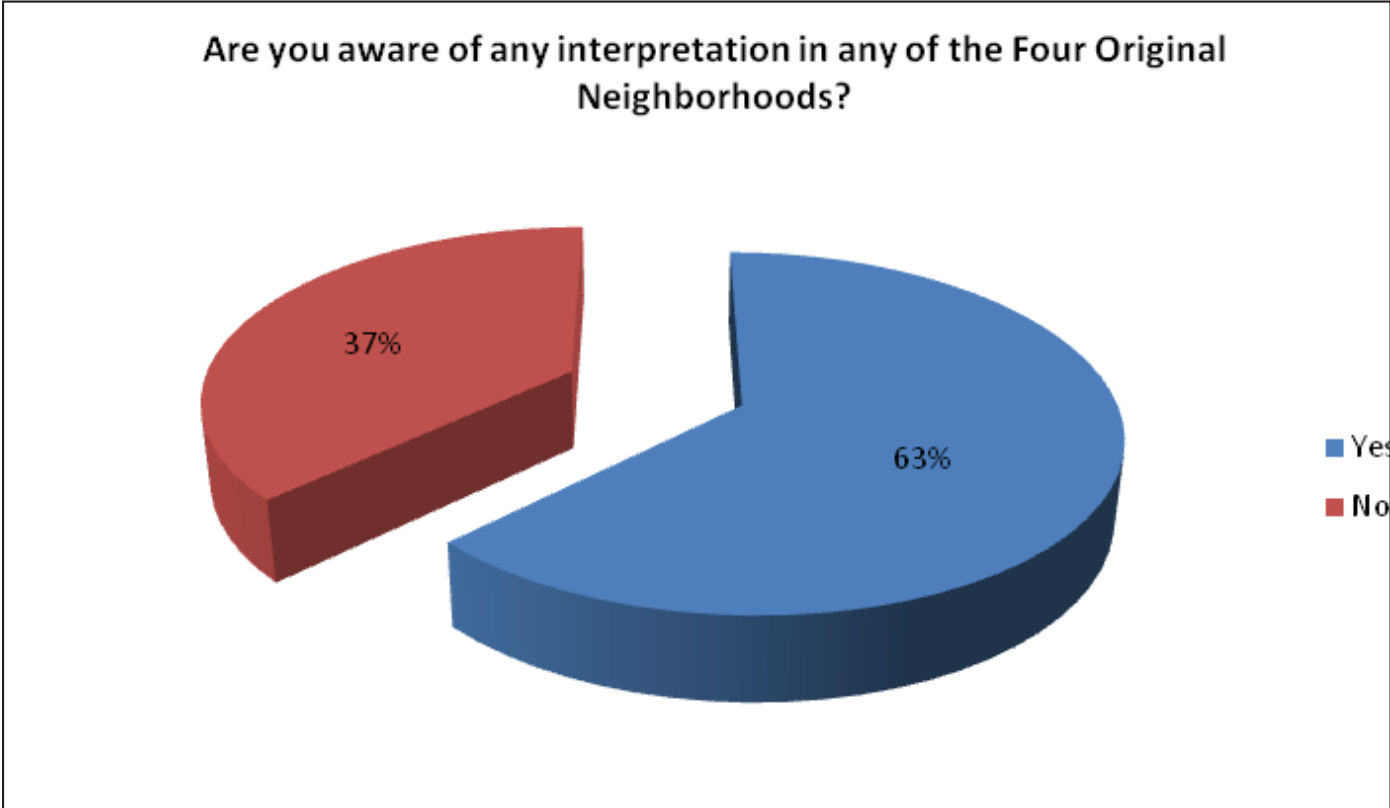


Figure 2. Are you aware of any interpretation (panels/signs, tours, etc.) in any of the four original neighborhoods (Downtown, Fairview, South Addition, and Government Hill, including Ship Creek)?

For those who answered “yes” to this question, the third question was a follow-up, asking what changes would most improve the current interpretive panels in the survey area.

3. If you answered yes to the previous question, what changes would most improve the current interpretive panels in the four original neighborhoods (Downtown, Fairview, South Addition, and Government Hill, including Ship Creek)?

- Update them physically and with Social Media, so folks can learn more, if they want to. Use them as destination points for walking tours.
- Be certain the signs are durable and weather/vandalism resistant.
- Phone and mobile based data.
- Update, make easier to read.
- Update and expand interpretive panels.
- Upkeep, upgrade, more of them, info about people other than white male businessmen.
- The only interpretive panels I’m aware of are at Ship Creek and they are about Government Hill. Fairview needs some loving.
- More. Photos. Weatherproof/vandal proof.
- I do think it would be interesting to add information about the Dena’ina.
- More photos/images.
- I’ve seen interpretive panels only in Elderberry Park. Add some to the neighborhoods in other public spaces.
- Ship Creek.
- Opportunity for easy upgrades/updates would be neat – QR codes?
- Make it a game – scavenger hunt of sorts – with phone interaction QR codes. Or in the tactile sense – button pushing – invisible picture rubbings – etc.
- Replace the old AHPI triangular kiosks.
- Better materials, graphics and placement. Something to make them stand out and be noticed.
- Updating – both in form and messaging.
- The signs downtown are okay – I have no ideas about how to improve them. Fairview could use some panels, perhaps at significant spots such as by Claris Syren’s log house, the Baptist church on 13th and Ingra, or Carrs-Gambell.
- I believe the graphics of the planetary walk are cheap and not attractive. I hope the graphic standard of new displays will be top notch.
- The signage that was done over 25 years ago by the Anchorage Historic Properties, Inc. is old, outdated, and needs to be replaced

The fourth question listed many types of media through which one could interpret a topic. Respondents were asked to rank the media in terms of effectiveness.

4. Identify the most effective ways to communicate the historic significance of the four original neighborhoods to visitors and residents?

Participants identified signs and interpretive panels overwhelmingly as the most effective way to communicate the historic significance of the four original neighborhoods. Social media was identified as the least effective way.

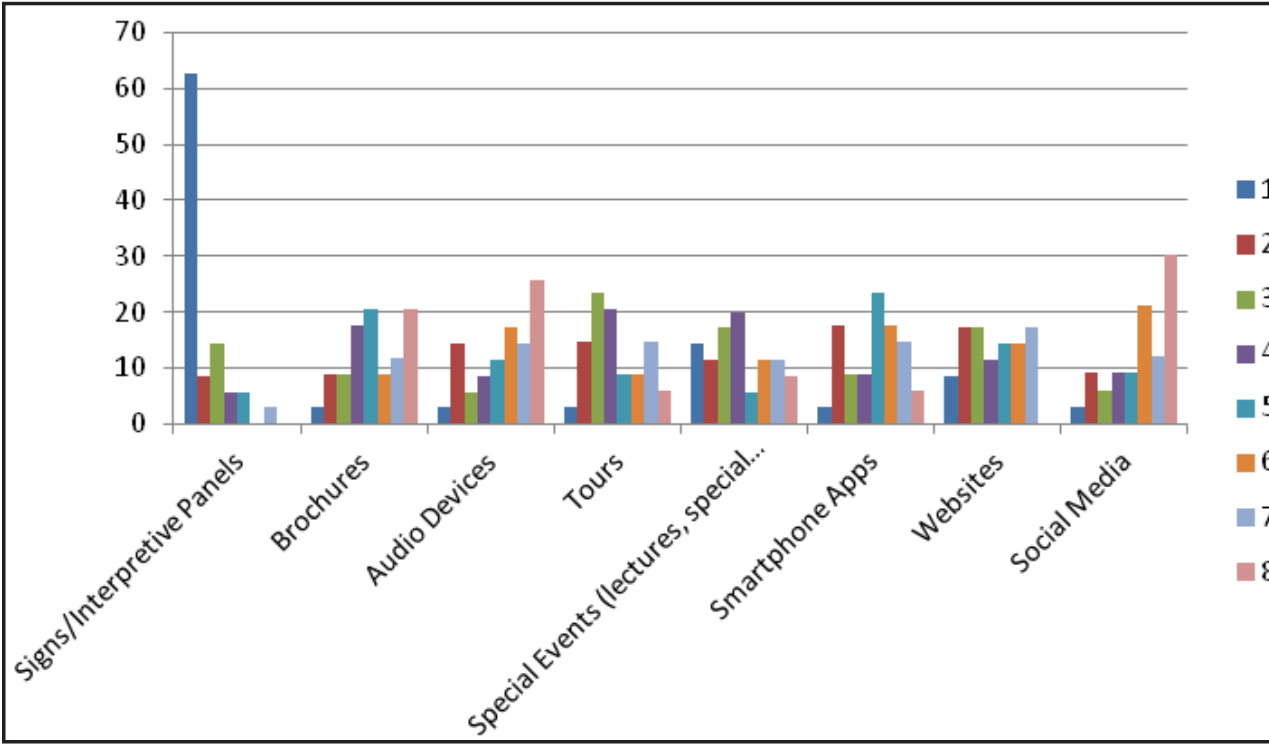


Figure 3. Identify the most effective ways to communicate the historic significance of the four original neighborhoods to visitors and residents. Hint: If you make your selections from 1 through 8 in that order, it will help sort them as you answer the question.

The last three questions in the survey were open-ended questions. The fifth question asked what people hoped to accomplish with new interpretation. The sixth question asked respondents to identify locations where they would like to see new interpretation. The final question of the survey allowed people to provide comments that are relevant to interpreting Anchorage's four original neighborhoods.

5. What do you hope new interpretation will accomplish in the four original neighborhoods (Downtown, Fairview, South Addition, and Government Hill, including Ship Creek)?

- Make Anchorage residents more aware of their heritage—we tend to believe that we are too young for real history.
- Giving visitors and new comers to Anchorage a sense of the rich history that truly is here.
- Deeper understanding of history of neighborhoods.
- Engage young audience. Support business economic development.
- Updated and accurate info. Short tidbits of info.
- Showcase our history. And get folks excited about the neighborhoods and contributing to their continuing history. We're also fortunate because some of our history makers are still alive.
- Maintain the integrity of those communities and begin to impart a sense of history that is lacking in our young city.
- Better care and appreciation of local sites of interest. Ship Creek should be continually cleaned up and developed as a scenic walk and bike.
- Give a sense of place to residents, fostering pride in the physical place and regard and care for fellow citizens. Entertain tourists.
- Revitalization and care of the historic neighborhoods, mixed use, mixed housing, sidewalks, public transportation, good restaurants, pride.
- Preservation.
- Putting our neighborhood's independence and unique character in perspective to the growth of anchorage.
- Better understanding of historical importance of Original Four.
- Help me know my neighborhood.
- Improved public appreciation for how these neighborhoods came about and the important events and people related to these neighborhoods.
- Very little, unless done right.



Totems, such as this, can help interpret Native history, Alaska Native Heritage Center

- Add to the walkability of the neighborhood while letting people know about the past! I'm not sure the goal. Making a stronger community or inviting tourists into the neighborhoods. I tend to think community should be the focus. Could the local businesses host a tour or event specific to their field (banking, architecture, gov't) looking at our town through the eyes of the people who live, work & play here.
- Help to explain the cultural history and character of the neighborhoods.
- More pride. More preservation.
- Raise awareness of the areas history and significance in developing Anchorage.
- It could help young people appreciate the history of their neighborhoods.
- It will give folks a sense of what it used to be like and how it has changed over the centuries.
- Bring cultures and classes closer together, develop pride in our community.
- Increased representation of the Dena'ina Athabascan's use of the Anchorage Bowl and communicating the idea that the Dena'ina is still a part of the Anchorage landscape.

6. Can you suggest locations for new interpretation?

- How about something at bus stops with the covered booths?
- Block 13/pilots row, safe haven, CAA housing, Cemetery, Port Overlook, Delaney Park Strip.
- Park Strip Westchester lagoon Popular neighborhood businesses By intersection mail drop boxes.
- Ship Creek. Toured Peal Street Mall, Boulder last week. Awesome!
- Several areas on Government Hill.
- Ship Creek – need interpretive panels about salmon life history, Parkstrip, Coastal Trail, 4th Ave Theater needs restoration and daily tours with historic movie footage...or something like that Tourists need more "ongoing activities" in downtown to visit. 4th Avenue Theater is a PRIME candidate.
- Gambell St, old native medical center, old ski hill.
- No.
- 14th and G.
- The Delaney Park Strip in both Fairview and South Addition, the park at the end of Harvard in Government Hill and Town Square Park.
- Need more space.
- Along walking routes. Connectors between neighborhoods...perhaps with a "distance to next sign" marking and an arrow.
- Park Strip.
- Delaney Park, Government Hill, Anchorage Memorial Park, Near Carrs Gambell (first Carrs store), near Greater Friendship Church (1st African-American Church in Anchorage).





- Coastal trail and bike paths. Neighborhood commercial sites (like City Market) or churches (like Shiloh Baptist) to orbit around. Those places also link the paths to the neighborhoods.
- Elderberry Park, Outside Oscar Anderson House, Suzanne Nightingale Park, Park Strip (various locations), Area schools and public buildings, it could be sprinkled around the area leading interest from one to another.
- Throughout trail system – coastal and ship creek and throughout the downtown core to provide interpretation plus wayfinding to get people down onto the trails.
- Claris Syren's log house (13th and Karluk), the Baptist church on 13th and Ingra, Carrs-Gambell, area around Eastchester Park (interpretation could discuss urban renewal in that part of the neighborhood.
- Not really.
- 4th Avenue Parkstrip coastal trail individual buildings or sites.
- 3rd and L. Street, 3rd and F. Street, 4th and Gambell, Brown's Point Park.

7. Can you provide comments that are relevant to interpreting Anchorage's four original neighborhoods (Downtown, Fairview, South Addition, and Government Hill, including Ship Creek).

- Focus on local audiences and not tourists although tourists are still important. Most interpretation is geared to white, middle class. Think about reaching non-traditional audiences—Native visitors to Anchorage, other more recent immigrant ethnicities.
- Merrill Field should somehow be included to tie in the aviation aspect of history.
- Aerial tours on video could be effective. Use of new technology such as Google 360 degree camera.
- NOPE!
- Govt Hill. Signage explaining the old wireless buildings, Quonset buildings, water tower, 1st general store and other buildings or architecture that have special meaning for our community.
- 4th Avenue Theater needs renovation and interpretive tours. Some of the art work and "art deco" features are really worth preserving and displaying. It would be a great venue for arctic entries which outgrew the Snowgoose venue.
- It would be neat to have some barrels you could look through that would site important landmarks like they have similar at the Portage Visitors center. Very cheap and low maintenance. Colleen Wolpert has done something similar in Syracuse but with old images laid over the new when you look through the tube.
- Where are the locals getting their coffee, walking their dog, buying their groceries (all of these neighborhoods would benefit from a centrally located grocery – downtown.) exercising, etc. What does their day look like?

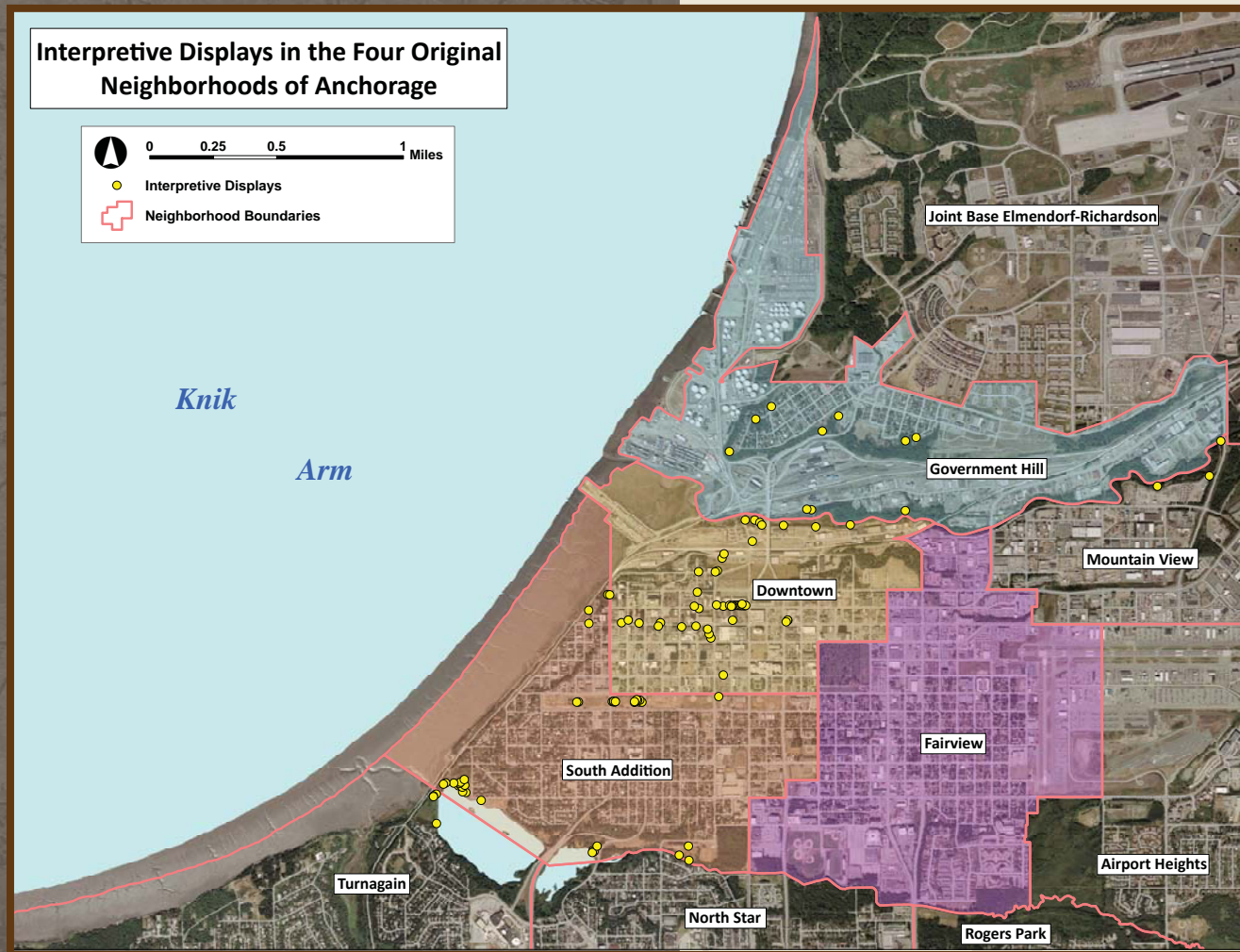
- The project needs to be more than the white man's history of Anchorage, which is what the old AHPI kiosks are. It is important to include Alaska Natives and other cultures and women as part of the interpretive project.
- Don't forget to include that Fairview was Anchorage's defacto segregated black neighborhood. It even followed the pattern of putting the black neighborhood on unstable ground in flood zones (the creek) in the style of Philadelphia and major cities like that. (Didn't see this aspect of history mentioned in section 1.) War history: end of Cold War opened air space over Russia and so reduced Anchorage's role as a strategic location for American flight. This is such a great project!
- The Railroad should be consulted. Focus on the interesting people you interviewed in a previous project.
- Are there any archaeological sites in these area.
- Also include the aerial photos of Anchorage's growth over the years. And some way of describing the influx of wealth and how yesterday's society was more "flat" with less attention paid to wealth and education than today.
- If this project is related to the Anchorage Centennial then why is the interpretation being limited to the four original neighborhoods. In other words, Anchorage's early history also extends out into Spenard and the homesteads that were north of Government Hill that were there before the military purchased the lands in 1941-1942.



Oscar Anderson House



The National Civic League named Anchorage an All-America City four times in fifty years. The above commemorates the first time in 1956.



EACH INTERPRETIVE DISPLAY CAN BE CROSS-REFERENCED ON THE MAP AND IN THE TABLES BY A LETTER AND NUMBER.

10.

APPENDIX B: OVERVIEW OF RESOURCES

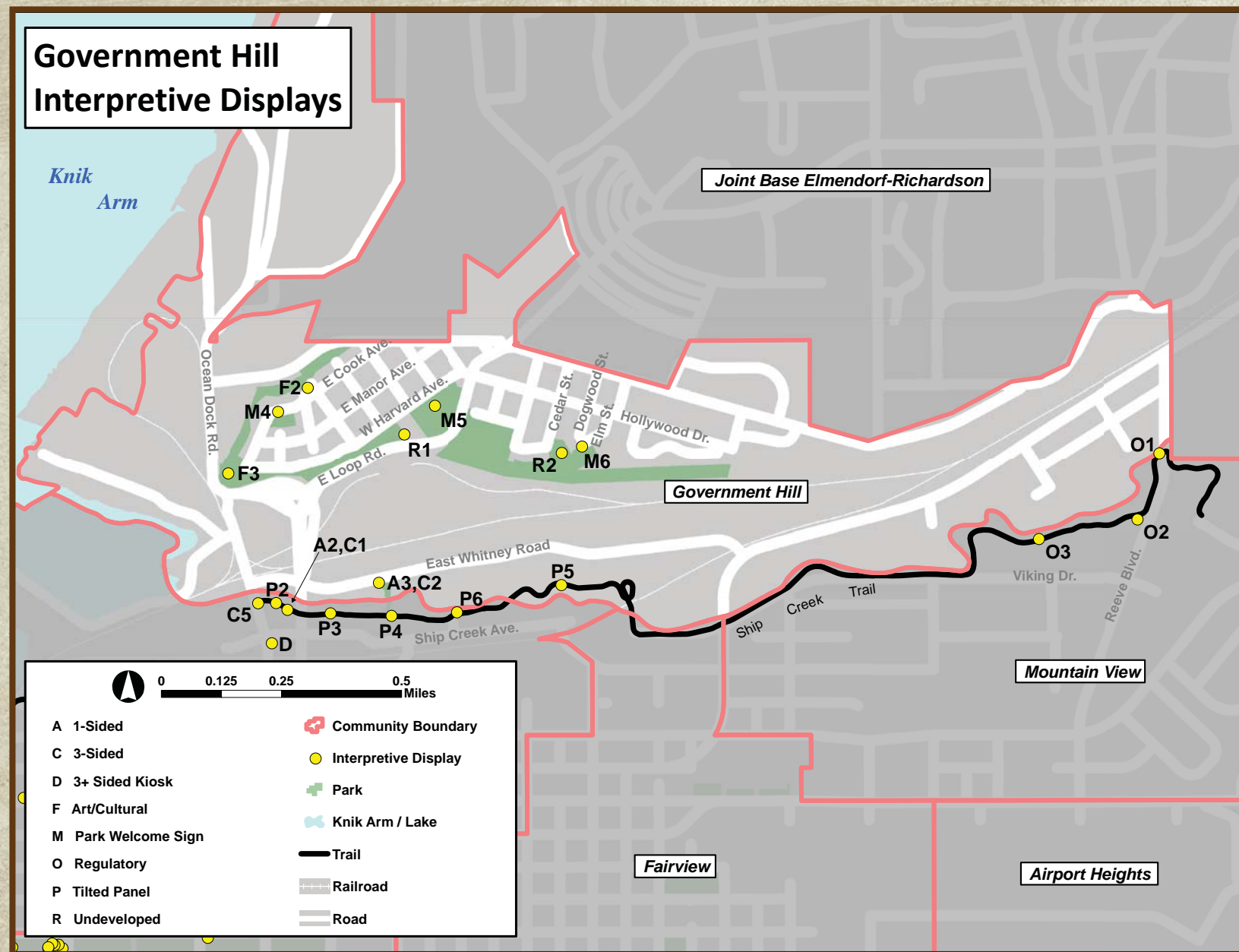
Existing Interpretation and Information

There are several information and cultural centers in Anchorage, many of which are located downtown. Visitors and residents may gather information about Anchorage and the surrounding communities and parks at the locations detailed in the following table.

A. INFORMATION AND CULTURAL CENTERS		
Site	Location	Season of Operation
Anchorage Museum	625 C Street	All Year
Alaska Public Lands Information Center	605 W 4 th Ave. Ste. 105	All Year
Anchorage Visitor Information Center	Downtown at 524 W. 4 th Avenue <i>and</i> Ted Stevens Anchorage International Airport at South Terminal C Concourse Baggage Claim Area	All Year
Oscar Anderson House	420 M Street in Elderberry Park	Summer
Fraternal Order of Alaska State Troopers: Trooper Museum	245 W 5th Ave, between B and C St.	All Year
Alaska Veterans Museum	333 W Fourth Ave., Ste. 227	All Year
Alaska Naturally (northern lights in summer)	621 W Sixth Ave. in the Alaska Center for the Performing Arts, Sydney Laurence Theatre	Summer (May 24-Sept. 1)
Alaska Experience Theater	333 W Fourth Ave.	All Year

Government Hill Interpretive Displays

EACH INTERPRETIVE DISPLAY CAN BE
CROSS-REFERENCED ON THE MAP AND IN
THE TABLES BY A LETTER AND NUMBER.



B. GOVERNMENT HILL		
Location	Collection	Title and Description
Suzan Nightingale McKay Memorial Park (F2)	Unique art	Sydney Laurence Monument: Depicts Mount Mckinley and has a small plaque describing Sydney Laurence's life, development as a painter, and his significance as an Alaskan artist. Condition: Vandalized, scratched up
Brown's Point Park (F3)	Unique art	Totem pole created by schoolchildren and restored by the community around 2008
Al Miller Park (M4)	Muni Park Welcome Sign	Welcome to this Anchorage municipal park Condition: Good condition
Park off E. Harvard Ave./Hollywood Dr. (curling club) (M5)	Muni Park Welcome Sign	Welcome to this Anchorage municipal park Condition: Good condition
Alderwood Park (M6)	Muni Park Welcome Sign	Welcome to this Anchorage municipal park Condition: Good condition
E. Whitney Rd. (access to Ship Creek Trail) (A3)	Double sided, wooden, roofed kiosk (two panels in one)	Let's Keep Our Geese Healthy: Warns against feeding geese and describes some negative effects of doing so. Ship Creek: Tells of Ship Creek's trouble with contamination due to urbanization and Anchorage's effort and tentative success at cleaning the creek up. Condition: Old, faded (nothing on other side)
Ship Creek Overlook, E. Whitney Rd. (C2)	Double sided, metal-frame kiosk	Ship Creek Enhancement Project: Describes Ship Creek's appeal to residents and visitors, the challenges it faced in the '90s, and the planning process in the effort to make the creek more attractive and accessible. (Things have changed a lot since this "poster" was written.) Condition: Outdated content, shows its age
(C2)	Double sided, metal-frame kiosk	Salmon: where are they now?: This panel gives readers a snapshot of the life cycle of Pacific salmon from one season to the next. Condition: Old and faded, poorly written
Ship Creek Trail (near the east end of E. Ship Creek Ave. (P5)	Ship Creek Trail Interp. Panel mounted on railing	Seed of a City: This panel describes the birth of Anchorage as "Tent City," the living conditions there, and the decision to move the "town" across Ship Creek Condition: Vandalized and scratched up



F2



F2



F3



M4



M4



M4



M5



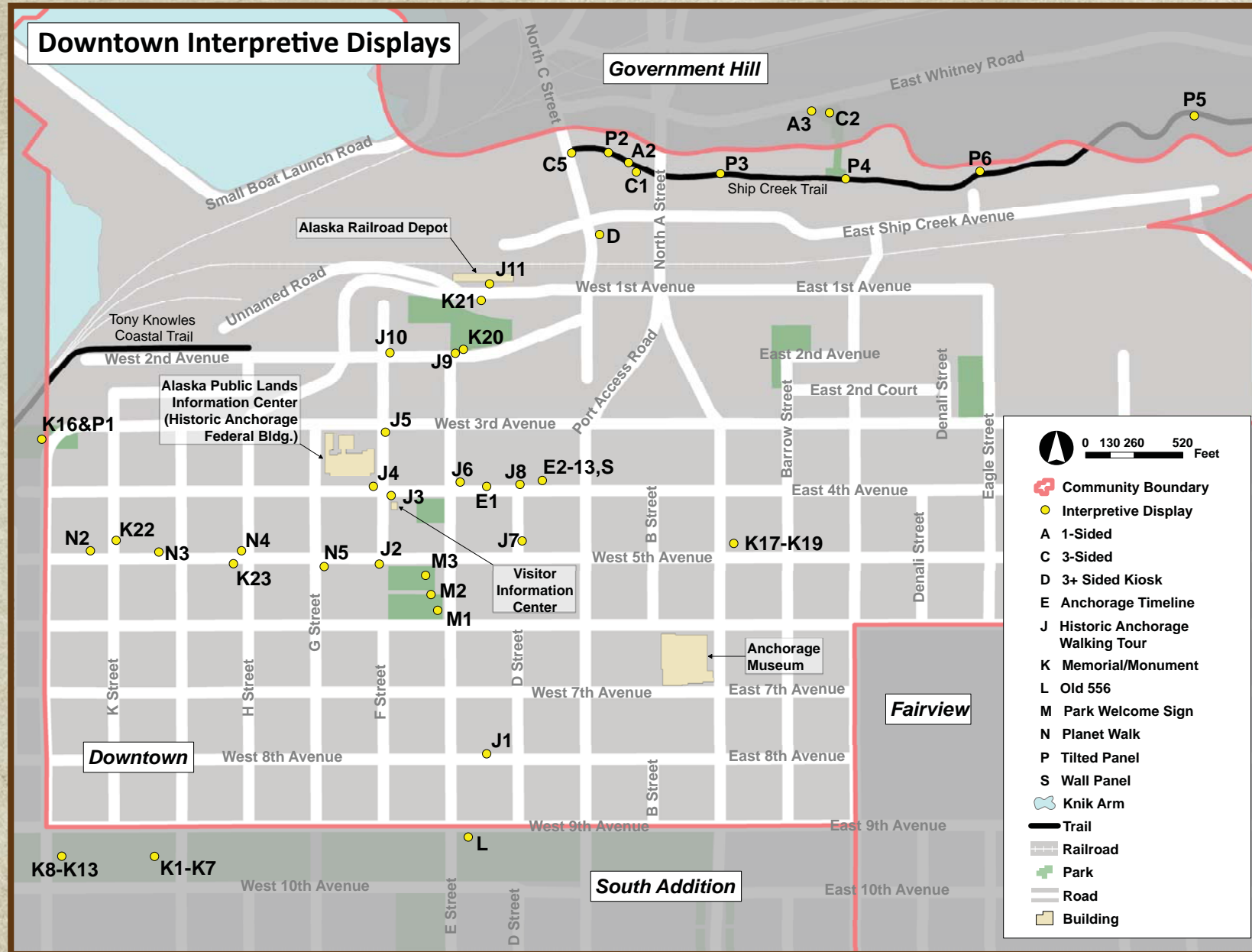
C2



C2



C5



EACH INTERPRETIVE DISPLAY
CAN BE CROSS-REFERENCED ON
THE MAP AND IN THE TABLES BY A
LETTER AND NUMBER.

C. DOWNTOWN

Location	Collection	Title and Description
W. 8 th Ave., between D St. and E St. (J1)	Unique three-panel kiosk	Anchorage's First Schools: Relates the story of how the first school in Anchorage came to be, how many students attended, where it was located, and where the building is today Condition: Slightly warped
(J1)	Unique three-panel kiosk	Residents of Downtown Anchorage: Talks about the residents of three of Anchorage's original houses that once stood at this location Condition: Slightly warped
(J1)	Unique three-panel kiosk	Development of Anchorage: Covers the establishment of Anchorage as a town and its growth, focusing on the children of Anchorage Condition: Slightly warped
W. 5 th Ave. at Performing Arts Center (J2)	Walking Tour: Historic Anchorage Three-panel kiosk	Kiss the Game Goodnight: Discusses Anchorage's favorite sport in its early days—baseball Condition: Vandalized with a sharpie
(J2)	Walking Tour: Historic Anchorage Three-panel kiosk	4th of July Celebrations: Covers Independence Day celebrations in Anchorage between 1915 and 1932 Condition: Good condition
(J2)	Walking Tour: Historic Anchorage Three-panel kiosk	The Goose Hangs High: Covers the birth of Anchorage's favorite winter festival—Fur Rondy Condition: Some scratches
Corner of W. 4 th Ave. and F St., in front of the Visitor Information Center (J3)	Walking Tour: Historic Anchorage Three-panel kiosk	A City is Born: Describes the birth of Anchorage on the banks of Ship Creek as a camp of people hoping to work on the railroad or catering to those hoping to work on the railroad Condition: Some scratches and dents, slightly warped
(J3)	Walking Tour: Historic Anchorage Three-panel kiosk	City Hall: Focuses heavily on the various buildings which once housed the City Hall, especially the first, wood-frame building and the second, Depression-era, concrete-cast building. It also talks about the WWI parade and the volunteer fire department Condition: Slightly warped
(J3)	Walking Tour: Historic Anchorage Three-panel kiosk	History of Alaska: Covers Alaska's history from before European contact, through Euro-American discovery, the Russian era, the Alaska Purchase, and the Klondike Gold Rush Condition: Some fading, some rust, slightly warped



J1



J1



J1



J2



J2



J2



J2



J3



J3

Corner of W. 4 th Ave. and F St., in front of the Federal Building (J4)	Walking Tour: Historic Anchorage Three-panel kiosk	A Movie Tycoon: Tells the intertwined story of Austin “Cap” Lathrop and the 4 th Avenue Movie Theater Condition: Warped, rusted, edges and framing damaged
(J4)	Walking Tour: Historic Anchorage Three-panel kiosk	The Forgotten War: Talks of WWII in Alaska—the Aleutian Campaign and the Japanese invasion of Attu and Kiska Condition: OK condition, rust mark near center
(J4)	Walking Tour: Historic Anchorage Three-panel kiosk	Texans, Bow Your Heads: Highlights Alaska’s admittance into the Union as the 49 th state. The bottom half discusses that block’s historic use Condition: Good condition
Corner of W. 3 rd Ave. and F St., by Hilton Hotel (J5)	Walking Tour: Historic Anchorage Three-panel kiosk	Denali: “The Great One”: Talks about some of the first ascents of Mount McKinley, or Denali Condition: Slightly warped, some small scratches
(J5)	Walking Tour: Historic Anchorage Three-panel kiosk	Gold and Salmon: Discusses the two main economic engines in Alaska in the late 1800s and early 1900s—gold and salmon Condition: Rusted marks on bottom right corner
(J5)	Walking Tour: Historic Anchorage Three-panel kiosk	Condition: Panel missing
Corner of W. 4 th Ave. and E St. (J6)	Walking Tour: Historic Anchorage Three-panel kiosk	Sydney Lawrence: Photographer of Early Anchorage: Tells the story of Sydney Lawrence, perhaps Alaska’s most famous artist Condition: Slightly warped, some scratches and peeling on title
(J6)	Walking Tour: Historic Anchorage Three-panel kiosk	Fourth Avenue: 1915-40: Describes the businesses that once lined this block and introduces the reader to the lingo and cool facts of the 1920s Condition: Rusted spot near middle and around edges, some scratches, slightly warped
(J6)	Walking Tour: Historic Anchorage Three-panel kiosk	The Heart of the City: Focuses on W. 4 th Ave. and the businesses and events it was home to from construction until the 1964 earthquake Condition: Chipped, rusted and quite warped
Loussac-Sogn Building, 429 D St. (J7)	Walking Tour: Historic Anchorage Wall-mounted single panel	Who Was Z.J. “Zack” Loussac?: Pays homage to “Zack,” a multi-faceted man who went broke many times seeing his fortune and finally got it right in Anchorage. He became mayor of Anchorage and perhaps Anchorage’s first philanthropist Condition: Good condition



J4



J4



J4



J5



J5



J6



J6



J6



J7



J7

W. 4 th Ave. at intersection with D St. (J8)	Walking Tour: Historic Anchorage Three-panel kiosk	The Club 25: This panel covers three different topics: Club 25 building, Felix's Haberdashery, and pilot Bob Reeve Condition: Slightly warped, rusted on left edge
(J8)	Walking Tour: Historic Anchorage Three-panel kiosk	Iditarod: The Last Great Race: This panel describes the former gold-mining town of Iditarod and the dog mushing race named after this present-day ghost town Condition: Fairly good condition
(J8)	Walking Tour: Historic Anchorage Three-panel kiosk	At 5:36 p.m. ... "all hell broke loose!": Covers the events and aftermath of the 1964 Good Friday earthquake in Anchorage Condition: Chipped, rusted, green paint near top, slightly warped
W. 2 nd Ave. at intersection with E St. (J9)	Walking Tour: Historic Anchorage Three-panel kiosk	Condition: Empty kiosk
Corner of W. 2 nd Ave. and F St. (J10)	Walking Tour: Historic Anchorage Three-panel kiosk	Silk Stocking Row: This panel also has three separate topics: the "Silk Stocking Row" (once the swankiest part of town with the grandest homes), the home of Anchorage's first elected mayor, and the missing J Street Condition: Chipped, rusted, scratched (seems to have been shot), slightly warped
(J10)	Walking Tour: Historic Anchorage Three-panel kiosk	A Toast...To The Pioneer Women!: Tells of the women of Anchorage, few in number, but according to this panel, certainly worth their salt—and they were given their due Condition: Slightly warped
(J10)	Walking Tour: Historic Anchorage Three-panel kiosk	The Dynamic Trio: Provides a short biography of the three men who made up the Alaska Engineering Commission in charge of the construction and operation of the Alaska Railroad Condition: Slightly warped
The Alaska Railroad Depot, 411 W. 1 st Ave. (J11)	Walking Tour: Historic Anchorage Three-panel kiosk	The Wild Goose Railroad: Highlights the three main private railroads in Alaska's early days: the Wild Goose Railroad, the White Pass/Yukon Railroad, and the Copper River and Northwestern Railroad Condition: Good condition
(J11)	Walking Tour: Historic Anchorage Three-panel kiosk	The Alaska Railroad: Explains how impressive and unique the construction and completion of the Alaska Railroad was Condition: Some small scratches
(J11)	Walking Tour: Historic Anchorage Three-panel kiosk	The Presidential Special: Describes President Harding's visit to Alaska in honor of the completion of the Alaska Railroad Condition: Chipped and rusted on the bottom edge



J8



J8



J8



J9



J10



J10



J10



J11



J11



J11

Corner of G St. and W. 5 th Ave. (N5)	Anchorage Light Speed Planet Walk (Sun)	Sun: Many displays and panels; domed sun “sculpture” Condition: Good condition
(N5)	Anchorage Light Speed Planet Walk (Sun)	Origin of Our Solar System: Explains the origin of the solar system Condition: Good condition
(N5)	Anchorage Light Speed Planet Walk (Sun)	You’re a Star!: Covers the life of a star from birth to death Condition: Good condition
(N5)	Anchorage Light Speed Planet Walk (Sun)	Let’s take an imaginary journey through the Sun, from the inside out.: Examines the Sun’s layered composition Condition: Good condition



N5



N5



N5



N5

(N5)	Anchorage Light Speed Planet Walk (Sun)	<p>Interactive solar system display:</p> <ul style="list-style-type: none"> • Take a walk through our Solar System • Dividing up our time • Our Moon and others • Our Sun's Violent Surface • Earth: Our Observing Platform • Solar Wind • Other Solar System object's in Earth's neighborhood • And beyond Earth's neighborhood... • Cultural Groups of Alaska • Raven, the Trickster • Raven and the Milky Way • The Girl Who Married the Moon • Tulunigraq • Auroras and Constellations • "The Eye of the Universe" Ellanguaq and the Cosmos • Alaska Native Language Map • For More Information... • Meet an Alaskan Planet Walker • Evolution of a Planet Walk • What is a Planet Walk • Alaska-Land of the Midnight Sun • The Rise and Fall of the Midnight Sun <p>Condition: Good condition</p>
Corner of H St. and W. 5 th Ave. (N4)	Anchorage Light Speed Planet Walk	<p>Station #1: Mercury: A World of Extremes: Explains the Planet Walk and describes Mercury's extreme conditions and composition</p> <p>Condition: Good condition</p>
W. 5 th Ave. near I St. (N3)	Anchorage Light Speed Planet Walk	<p>Station #2: Venus: She's Hot!: Explains the Planet Walk and describes characteristics of Venus</p> <p>Condition: Good condition</p>



N5



N5



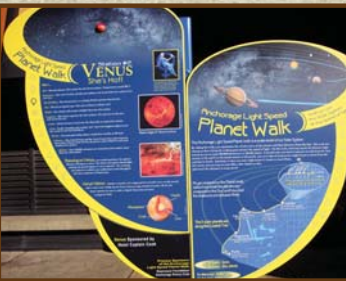
N5



N5



N5



N5

W. 5 th Ave. near K St. (N2)	Anchorage Light Speed Planet Walk	Station #3: Earth: The Right Stuff!: Explains the Planet Walk and describes the characteristics of Earth that allow for life Condition: Good condition
Sunshine Plaza W. 4 th Ave. (E1)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Time Line: Provides a snapshot of the Anchorage Area history starting between 5000 B.C. and 1868 A.D. Condition: Good condition, poster-like and nailed to the wall
(E1)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Suk Du: Discusses Alaska Native cultures through prehistory, history, and present Condition: Good condition, larger but still poster-like and nailed to the wall
(E1)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Time Line: Provides a snapshot of the Anchorage Area history between 1880 and 1898 Condition: Good condition, poster-like and nailed to the wall
(E2)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Time Line: Provides a snapshot of the Anchorage Area history between 1906 and 1918 Condition: Good condition, two poster-like nailed side by side to the wall
(E2)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Pre 1915: Explores how Euro-American contact affected Alaska Natives Condition: Good condition, larger but still poster-like and nailed to the wall
(E2)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area 1915: Covers the development of the railroad through the Anchorage area and how and why Anchorage relocated Condition: Good condition, larger but still poster-like and nailed to the wall
(E2)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area 1916-1920: Covers the rapid evolution of Anchorage into a modern town until WWI and the 1919 influenza epidemic halted the expansion Condition: Good condition, larger but still poster-like and nailed to the wall
(E2)	Sunshine Plaza and 4 th Avenue Market Place Interp.	1920s Anchorage Area: Discusses the incorporation of Anchorage as a city and its early development transportation Condition: Good condition, larger but still poster-like and nailed to the wall
(E2)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Time Line: Provides a snapshot of the Anchorage Area history between 1920 and 1937 Condition: Good condition, poster-like and nailed to the wall



E1



E2



E2



E2



E2



N2



E1



E2



E2



E2



E2

4 th Avenue Market Place, 411 W. 4 th Ave. (E3)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area 1930-1939: Explores the evolution of transportation during the 1930s, including roads, airports, and military bases Condition: OK condition, some writing scratched on it, larger but still poster-like and nailed to the wall
(E4)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Time Line: Provides a snapshot of Alaska history between 1940 and 1949 Condition: Good condition, poster-like and nailed to the wall
(E5)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area 1940-1949: Offers a glimpse of the drastic changes that took place in Anchorage during WWII Condition: OK condition, scratched, larger but still poster-like and nailed to the wall
(E6)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area 1940-1949: Explains the evolution of air travel in Anchorage during WWII Condition: Smudged and slightly warped, larger but still poster-like and nailed to the wall
(E7)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Time Line: Provides a snapshot of Alaska and Anchorage history between 1950 and 1964 Condition: Good condition, poster-like and nailed to the wall
(E8)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area 1950-1963: Covers the surprising economic growth of Anchorage, its role in the Cold War, and Alaska's climb to statehood Condition: Good condition, larger but still poster-like and nailed to the wall
(E9)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area Time Line: Provides a snapshot of Alaska and Anchorage history between 1965 and 1969 Condition: Good condition, poster-like and nailed to the wall
(E9)	Sunshine Plaza Interp.	Anchorage Area Time Line: Provides a snapshot of Alaska and Anchorage history between 1971 and 1976 Condition: Good condition, poster-like and nailed to the wall
(E9)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Anchorage Area: A collection of images Condition: Good condition, poster-like and nailed to the wall
(E10)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Alaska Time Line: Provides a snapshot of Alaska history between 1976 and 1985, with a special focus on Alaska oil production Condition: Good condition, poster-like and nailed to the wall
(E11)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Alaska Time Line: Provides a snapshot of Alaska history between 1988 and 1996, with a heavy focus on Alaska oil production Condition: Good condition, some smudges, poster-like and nailed to the wall



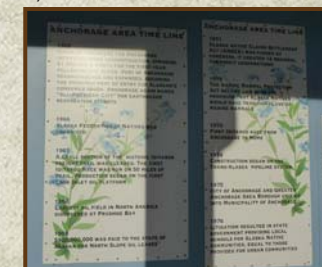
E3



E5



E7



E9



E11



E11



E4



E6



E8



E10

(E12)	Sunshine Plaza and 4 th Avenue Market Place Interp.	Alaska Time Line: Provides a snapshot of Alaska history between 1998 and 2008 Condition: Good condition, poster-like and nailed to the wall
W. 5 th Ave. and A St. (K17, K18)	Firefighter Memorial	Alaska Fallen Firefighter Memorial: Consists of a statue of a firefighter, 27 plaques honoring firefighters who died on the job or as a result of their job, a plaque with a poem titled "A Firefighter's Prayer," a panel, and a bell. Condition: Good condition
(K19)	Firefighter Memorial	Alaska Fallen Firefighter Memorial (Panel): Dedicates the memorial to all Alaska Firefighters and Emergency Responders who died serving Alaskans and recognizes the contributors to the memorial Condition: Good condition, mounted on metal stand
W. 2 nd Ave. near the intersection with E St. (K20)	Eisenhower Alaska Statehood Monument	Eisenhower Alaska Statehood Monument: Consists of a statue, plaques, and three interpretive panels Condition: Needs some maintenance, the monument name on the statue is missing an "A," the railing needs a new coat of paint, some of the "marble" is broken in places, and plaques need cleaning
(K20)	Eisenhower Alaska Statehood Monument	478 Miles of Steel: Seward to Fairbanks: Discusses the Alaska Railroad's origin and construction, its intended mission, and its completion Condition: Fairly good condition, frame slightly warped
(K20)	Eisenhower Alaska Statehood Monument	Coal, Farms & the Railroad: Explains how the railroad mission related to the Matanuska Valley's economic development and then talks about the Matanuska Valley Colony experiment Condition: Appears to have a bullets hole/damage
(K20)	Eisenhower Alaska Statehood Monument	The Tent City - 1915: Tells of Anchorage's origins as "Tent City," the president's order to move the improvised town site from the mud flats to the bluff, and of the land auction Condition: Fairly good condition
W. 1 st Ave. in front of the Alaska Railroad Depot (K21)	The Alaska Railroad Display/Monument	The Alaska Railroad Display/Monument: Consists of Train Engine 1, two small totem poles, and a marble plaque Condition: Good condition
K St. across from the Captain Cook Hotel (K22)	Captain James Cook Display /Monument	The Voyages of Captain Cook Display/Monument: Metal sculptures of three ships in a concrete pit with engraved sides and four sculpted metal plaques, one at each corner Condition: Good condition, some wear evident on the plaques (could be purposely worn for the artistic impression) and some weeds growing in the bottom of the pit.



E12



K17



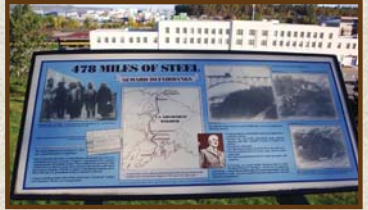
K19



K17



K20



K20



K20



K20



K21

(K22)	Captain James Cook Display /Monument	<p>The First Voyage: This plaque gives the reader a quick overview of Captain Cook's origin and first voyage in 1768, telling of the success of his first mission, detailing the terms of the second mission and covering the execution of this second mission</p> <p>Condition: Good condition, some wear (could be purposely worn), cracked near middle</p>
(K22)	Captain James Cook Display /Monument	<p>The Second Voyage: This plaque explains Captain Cook's second voyage and his mission of circumnavigating the globe from west to east. It also tells of the honor he received for figuring out how to prevent scurvy aboard his ship—none of his crew died of scurvy</p> <p>Condition: Good condition, some wear (could be purposely worn)</p>
(K22)	Captain James Cook Display /Monument	<p>The Third Voyage: This plaque provides an account of Captain Cook's third and last voyage in search of the Northern passage and his death in Hawaii</p> <p>Condition: Good condition, some wear (could be purposely worn), scratched up</p>
(K22)	Captain James Cook Display /Monument	<p>The Voyages of Captain Cook: This plaque gives the title of the monument/art display and contains a dedication of it to "...the Children of the World who sail uncharted waters, explore new horizons, and...improve the lot of all mankind..." by Walter J. Hickel. It also attributes the sculpture to Josef Princiotta with Susan McKittrick, Jim Froehlich, and Dean McTavish</p> <p>Condition: Good condition, some wear (could be purposely worn)</p>
W. 5 th Ave. almost H St. at the entrance of Holy Family Cathedral (K23)	Commemoration of Pope John Paul II's visit	<p>Commemorating the visit of Pope John Paul II to Holy Family Cathedral February 26, 1981: This plaque provides an excerpt of Pope John Paul II's address in the cathedral</p> <p>Condition: Good condition, some scratches and marks, but few</p>
N. C St. near W Ship Creek Ave. (D)	Four-panel kiosk in RR plaza	<p>War Brings Change to Ship Creek: This panel describes how WWII affected the Alaska Railroad, increasing the need for infrastructure</p> <p>Condition: Good condition</p>
(D)	Four-panel kiosk in RR plaza	<p>Presidential Decision Engenders a City: This panel explains the need for a railroad to open Alaska to travel and trade, discusses the existence of private railroads and President Wilson's decision to create a new railroad segment that would connect Fairbanks to Seward. This decision caused "Tent City" to spring up</p> <p>Condition: Good condition</p>



K22



K22



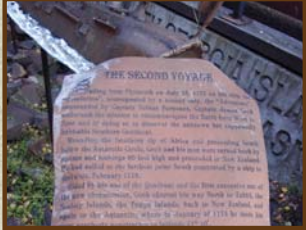
K22



D



K22



K22



K23

(D)	Four-panel kiosk in RR plaza	<p>Railroad Transforms Ship Creek: This panel discusses how the development of the trail route connecting Seward and Fairbanks cause a boom of infrastructure construction, which led the railroad to reroute a portion of Ship Creek to create more usable land for infrastructure.</p> <p>Condition: Good condition</p>
(D)	Four-panel kiosk in RR plaza	<p>Otto-cratic Railroad Manager: This panel describes Colonel Otto F. Ohlson, appointed general manager of the Alaska Railroad, and his career in this position</p> <p>Condition: Good condition, a bit dirty</p>
Ship Creek Trail on N. C St. (C5)	Three-panel kiosk	<p>Stickleback Creek~Dgheyaytnu: This panel explains why the Dena'ina called this creek "Stickleback Creek." It relates the importance of this creek to the survival of Alaska Natives in early spring and tells of the Dena'ina's influence today</p> <p>Condition: Good condition</p>
(C5)	Three-panel kiosk	<p>Fish On!: This panel highlights the urban nature of this beloved fishing creek and explains the rules of "combat fishing" for out-of-towners</p> <p>Condition: Good condition, some marks and scratches</p>
(C5)	Three-panel kiosk	<p>Condition: Panel missing</p>
Ship Creek Trail between N. C St. and N. A St. (P2)	Single Boy Scout Panel	<p>Invasive Northern Pike: This panel covers what an invasive species is and describes the invasive nature of Northern pike. It also describes ways in which people can help prevent and control the spread of pike</p> <p>Condition: Good condition, though wordy and more of an informational sign than an interpretive panel</p>
Ship Creek Trail between N. C St. and N. A St. (A2)	Single historic feature panel	<p>Bridging the Gaps: This panel highlights bridges built by the Alaska Engineering Commission for the railroad and timber trestle bridges, with a special focus on the pedestrian bridge that crosses Ship Creek</p> <p>Condition: Good condition</p>



D



D



C5



P2



D



C5



C5

Ship Creek Trail between N. C St. and N. A St. (C1)	Green, double-sided, metal kiosk	Railroad Delays Port: This panel explores the history of the Alaska Railroad and the Port of Anchorage and the cooperation and conflict between the two Condition: Good condition
(C1)	Green, double-sided, metal kiosk	Plaque: This plaque commemorates the Ship Creek area as central to the development of transportation infrastructure in the rest of the state and the development of the City of Anchorage Condition: Good condition
Ship Creek Trail just east of A St. (P3)	Single-panel, wooden frame	Ship Creek Unplugged: Streambank Restoration: This panel informs the reader about a 2003 streambank restoration project, the importance of streambanks, and how the reader can help Condition: Both top corners look torn, looks like paper
Ship Creek Trail near pedestrian bridge between Downtown and Government Hill (P4)	Single panel mounted on railing/fence	Government Hill: This panel describes the birth of Government Hill and the milestones in this neighborhood's history Condition: Vandalized and scratched up
Ship Creek Trail just east of the pedestrian bridge to Ship Creek (P6)	Single panel mounted on railing/fence	Seed of a City: This panel describes the birth of Anchorage as "Tent City," the living conditions there, and the decision to move the "town" across Ship Creek Condition: Vandalized and scratched up



C1



A2



C1



C1



P3

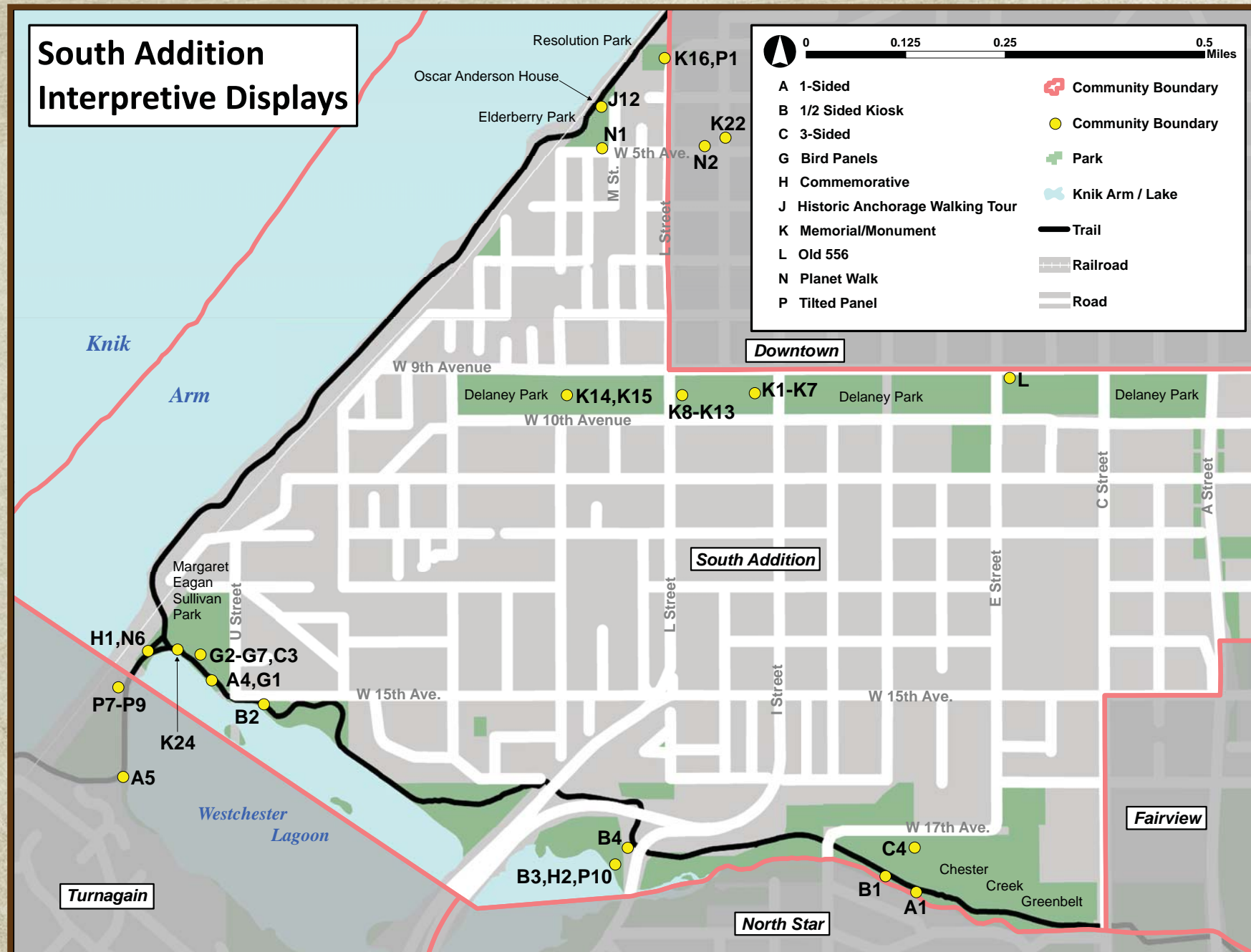


P4



P5

South Addition Interpretive Displays



EACH INTERPRETIVE DISPLAY
CAN BE CROSS-REFERENCED ON
THE MAP AND IN THE TABLES BY A
LETTER AND NUMBER.

D. SOUTH ADDITION		
Location	Collection	Title and Description
Delaney Park Strip W. 9 th Ave., between E St. and F St. (L)	Unique panel	No. 556: Discusses train engine no. 556 Condition: Rusty and worn with paint peeling off
Delaney Park Strip I St. between W. 9 th Ave. and W. 10 th Ave. (K1-K7)	Memorial	Veteran's Memorial: Includes a tall flagpole, a statue, memorial plaques, two rectangular art pieces depicting mountains, eagles, the Big Dipper, and mountains meeting water, benches, and strategic lighting Condition: Brand new with the finishing touches still happening
Delaney Park Strip W. 9 th Ave., between E St. and F St. (K8-K13)	Memorial	Martin Luther King, Jr. Memorial: Includes memorial plaques (one with an image of Martin Luther King, Jr. and donor recognition plaques), 16 black and white interpretive panels, an unrelated plaque dedicating a tree to Spec. 4 Richard Bauer and all prisoners of war and missing in action, a large bust of Martin Luther King, Jr. Condition: Good condition
(K9 and K10)	Memorial	Martin Luther King, Jr. Memorial Interp. Panels: All 16 panels contain quotes, photos, and descriptive photo captions. Condition: Good condition
Delaney Park Strip W. 9 th Ave., between E St. and F St. (K14, K15)	Memorial	Memorial to the visit of Pope John Paul II: Comprised by a stone monument with two memorial plaques, one bearing the image of the pope and one bearing his name and the date of his visit to Anchorage. Condition: Mostly good condition, some rust on the plaque with the image of Pope John Paul II.
Resolution Park, northern terminus of L St. (K16)	Monument	Captain James Cook monument: Comprised of a statue and plaques Condition: Statue in good condition, plaque scratched up and written on
(P1)	Unique panel	What's on the Horizon?: Explains Anchorage's strategic location for international air commerce; describes the volcanoes visible from this location, which are also part of the Pacific Ring of Fire; tells the mythic story of "Sleeping Lady" or Mount Susitna; highlights Cook Inlet's belugas; informs visitors about Mount McKinley, which can sometimes be seen from Anchorage; and talks about Turnagain Arm's characteristic mud flats Condition: Vandalized—scratched up, written on, dented and rusted



K8-K13



K1-K7



K1-K7



K9-K10



K14



K15



K16



P1

(P1)	Unique panel	Resolution Park: This panel commemorates Captain Cook's voyages of discovery, especially the voyage that led him up Turnagain Arm, which he called "Turnagain River," in search of the northwest passage Condition: Vandalized—scratched up and written on
Elderberry Park, W. M St. and 5 th Ave. (J12)	Walking Tour: Historic Anchorage Three-panel kiosk	"He Knew No Fear": Talks about Russel H. Merrill and his role in Alaska aviation Condition: Good condition, some rust near frame at bottom
(J12)	Walking Tour:	Oscar Anderson: Discusses Oscar Anderson's arrival in Anchorage and his role in the new, developing town Condition: Good condition, small scratch near bottom and some rust near frame at bottom
(J12)	Walking Tour:	That "Demon Rum": Provides a glimpse of Anchorage's early underground scene Condition: Slightly scratched and dented
W. 5 th Ave. near M St. (N1)	Anchorage Light Speed Planet Walk	Station #4: Mars: Less than Ideal: Explains the Planet Walk, describes the characteristics of Mars, and explores this Planet's past and present Condition: Good condition
Margaret Eagan Sullivan Park (Westchester Lagoon, Coastal Trail) (Technically Turnagain not South Addition) (A5)	Single panel on wooden posts with a metal back	Meeting Moose: Covers how to avoid creating a dangerous situation during a moose encounter Condition: Good
(Technically Turnagain not South Addition) (P7)	Salmon in the City	Grass Creek-Chanshtnu: Tells of the time when there was a large tidal estuary at Chester Creek's mouth and the Dena'ina had fish camps along the banks Condition: Good
(Technically Turnagain not South Addition) (P8)	Salmon in the City	Story of a Lagoon: Explains how the mouth of Chester Creek became Westchester Lagoon and highlights its role in community recreation Condition: Good
(Technically Turnagain not South Addition) (P9)	Salmon in the City	Restoring Chester Creek: Covers the recent improvements to fish access and flood management Condition: Good



J12



P1



J12



J12



N1



A5



P7



P8



P9

Margaret Eagan Sullivan Park (Westchester Lagoon, Coastal Trail) (N6)	Anchorage Light Speed Planet Walk	Station #5: Jupiter: Super-Sized Explains the Planet Walk and describes the “super” characteristics of Jupiter such as size, mass, speed, weather, and temperature Condition: Good condition, one small scratch and some chipping at the edge
(H1)	Memorial	Thomas P. Cox Memorial Condition: Clear cover is damaged
Margaret Eagan Sullivan Park (Westchester Lagoon, Chester Creek Trail) (K24)	Memorial	Love: A poem dedicated to Ken, an ironworker Condition: Good condition
(K24)	Memorial	Dumb Iron Worker: A poem dedicated to Ken, an ironworker Condition: Good condition, some smudges
(G2)	Bird panel collection	Red-Necked Grebe: A short natural history of Red-Necked Grebes Condition: Good condition
(G3)	Bird panel collection	Bird Feathers: A short description of feather types and functions Condition: Good condition
(G4)	Bird panel collection	Bird Beaks: A short description of beak types and functions Condition: Good condition
(G5)	Bird panel collection (on side of building)	Birds of Westchester Lagoon: Discusses Anchorage’s role in the protection of migratory birds that stop here. The panel also gives brief description of Wandering Tattlers, Surfbirds, and White-fronted Geese. Condition: Good condition
(G5)	Bird panel collection (on side of building)	What’s all the racket?: Describes the sounds made by Gulls and Bald Eagles and the commotion that they cause Condition: Good condition
(G5)	Bird panel collection (on side of building)	Whimbrel, Trumpeter Swan, Hudsonian Godwit: Briefly describes those bird species Condition: Good condition
(G5)	Bird panel collection (on side of building)	Olive-sided Flycatcher, Rusty Blackbird, Kittlitz’s Murrelet: Briefly describes those bird species Condition: Good condition



N6



H1



K24



K24



G2



G3



G4



G5



G5



G5



G5

(G5)	Bird panel collection (on side of building)	Sandhill Crane: Briefly describes this bird species Condition: Good condition
(G5)	Bird panel collection (on side of building)	American Golden Plover, Red-throated Loon: Briefly describes those bird species Condition: Good condition
(G6)	Bird panel collection	Bird Feet: A short description of feet types and functions Condition: Good condition
(G7)	Bird panel collection	Wetlands are for the Birds!: A short description of wetlands' beneficial roles for birds, wildlife, and people Condition: Good condition
(C3)	Fitness Cluster collection	Welcome to the Fitness Cluster: Explains how to use the Fitness Cluster as a "coach" Condition: Fairly good condition
(C3)	Fitness Cluster collection	Heart Check: Cardiovascular Fitness Guide (side 1): Discusses the basic principles of cardiovascular fitness and how to determine and use heart rate in achieving fitness goals Condition: Fairly good condition
(C3)	Fitness Cluster collection	Heart Check: Cardiovascular Fitness Guide (side 2): Same as side 1 Condition: Badly damaged on the Heart Check Guide chart
(A4)	Bird panel collection	They are cute, But....: Informs people about how big an impact dogs can have on birds and bird habitat Condition: Good condition
(G1)	Bird panel collection	Northern Shoveler: A short natural history of Northern Shovelers Condition: Good condition
(B2)	Double sided, wooden, roofed kiosk	Scoop the Poop: Encourages pet owners to keep public areas clean by picking up after their dogs Condition: Fairly good condition



G5



G5



G6



G6



C3



C3



C3



A4



G1



B2

(B2)	Double sided, wooden, roofed kiosk	Anchorage Trail Map: Provides a “You Are Here” and highlights Anchorage’s trails Condition: Good condition
Margaret Eagan Sullivan Park, between Spenard Rd. and Minnesota/I St. (B4)	Double sided, wooden, roofed kiosk	Westchester Lagoon Disc Golf Course: shows where the disc golf course is and denotes, baskets, tee pads, and fairways Condition: Map in fairly good condition, but kiosk is half empty and looks shoddy
(B3)	Wooden kiosk	Scoop the Poop: Encourages pet owners to keep public areas clean by picking up after their dogs Condition: Fairly good condition
(H2)	Wooden sign	Westchester Lagoon Waterfowl Sanctuary: Recognizes the groups and agencies responsible for developing this area as waterfowl habitat Condition: OK condition (could use some TLC)
(P10)	Metal frame panel	Food for Fowl: Explores what and how different waterfowl eat and how feeding bird human food can be detrimental Condition: Some scratches and small holes, (too high for even short adults to read)
Valley of the Moon Park, Chester Creek Trail (A1)	Single panel on wooden posts with a metal back	Munchin’ Moose: Covers what and where moose eat over the course of a year and how they eat and digest Condition: Good
(B1)	Wooden kiosk	Scoop the Poop: Encourages pet owners to keep public areas clean by picking up after their dogs Condition: Fairly good condition
Valley of the Moon Park, W. 17 th Ave. (C4)	Wooden three-panel kiosk	A Storm Brewing: Explores the negative impacts of hardened surfaces on creeks and their residents; lists some counter-measures Condition: Good condition



B4



B2



B3



H2



P10



A1

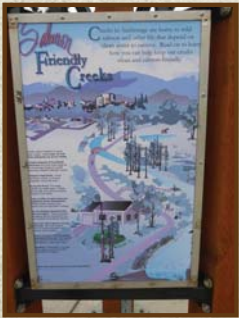


B1



C4

(C4)	Wooden three-panel kiosk	Salmon Friendly Creeks: Provides a list of ways to keep creeks in Anchorage clean and salmon-friendly Condition: Good condition, frame partially covers left-most letters and the top and left portions of the title.
(C4)	Wooden three-panel kiosk	Welcome to this Anchorage Municipal Park: Provides a bullet list of park rules and guidelines Condition: Good condition

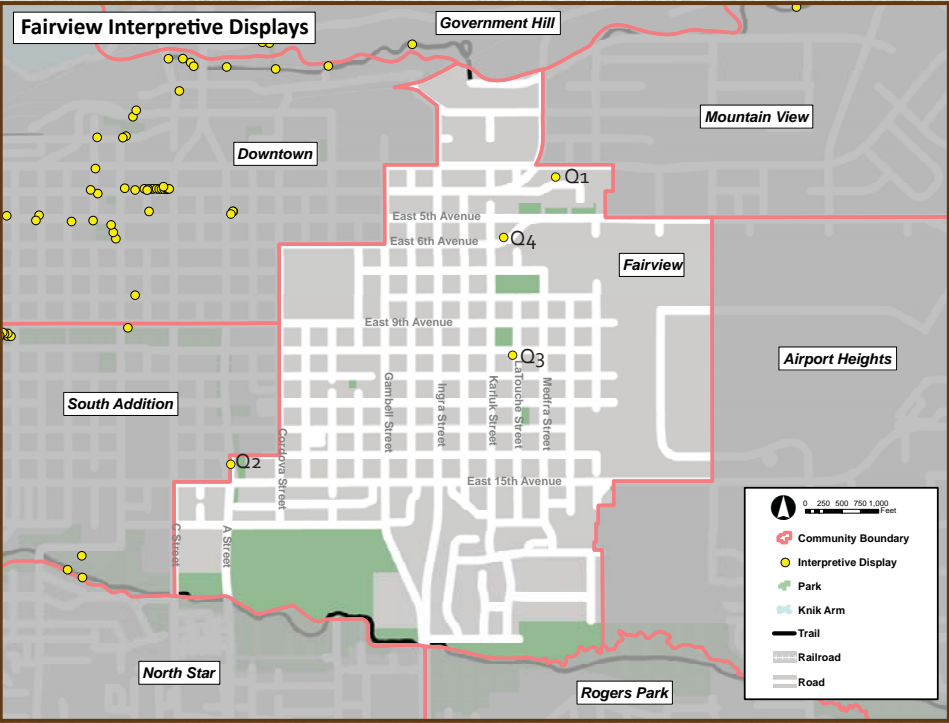


C4



C4

E. FAIRVIEW		
Location	Collection	Title and Description
Fairview		Some art and decorative features, but no interpretive media
(Q1)	Metal and wood	Welcome to Anchorage: includes seasonal flowers Condition: Good condition
(Q2)	Decorative metal	Fishing poles: includes seasonal flowers Condition: Good condition
(Q3)	Decorative metal	Arbor: includes seasonal flowers Condition: Good condition
(Q4)	Metal plaque	Memorial for the Armed Forces: includes seasonal flowers maintained by the Garden Club Condition: Good condition



Q1



Q2



Q3



Q4



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12.

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Town Square at Alaska Center for the Performing Arts



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Municipality of Anchorage

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Municipality of Anchorage
Historic Preservation Commission

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2014

FOUR ORIGINAL NEIGHBORHOODS



Anchorage, from Earthquake Park



ANCHORAGE'S

2015

INTERPRETIVE PLAN